



Blue Max Aces

The Monthly Newsletter of the Blue Max R/C Flying Club

Editor - Larry Breit

Volume 10, Issue 4

April 2003

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THE WOLFE'S DEN

by Don Wolfe, President

March has been a very busy month for the Blue Max R/C Flying Club, as we have finished Phase 1 of our pit area reconstruction project and it really turned out fantastic! I could not be happier with the outcome of this project. I must give special thanks to Dennis Brumley and Ira Katz for all of the extra time and effort that they put into this project. These two guys had the vision and made it happen. It was only about one year ago that Dennis and Larry Breit first started to research this project. On a cold wet day, being tired of sloshing around on the old wet spongy carpet in the pit area, they went to the local home improvement store to look at outdoor carpeting. Dennis then put together a preliminary plan, but it was a tough sell and he could not get the project moving forward. It wasn't until last fall that it even came up again at a club meeting and this time there seemed to be a lot of interest. In mid-December, the Board of Directors got together and formulated a plan on how we could achieve this goal. Ira took Dennis' plan and put together a presentation that was used to sell the project to our club members and it went very well. I am convinced that Ira could sell ice cubes to Eskimos if he had to. I must admit that I was still very skeptical that we could do this or even raise the money it would take to complete our goal. It wasn't until after the January meeting, while having coffee with Ron Petterec and some of the guys that I began to believe that this was possible. Ron became the first recognized club member, other than a Board member, to become a Platinum contributor. I must also admit that I was surprised when he handed me a wad of cash and asked me point blank, "Can you make this happen?" I said, "Sure, I think so."

Every club member gave what they could to help finance this project and within a month we were in sight of our financial goal to complete it. As this was all happening, Ira was busy negotiating on our behalf with the county forest preserve and selling them on Dennis' plan. Ira also made time to meet with the G.A.S. Club and show them the same presentation that he gave at our club meeting. Ira must have done a great job pitching our plan to them because the members of the G.A.S. Club have also gotten onboard with this project and helped out financially right when it was really needed. They made a sizable donation to our effort as well as individual member donations. Dale Pate and Mike McGee, who run the Indoor Flying Wing of the G.A.S. Club, also donated the fees collected from that group to help in the completion of the project. It is nice to see such a combined effort from both clubs to meet this goal.

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THE WOLFE'S DEN (cont'd)

In February, we braved a cold winter morning to survey the property and shoot some grades. This enabled Dennis to tweak his plan. March was our big month; with two cold weekends, that thankfully were non-conductive to flying, we completed all the labor involved. Weekend one; we cut, stripped, rolled and stacked all the old carpet and sent it to the curb as negotiated by Ira. This turned out to be the best use I've gotten out of my snowmobile trailer all season! Weekend two began (after a week of letting our sore muscles recover) on a Friday. The Forest Preserve guys were nice enough to let us store the new carpet in their impound yard and it was dropped off in a driving rain storm. Bob Davit took the day off work to meet gravel trucks with checks in hand to pay for the tonnage of gravel that we needed to do this job.



Saturday morning, bright and early, Dennis and Bob picked-up a Bobcat and with a small army of club members and non-club members alike, Dennis (our project manager) guided us through spreading, compacting and leveling gravel in preparation for the new carpet. We also had a dump truck load of wood chips delivered and who would have thought that one dump truck wouldn't be enough! Sunday morning the carpet was laid down and new stainless steel tail hooks were installed and by 4:00 PM, people were flying, using our new pit area for the first time.



All in all, this was a great project. I'm amazed at how quickly it all came together after months of planning and negotiating. I cannot thank everyone individually but would like to thank all of you who participated with donations of time and donations of money to the completion of this project. This was a genuine team effort and Phase 2 should be a breeze.

Don Wolfe



Most of the rolled up carpet.



The spikes that held down the old carpet.



No carpet!



We gotta move all of that?



The gravel and wood is down.



And so's the underlayment.



