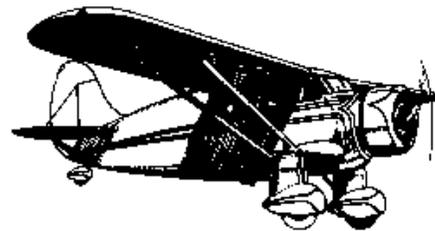




PLANE TALK



PROP MASTERS NEWSLETTER

AMA CHARTER # 397

April 2005

Club Officers:

President: Mark Fenrich
630-759-9560
Vice President: Ed Calahan
630-968-5229
Treasurer: Marv Luebbert
630-420-7499
Secretary : Dave Cotton
630-637-0354

Flying Instructors:

Bob Stowe (Chief Instr.)
630-922-9346

Larry Dudkowski
630-759-8245

Collin MacDonald
630-961-2321

Marv Luebbert
630-420-7499

Bob Mosinski
630-820-3202

Mark Fenrich
630-759-9560

Newsletter:

Walter Voyt (editor)
Ed Calahan (circulation)

Website: Bob Mosinski
630-820-3202

Committee Chairmen:

Fun Fly: Larry Dudkowski
630-759-8245

Safety: Bill Hickey
630-428-4978

Library -

Walter Voyt

Forest Preser/Community

Relations -

Bob Mosinski

Publicity

Marv Luebbert

Raffle -

Rich Schaefer



From The President

By Mark Fenrich



That pesky ground hog has done it to we RC-aero flyers again this year. Temps for the last 6 weeks have been averaging 10 to 15 degrees below normal for this time of year with intermittent snowfalls as well. As I sit here writing this letter at the end of March, the weather report has finally indicated a potential for temperatures actually at or above normal for the next few days. It's a sad state of affairs when I have to get excited about a temperature of 50 degrees (my personal minimum for flying), but that's what it's come to. That being said ... we did get in our March Fun Fly after changing the event from 'The Bean Counter' to a timed flight due to the cold! Even though the 40 something temperatures did not meet my minimum 50 degree requirement, I did participate along with 10 or so other staunch flyers. Because the wind was low, it was actually fairly comfortable and a good time was had by all.

By the time this newsletter reaches you, we should be (or almost) into the month of April. That signifies the true start of our 7+ month active flying season. It's a time of great enthusiasm for both the experienced r/c aero flyer and the new uninitiated member anticipating their first flight and all the fun to follow. It's a time when building stops and shop time is reduced to those occasional times (not so occasional for some of us) when repairs are necessary to keep us flying.

The beginning of April also means the switch to daylight savings time, giving us an extra hour of flying time in the evening. Sunday the 3rd is the day we move the

clock forward which means Tuesday the 5th is the first night of flight instruction. For those who don't know, every Tuesday & Thursday evening, the club will have flight instructors at the field with 'buddy boxes' to provide flight instruction to new pilots. Instruction for more advanced flight maneuvers will also be provided this year. So, whether you are a beginner looking to solo, or are interested in improving your flying skills with the help of someone with perhaps more experience than yourself, come on out and take advantage of our clubs instruction program.

On a separate note, I wanted to compliment the membership on the excellent participation we have been having at the monthly meetings. Great attendance enhances the meetings and I can't remember when we've had as many 'show n tell' entries which helps to educate us all and percolates our desire to 'get one of those' planes. Thanks again and lets keep it up. Regarding meeting enthusiasm, Rich tells me that he has a special surprise in mind for this month's raffle drawing.