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FUN-FLY

by Ira Katz and Jim Speers, Fun-Fly Chairmen

Have you had a chance to fly this year? Did you get a chance to look at the April Fun-Fly maneuvers on the web site? Well, the weather will soon be warmer and before you know it, the temperature will be perfect. So, get your planes ready for that the first sign of good weather.

This year the Fun-Fly committee has a number of goals. These goals are in place as a reminder of the reason that we have Fun-Flies which used to be called "Competitions". The term, competition, frightened many new and veteran pilots. Fun-Flies are designed with the concept of fun in mind. We wanted to eliminate the pressure that is equated with the word competition. Our goals are:

1. Everyone, including pilots and spectators, have fun
2. Organize the Fun-Flies so that every member can participate
3. Occasionally, pilots team together so that they can help one another
4. Educate pilots on aerial maneuvers
5. Design new and innovative Fun-Flies
6. Give confidence to newer pilots

As a reminder, our first Fun-Fly is Sunday, April 27 at 10:00 A.M. It's called "Baseball" and it incorporates many the aforementioned goals. First and foremost, this is a team event with four pilots to a team. The four pilots are a combination of novice pilots on buddy boxes to sport pilots. The sport pilots will coach the beginners on how to the complete certain basic maneuvers. We have done this so that the newer pilots don't feel uncomfortable. It's important that we give every member an opportunity and the confidence to fly in a Fun-Fly. Plus, don't forget, everyone that flies in a Fun-Fly wins a prize.

So get out and get some stick time. It's the only way to become a better pilot and we will see you at the next Fun-Fly.

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THE NOVICE CORNER

by Larry Breit

Breaking with tradition, "The Novice Corner" is not being written by a novice. The reason that I decided to write the article this month is because I've seen so many novices coming out to the field with multiple planes in a day, or even a different plane every time they come out to fly.

Yes, we all like that cool looking plane or that Warbird that we saw advertised in a magazine, but are you really ready to handle it? What about having multiple trainers? That's better, but...



You come out to the field with a plane different from the one you flew the last time you were out. Do you have that plane on a different channel than the other plane? That means you have two transmitters; expenses are starting to build. What about a second buddy box? More than likely you only have the one. If you have one transmitter for both planes and it's a computer radio, again, you're doing a bit better,

but make sure you switch between the planes. If not, when you move the right stick to the left, do the ailerons behave properly? You better double check the rudder, elevator and throttle too. When you're done checking everything on the transmitter, it's time to double check everything again on the buddy box. Yes, the instructor should check these things out, but it's your plane and you want to bring it home in one piece, so you'd better be darned sure everything's right.

Now that the plane's in the air and it goes left on command and up when you want to go up, what about the flight characteristics? A flat bottom wing isn't as aerobatic as a semi-symmetrical one, so don't expect it to behave the same when you go into that big beautiful loop that you do. Even if both planes have similar wing designs, one plane might have a bit more movement on a surface or even a servo could be a bit more responsive than the equivalent in the other plane.



It is important to stick with one airplane when you are early in your flight training. Think of it like learning to drive; did you really want to drive the Toyota Corolla with a 5-speed one day, your Dad's big Cadillac the next and a Corvette the day after? All of

them are cars, but do they really handle the same? Now add in the third dimension of flight and things really start to get interesting.

Take the trusty trainer that flies well and fly it. Use the same plane continuously until you have mastered the basics of flying. Once you get your solo test completed, bring out your new plane, find an instructor, and learn how your newest creation flies; all with the safety of having an instructor with you to help with the transition.

Sticking with one plane will help you learn faster, reduce the risks of crashing (due to transmitters being set wrong, different flying characteristics, etc.) and make your flying experience much more enjoyable. Once you have the basics of flying in hand, and can fly safely by yourself, you will have a whole world of new airplane possibilities ahead of you!



Thanks to Mark Matzuka for helping me finish the article. He always comes through in a pinch.