Finally, we will be deciding what if anything we are going to do regarding the clubs bulk fuel purchase program at the April's meeting. I have some money saving information to pass on and we all want to save as much as we can as often as we can to enable us to have more to spend on important things...like more and better planes. See you all at Dean's Dugout for our next meeting, but I hope to see you sooner at flight instruction night or during the weekends...now that I've seen the robins & spring is here. Cordially, Mark



Financial Reports by Marv Luebbert April 1, 2005



April Financial Report Field Fund

Balance April 1,2005 \$980.43

Balance March 1, 2005	\$3,065.00
Additions/Subtraction	0.00
Balance April 1,2005	\$3,065.00

Operating Fund

Balance March 1, 2005	\$950.43
Income:	
Dues	30.00
Cash Available	\$980.43
Expenses:	0.00

DUES ARE WAY OVERDUE

Thanks to all of our members who have paid their dues. But there are some members who still have not yet paid. If you have not paid, PLEASE use the signup form on our website and either mail it to me or bring it to the next meeting. Thanks. Marv 630-420-7499

<http://www.propmastersrc.org>

Welcome
New Member
DAVID MELANSON



Chief instructor, Bob Stowe showed a Seagull Models ARF tail Dragger Yellow Laser 200 with a Saito 150 engine at the last club meeting. —————>

Newsletter Contributions

Send all contributions to:
galterv@earthlink.net
OR
Walter Voyt
604 Palladium Dr. E.
Joliet, IL 60435
815-725-4677

The deadline for all submissions is the 21st of the month.





Meeting Minutes – March 9, 2005

By *Dave Cotton*



Meeting began at 7:40 p.m. and ended at 9:32 pm.
February minutes approved as published.
February treasury report approved as published.

Committees;

Newsletter... Nothing to report.

Website... Nothing to report.

Fun fly ... Flight Box Beauty Contest – Larry Dudkowski stated that this month's Fun Fly on Sunday the 13th..

Publicity... Nothing to report.

Forest preserve... No Report. President Mark Fenrich stated that Bob Mosinski talked to Justin at the Forest Preserve District regarding the field and the district is planning to cut the trees on the west side of the field.

Library... Nothing to report.

Safety... Bill Hickey stated that observations should be brought forth for discussion and that rules will soon be posted at the field.

Instructor... Nothing to report.

Picnic ... No report.

Nominating Committee. No report.

Air show... No report.

Fund raiser... The swap meet brought in 250.00 – Thank to all that contributed donations.

Raffle.. April Fool raffle to come. (Look out).

Old business.... None.

New business... Bill Hickey mentioned that he had observed that one model had lost covering on the wing during flight and recommended preflight check airplanes. Calling out low pass, taking off, dead stick, radio, and landing.

In the Flight Box Beauty Contest President Mark Fenrich Won the most functional and back breaker categories, while Richard Schaefer won the best organized and most style.

Other competitors were Larry Dudkowski, Garret Dvorsky, Doug Vallee, Marv Luebbert Ivan Kaukov, Bill Hickey, and Collin MacDonald. Great boxes

guys.

Lost horizons... David Cotton won the S.A.D patch for his combat plane vs ground battle.

Visitors... Welcome Dave Melanson and Tom Cup for making the meeting and checking out the club.

Show and tell... Tom Densmore brought in his Top Flight Kit built T-34 Mentor with tri gear which was work in progress and will be powered by a Saito 100 engine.(great job Tom). Doug Valle brought in his Dvorsky Spad with a 25 O.S. FX in blue and white. Walter Voyt showed his nice Fliton Icon 312 manufactured by Fliton which was an electric ARF in red and white color scheme. Garret Dvorsky Coraplas design (TLAR) was custom made and contained a gray military scheme, and 46 sized engine with a tri landing gear setup. Mel Ziska showed his Miragg pattern plane which was scratch built by Dave Snow which contained a YS 120 in a nice red, white blue and yellow scheme

Mel also brought in his Futaba 9C Super radio and discussed the great features that this radio has. Bob Stowe showed a Seagull Models ARF tail Dragger Yellow Laser 200 with a Saito 150 engine. A Venus 40 Great Planes ARF was shown by Collin MacDonald with a tower 61 engine in a multi-colored scheme. John Groset brought in his Pocket Combat Wing by Edge RC with electric 180 motor and red and yellow coloration. Richard Schaefer showed his Hanger 9 Mini Funtana with Hi Max motor and was an ARF kit in a Yellow color Scheme. Dan Cotton presented his Scrappy Wing Warrior with electric motor in a yellow scheme, and lastly David Cotton brought in his Dvorsky Viper (F-24 with a Norvelle 25 in Blue and white.