INSTRUCTORS

Basic

Larry Breit

Primary

Ed Der

Jason Derbick

George Gibisch

Ira Katz

Kurt Schmitt

Clay Smith

Frank Stillson

Don Wolfe

Unlimited

Mark Matzuka

Tim Niemiec

Ron Petterec

Barry Schilling

Bob Tomasulo

Howard Woepse

GROUND CREW

Ardie Arnold

Dennis Brumley

Gene Derbick

Jim Keehan

Joe Keehan

Chuck Poviliatis

Herb Rizzo

TOLEDO "WEAK SIGNALS" SHOW

by *Brian Johnson*

Every spring, the Weak Signals R/C Club of Toledo, Ohio puts on one of the finest R/C trade shows in the country. I had the pleasure of spending four days at the show this year. The show took place the weekend of April 4, 5 and 6. There were many manufacturers present; ranging in size and types of product. Most manufacturers and distributors release their new products at the Toledo show, so you are almost guaranteed to find something new that you can't live without. Most of these new releases can be seen in the model magazines in the coming months but I will give you my favorite things from the show this year.

For all you sport flyers out there, the world of the forty-size ARF has never been better! From Hanger 9, the Funtana 40 looks great. This ARF kit is a scale aerobatic design with a fun-fly twist. Designed by a TOC pilot, it looks to be a promising 3D trainer as well as a smooth flying pattern type plane for a 46 two stroke to a 72 four stroke. Great Planes has also released a You-Can-Do-3D 40 size ARF, also designed for the 46-72 size engine. The 60-size model has been very popular, so this baby brother should be a big hit. Both of these planes look great for an electric conversion! Many sport pilots want a high performance 3D capable plane; these two should fit the bill without breaking the bank. Both of these ARFs will have a street price around \$155-175. Hanger 9 has also released a 77" P-51D Mustang ARF. This model includes the retracts and also has scale flaps and is designed for a 120-180 size four stroke engine. When you see one of these, you won't believe it's an ARF! Hanger 9 will release a 60 size T-6 Texan and a 40 size T-34 Mentor ARF too. Great Planes has a cool scale project, a 60-120 size GeeBee R1 ARF.

The coolest new engine I saw all weekend was the DA-50-R 50cc gas engine by Desert Aircraft. This single cylinder engine weighs just 3 lbs. and will turn up to a 24x8 prop! This is a perfect engine for many of those 78-87" wingspan aerobats. The DA-50 is a rear induction engine, meaning the carb is behind the motor. This could work very well in a big Warbird where cowl space is limited. The engine sells for \$550 and includes the ignition module and mounts.

Scale aerobatic planes are more popular than ever. Two new manufacturers had some nice new models at the show. Extreme Flight RC has a few ARF models in the 87" wingspan range. They will release a Yak 54, Edge 540 and an Extra 330L. All have plug in wings and are pre-covered in Ultracote. They look great and will sell in the \$650 range. These three ARFs were designed around the new DA-50 engine. Anderson Columbo models is a manufacturer of kits and ARC models in South America. They are being imported by Planes Plus in Plainfield, Illinois. They have a line of Extra 300 kits and a few 40 and 60 size fun-fly kits. All kits include pre-sheated foam wings and tail, laser cut parts, and fiberglass cowl and wheel pants. The Extra series starts at a 73" wing and goes all the way up to a 121" wing, with many sizes in between. Most of the kits are also available as an ARC as well. They look great for somebody who still wants to make some balsa dust in the basement! It's a nice change from the ARF world anyway. And the best two things I saw at the show were both 40% ARF aerobatic kits. Hanger 9 will release a 46% Ultimate Bipe ARF. It has a 100" wingspan and has over 3000 square inches of wing area. This ARF is not for everybody, but it is making big waves in the IMAC community. It will sell for \$1700. To get an idea, a kit of that size sells for \$1100 plus it does not include hardware or covering material, and it takes the average guy six months to build it! Dave Patrick models will release a 40% Edge 540T ARF as well this spring. This ARF kit will sell in the \$1500 range. Again, these are not for every modeler but they show us how our hobby is changing for the better!