Raffle...

Super Sportster – Ivan Kaukov

Electric Funtana – John Fisher

Dremel – David Cotton

Magnetizer– Dan Cotton

Glue – Richard Schaeffer *Bye*



Hints, Information, Tips and Stuff

By Larry Dudkowski



We break in an engine is to ensure smooth and reliable performance. **Reliable** is the key word here. There is nothing more frustrating the having your engine quit in flight, especially during take off. Breaking in an engine properly greatly reduces this problem. The break-in process involves impregnating the metal surfaces with lubricant and wearing them in against each other. I picked up this method from one of the model magazines a few years ago and have been using it ever since. It repeatedly brings the engine temperature up, which opens the pores in the metal and takes the temperature down allowing the lubricant in the fuel to penetrate the metal's pores. All the steps below are performed with the throttle wide open. The engine speed is adjusted via the needle value. Generally an engine is 'broken-in' when it will idle reliably and will throttle up smoothly. The instructions here are for 2-cycle engines; 4-cycle engines require a different break in. As always, when in doubt, follow the manufactures instructions.

Engine Break-in Procedure:

1. First warm up the engine. Start the engine and get it running. Once it's running set the throttle wide open and adjust the mixture so that the engine exhaust is wet with unburned fuel and oil. This is called two cycling. **Run this way for 2 minutes.**
2. Now lean out the mixture until you're NEAR peak RPM. **Run for 30 seconds.**
3. Enrich the mixture until the engine is two cycling again. **Run for 30 seconds.**
4. Lean out the mixture again until your NEAR peak RPM. **Run for 60 seconds.**
5. Enrich the mixture until the engine is two cycling again. **Run for 30 seconds.**
6. Keep alternating between the high-speed runs and the cool down runs but increase the high speed run times by 30 seconds with each pass. Just remember

the 30 second cool down run between each high speed runs.

After the first tank of fuel is used check for a smooth idle. If you go to another tank of fuel begin with step #3 but pick up the high speed run time where you left off. If you ran out of fuel after 2 minutes of high-speed running, the next high speed run would be 2 minutes and 30 seconds. After each tank of fuel is used, check for smooth idle and throttle response. If the engine quits at idle or hesitates at throttle up, continue the process. I find that it takes about 20 oz. of fuel for good break-in, sometimes a little more, sometimes a little less.

Run the engine slightly richer for the first few flights. Gradually leaning it out for peak power on subsequent flights. Remember when the model is in motion the propeller moves more easily through the air. This reduces the load on the engine and allows it to run faster. If the fuel mixture is too lean the engine will overheat because there is less unburned fuel is available for cooling and lubrication. This overheating causes the tight internal parts to expand. This expansion is what causes the engine to seize and quit running in flight.

REMEMBER, IT'S RUNNING TOO LEAN IF:

1. At full throttle, you quickly pinch and release the fuel line and the engine hesitates or slows.
2. At full throttle, you hold the aircraft vertical for 15 seconds and the engine slows or hesitates.
3. You see brown or black residue on the cylinder head. **(This is burned oil, WAY TOO LEAN).**
4. Your engine slows or quits on take off or during vertical maneuvers.

Remember, if you always run your engines a little on the rich side and they will run better and last longer. By the way most models will fly quite well at seventy-five percent throttle, (an unheard of idea I know). There's really no need to squeeze out that last 10 RPM by running extremely lean. Besides, you really won't notice the difference and you will shorten the life of your engines. Bye



April Fun Fly

By Larry Dudkowski



April Fun-Fly

There will be two events this month, the **Bomb Drop** and **Combat**. The reason for the two events this month is that some folks may not want to participate in the Combat event and we want to have something for everyone. The date of the event is **Sunday April 17th** with a rain date of the following Sunday. Competition will start approximately 10:30 with sign in and opening flying before and afterwards.

Here's how it works. The Fun-Fly committee will supply the "bomb". A target will be marked on the field. The pilot must take off and make one circuit of the field. After completing the circuit, the pilot can begin his bomb run at his discretion. Each pilot will be limited to a total of three "bombs" dropped either singularly or in salvo.

Pilots have the option of either using a bomb-dropping device of their own design or using the equipment supplied by the Fun-Fly Committee. That equipment will consist of a wooden skew or dowel and some rubber bands. Attach the dowel to the model using the rubber bands. Place the "bomb" over the dowel. Dropping the "bomb" is done by performing some maneuver such as a loop, a roll or holding inverted flight until the "bomb" falls off the skew.

Rules. Standard "bomb" consists of a steel washer having a 2" outside diameter, 1" inside diameter with at two 12" streamers of ribbon attached. The Fun-Fly Committee will supply bombs. All pilots must use the "bombs" furnished by the Fun-Fly Committee. Minimum altitude over the target is 6 feet. "Bombs" dropped from lower than 6 feet will NOT be scored.

Scoring: The pilot whose "bomb" lands closest to the target is the winner. Next closest will be second, etc. First, second and third places in each pilot class will be awarded points at the usual value of thirty, twenty and ten points each.

Combat.

Here's how it works: In this event each model has a 30 ft ribbon attached to it by a 5 ft length of string. The object is to cut off as much of your opponent's ribbon as possible in the time allowed. Once the pilots are airborne a horn will sound and "The fight is on". Competition will last 5 minutes after which the planes will land and have their ribbon measured. Longest ribbon claims the victory. Who will fly in each combat heat will be decided by gentlemen's agreement among the participating pilots.

Because of the nature of this event, participation will be optional. Anyone who fly's a combat mission will be awarded an addition 10 hazardous duty points up to a total of 30 points for the day. Bye

Combat Planes Every Where

Have you noticed all the Coroplast combat (S.P.A.D.) planes that members have shown in the last few months? At least a dozen. Garret Dvorsky (gcdvorsky@comcast.net) has been building these planes for members at a low price. Thanks Garret for promoting this part of the hobby. See you at our combat fun-fly in April.

John Fischer was 1st Place Raffle Winner. John with his electric-Funtana





Show and Tell

At the club meeting



John Groset brought in his Pocket Combat Wing by Edge RC with electric 180 motor and red and yellow coloration.



A Venus 40 Great Planes ARF was shown by Collin MacDonald with a tower 61 engine in a multi-colored coloration.



Mel Ziska showed his Mirage pattern plane which was scratch built by Dave Snow which contained a YS 120 in a nice red, white blue and yellow scheme



←—Walter Voyt showed his nice Fliton Icon 312 manufactured by Fliton which was an electric ARF. Walter said that the plane was difficult to build (broken parts, etc.).



Show and Tell (cont)

At the club meeting



Garret Dvorsky Coroplast design (TLAR) was custom made and contained a gray military scheme, and 46 sized engine with a tri landing gear setup.

Doug Valle brought in his Dvorsky SPAD with a 25 O.S. FX in blue and white.



Tom Densmore brought in his Top Flight Kit built T-34 Mentor with tri gear which was work in progress and will be powered by a Saito 100 engine. ———>



<—— Dan Cotton presented his Scrappy Wing Warrior with electric motor in a yellow scheme.



Show and Tell (cont)

At the club meeting



David Cotton brought in his Dvorsky Viper F-24 with a Norvelle 0.25 engine.



Richard Schaefer showed his Hanger 9 Mini Funtana with Hi Max motor. It was an ARF.



Flight Box Beauty Contest Results

We had a small group of entrants for this year's Flight Box Beauty Contest. Only nine entries competed in the four categories, Most Functional, Best Organized, Most Style and the infamous Back Breaker. The following members entered the contest and should be awarded the 10 participation points.

Ivan Cankov Larry Dudkowski Garret Dvorsky Doug Valle Marv Lubbert
 Bill Hickey Rich Schaefer Collin MacDonald Mark Fenrich

And the winners are: (Drum roll please....)

<u>Most Functional</u>	<u>Best Organized</u>	<u>Most Style</u>	<u>Back Breaker</u>
1 st Mark Fenrich	1 st Rich Schaefer	1 st Rich Schaefer	1 st Mark Fenrich
2 nd Rich Schaefer	2 nd Collin MacDonald	2 nd Bill Hickey	2 nd Garret Dvorsky
3 rd Collin MacDonald	3 rd Bill Hickey	2 nd Collin MacDonald	3 rd Larry Dudkowski
3 rd Larry Dudkowski	3 rd Larry Dudkowski	3 rd Larry Dudkowski	

The finishing point totals look like this:

Rich Schaefer	80 points	One 2 nd and two 1 st place finishes.
Mark Fenrich	60 points	Two 1 st place finishes.
Collin MacDonald	50 points	One 3 rd and two 2 nd place finishes.
Larry Dudkowski	40 points	Four 3 rd place finishes.
Bill Hickey	30 points	One 3 rd and one 2 nd place finishes.
Garret Dvorsky	10 points	One 3 rd place finish.

All of the finishing points are in addition to the 10 participation points. Remember the next "Beauty" event will be the annual aircraft "Beauty Contest" held at the flying field during the June meeting on Wednesday June 15th. Larry D





Miscellaneous



March Fun-Fly Results

We finally got in the first Fun-Fly for the 2005-flying season. The March event was to be the “Bean Counter” but due to the cold weather it was changed, at the last minute, to Timed-Flight-II. The “Timed-Flight-II” event is the five minute timed flight where the pilot can’t use a watch or timer. A judge starts the clock when the aircraft takes off and stops it at first touches down. One point is deducted from a perfect score of 30 points for each 10 seconds over or under the 5-minute time limit beginning with the 11th second. So flying within 10 seconds of exactly 5-minutes results in a perfect score of 30 points.

Braving the 20 degree temperatures where 10 intrepid flyers. Well actually 6 flyers and 4 bystanders. These members should each be awarded the 10 show-up points. They were:

Larry Dudkowski	Mark Fenrich	Bill Barclay
Doug Valle	Dave Cotton	
Bill Hickey	Ivan Cankov	Merlin Mathesius-
Garret Dvorsky	Rich Schaefer	

The following members flew in the event and should be awarded 10 participation points:

Larry Dudkowski	Mark Fenrich	Bill Barclay
Bill Hickey	Ivan Cankov	
Garret Dvorsky		

Here are the times flown and points earned.

Larry Dudkowski	4:32	28 Points
Mark Fenrich	6:04	24 Points
Bill Barclay	4:26	27 Points
Bill Hickey	4:36	28 Points
Ivan Cankov	4:52	30 Points
Garret Dvorsky	5:03	30 Points

The 10 pilot choice points go to Mark Fenrich who spent 30 minutes freeing a stuck throttle bar. Thanks to all who help Mark get airborne. Mark just three words “Preparation, Preparation, Preparation.....”

Can you identify these March Fun-Fliers?



Thanks to Bill Hickey for above picture.

HOBBYTOWN USA

Hours:
Mon-Fri 10-8
Saturday 10-6
Sunday 11-5

Yorkshire Plaza 4338 East New York Street Aurora, Illinois 60504	(630) 375-1230 Fax (630) 375-1284 www.hobbytownoffoxvalley.com
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Special Thank You !!

Thanks to **Scott Olef** for giving the following excellent videos to the club library. “Joe Nall, 2004, Top Gun 2004, Neat Fair 2003. Contact librarian for info.

Thanks to **Merlin Malthesius** for contributing hardware that helps make copies of club VHS videos.

Collin MacDonald gave away a brand new electric airplane at the meeting to the first person who wanted it!! Value equal to about **\$150.**



Safety

By Bill Hickey



Key Safety Rules

A number of people have suggested that a handful of “key” safety rules would be helpful to post at the field. That way, should a pilot forget the obvious, or a visitor not be aware of something important, an authorized set of guidelines would be available for reference. After a bit of discussion and feedback from board members and officers of the club, we’ve now a set of such principles to put before the membership.

These key rules are meant to highlight and augment the AMA Safety Code, the latest version of which can be found at <http://www.modelaircraft.org/PDF-files/105.pdf>. There are additionally a few items specific to our site at Springbrook, such as posting your DuPage County permit.

A list of these key rules is presented in the sidebar. Probably the most important is the last – if anyone’s behavior makes you feel unsafe, by all means politely take it up with that person!

We’ll discuss these rules at the next meeting, and post them on the impound stand at the field.

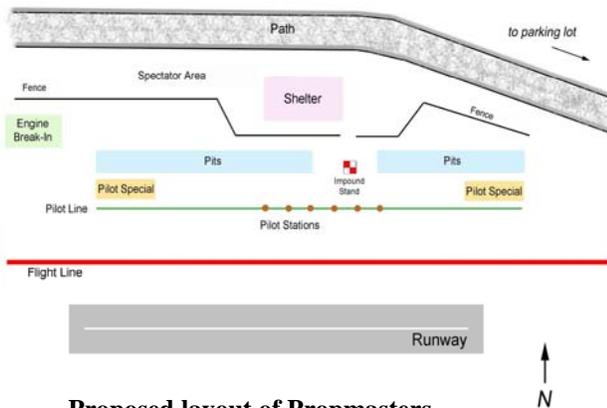
Key Safety Rules

All pilots must follow the AMA Safety Code. In particular or additionally:

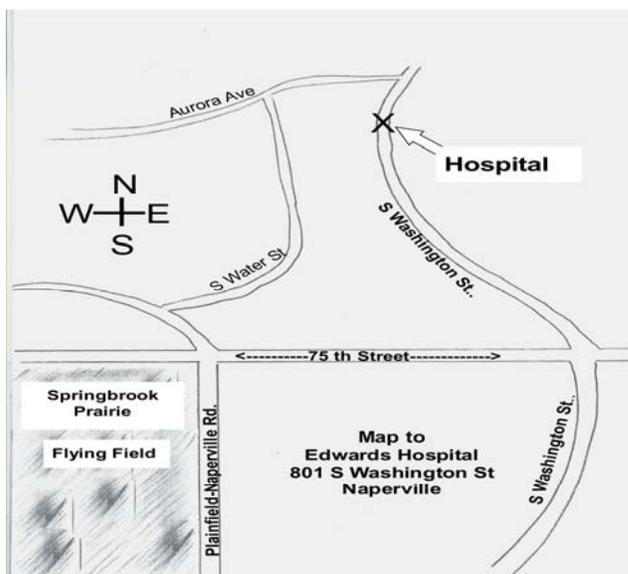
1. All planes must be restrained before starting engine(s).
2. Do not taxi planes from the pit area. Carry or push them past the pilot line.
3. All pilots must use the pilot stations when flying.
4. Always call-out to other pilots in a loud voice for:
 - “Taking-Off”,
 - “Landing”,
 - “Touch and Go”,
 - “Low Pass”,
 - “Dead-Stick” (always has the right-of-way),
 - “Radio” (non-flyers turn off transmitters),
 - “On the Field”, and
 - “Clear” (no longer on the field).
5. **NEVER** intentionally fly over the pilot stations, pit areas, or north of the path. Take-offs, landings, and low passes will not cross the no-flight line between the runway and pilot stations.
6. Engine runs over 2 minutes will occur at the northwest corner of the field.
7. All pilots must display their DuPage Forest Preserve permit in the impound stand frequency slot they will be using.
8. Lastly, should any pilot make you feel unsafe through their flying maneuvers or behavior on the field; please mention your concerns with that pilot!

Springbrook Flying Site

March 2005



Proposed layout of Propmasters Flying Field.





Editor's Note

Here is a selection of two excellent articles that appeared in MA magazine. The Soldering Advisory can save you big dollars and a lot of aggravation.



What's a good spotter?

<<A good spotter for Model Aircraft does not have to be a flyer themselves. They can be a spouse, boy or girlfriend, or interested party. They do have to have some training that goes along with their duties. A good spotter does:

1) Begins his, her, duties as they approach the pilot's aircraft. Checks the fueling ports for security, Backed out screws, hatch security, proper frequency pin etc. Alerts the pilot to anything out of the ordinary. Observes the types and number's of aircraft flying in the pattern.

2) Neal's down and gets a GOOD GRASP on the aircraft. Proper hearing protection? Observes the position of the throttle stick on the transmitter. Clears down wind of the propeller prop wash.

3) After the aircraft is started observes the functional check on the control surfaces for proper deflections. Is the antenna extended?

4) Checks the runway, departure end, cross wind, down wind and base legs for traffic prior to calling taxing out and take off.

5) After take off the pilot will feed the spotter information on their intentions, ie, I'll do a loop, roll, stall turn etc. The spotter will stay ahead of the aircraft clearing the way and feeding the pilot traffic information.

6) Before landing, call out landing!!! AND MAKE SURE THE RUNWAY IS CLEAR. After landing the spotter's job is still not done. They check the final as the pilot taxi's off alerting the pilot to landing aircraft or out.

7) From the time the spotter is on the flight line until the engine is shut down and the aircraft is removed from the flight line the spotter must have situational awareness to his surroundings. Now is the time to go back and enjoy the rest of the flying.

Jim Malek

Ivan Cankov launches his combat plane on 2-26 in preparation for April's combat fun-fly. —————>



Soldering Advisories

In Dave Gee's ["Safety Comes First" column] in December, someone suggested that the use of a soldering gun was safer than other types because it would not roll off the work bench and burn you.

It also should be mentioned over and over that soldering guns have a very strong alternating current magnetic field around the tip. When brought into close proximity to electric motors and servos, this magnetic field de-gausses (demagnetizes) the magnets inside the electric motors and servos and causes permanent damage.

I have seen several people come to the flying field with a new electric-powered airplane that does not have enough power for flight. When asked if they soldered the wires to the motor with a soldering gun, the answer is usually "yes."

Also, you should never stick the tip of a soldering gun into the airplane's radio compartment while soldering pushrods, etc., as it will permanently damage the motors inside the servos.

If you must use a soldering gun, you should do so well away from electric motors and servos, meaning at least 24 inches just to be safe.

John Reed
Richardson, Texas

Club Calendar 2005

Date, 2005

Special Events.....

April 17th	Fun Fly – (Combat / Bomb Drop)
May 22nd	Fun Fly – (Air Show)
June 15th	Monthly Meeting at the field - (Beauty Contest)
June 19th	Fun Fly – (Pattern Contest)
July 17th	Fun Fly – (Pylon / Q500 / Electric Racing)
August 14th	Annual Club Picnic
September 18 th	Fun Fly – (Tentative with Barnstormers)
October 16th	Fun Fly – (Qualification Sunday)
November 13 th	Fun Fly – (Combat / ???)
December	No Fun Fly Scheduled.

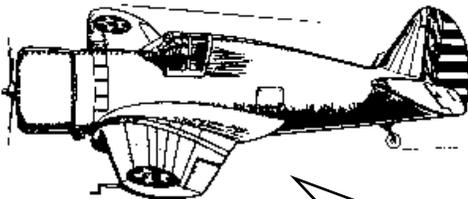
Visit the Club Web site at <http://www.propmastersrc.org>

PLANE TALK

Prop Masters R/C Club NEWSLETTER

2520 College Rd.

Downers Grove, IL 60516



Club Meeting - April 13, 2005
Fun Fly - April 17, 2005