There was a strong showing of electric planes as well this year. Everything from parkflyers to giant scale electric planes are gaining in popularity. My favorite is an indoor 3D flyer called the Tribute. It is made of foam and uses a Hacker brushless motor and a lithium battery. I have seen this model fly, and it does 3D as good as a 40% model! A full flight report is in the future, as I could not leave the show without buying one! Electric powered planes have really evolved into great flying planes if set up correctly. The prices are slowly coming down, but the best motor and battery technology will still cost you a bit. The future of electric powered flight looks very bright at this time.

So there you have "Brian's picks" for the 2003 Toledo show. If you have never been to the show, it's worth the trip, even if only for the day. Take it from me, you will find something you can't live without having!

UPCOMING BIRTHDAYS

April

4/19 - Frank Stillson
4/21 - Jay Marmon
4/22 - Charlie Pollack
4/23 - Ken Grandt

May

5/6 - Brian Marazas
5/8 - Gene Derbick
5/8 - George Gibisch
5/9 - Larry Breit
5/9 - Dane Ershen
5/16 - Mike Ferguson

MINUTIAE FROM THE MEETING

by *Tim Niemiec, Secretary*

The March meeting opened with standing room only! The turn out was great. The program started out the meeting and was given by Brian Johnson and Eric Lance from Venture Hobbies. They talked about batteries in the R/C hobby: NiCads, NIMH and lithium batteries were compared and the pros and cons discussed.

NiCad batteries offer low resistance, easily charged and can be discharged/charged very quickly. The disadvantages of NiCads are they develop a memory over time, weight and are toxic to the environment.

NIMH batteries offer no memory and better power to weight than NiCads. The disadvantages to NIMH batteries are more resistance than NiCads (they can't discharge at high rates), higher cost and slightly harder to charge.

Lithium ion batteries offer high capacity and low weight. They are not used much anymore because the batteries have high resistance, require special charging and can't be discharged at a high rate. This battery is also prone to exploding when not used properly.

Lithium poly batteries are the next generation batteries for R/C use. They offer greater weight savings compared to lithium ion batteries, lower internal resistance and are safer to use than the lithium ion batteries. The disadvantage of lithium poly batteries is higher cost and they need a lithium charger.

The treasurer's report was read and accepted.

The Field Marshal reported that the grass-cutting contract is being negotiated.

The Fun-Fly committee reported that the April Fun-Fly will be held on Sunday the 27th. Details for the Fun-Fly can be found on the website.

Noise control asked us to keep the condo association in mind when building our new planes

There was no old business.

New business included a motion for the club to donate \$500 to the field renovation project. This motion was passed. A motion was made to donate money to Addolorata Villa for the use of the meeting room. This motion was seconded and passed.

Show-and-tell had quite a few planes this month.

1. Ardie Arnold brought a Platus PC9 powered by an OS 46FX.
2. John Brach had a US Aircore low wing powered by an OS 45SF.
3. Brian Johnson had a 35% Fiber Classics powered by a DA 100.
4. Ira Katz had a renovated 30% biplane of unknown origin. It is thought to be an Illusion model.
5. Terrance Kelly brought an under construction scratch built 1/2a glider.
6. Don Linder had his new Army 4 powered by an OS46FX.



FOR SALE / WANTED

FOR SALE

Great Planes Ryan STA with an OS 120 Surpass engine, Sullivan remote glow driver and Tru-Turn spinner. All assembled, needs radio. This is a new aircraft that has never flown. **Price:** \$850.00. **Contact:** Don Wolfe, BlueMXDon@aol.com.



Airtronics Radiant Programmable Radio System, 3 model memory plus all the basic mixing functions (v-tail, flapperon, etc.). Includes Ace DigiPace Charger, 11 servos (6 are brand new), 5 flight pack batteries and various plugs and adapters. Also, two receivers (possibly three) depending upon interest. **Reduced Price:** \$200.00. **Contact:** Don Wolfe, BlueMXDon@aol.com.



Art Chester "Jeep" 1933-1938 Racer with G90 Supertigre engine. 46" wingspan. Includes radio. **Price:** \$250.00. **Contact:** Dick Campbell, DickCBell@aol.com.

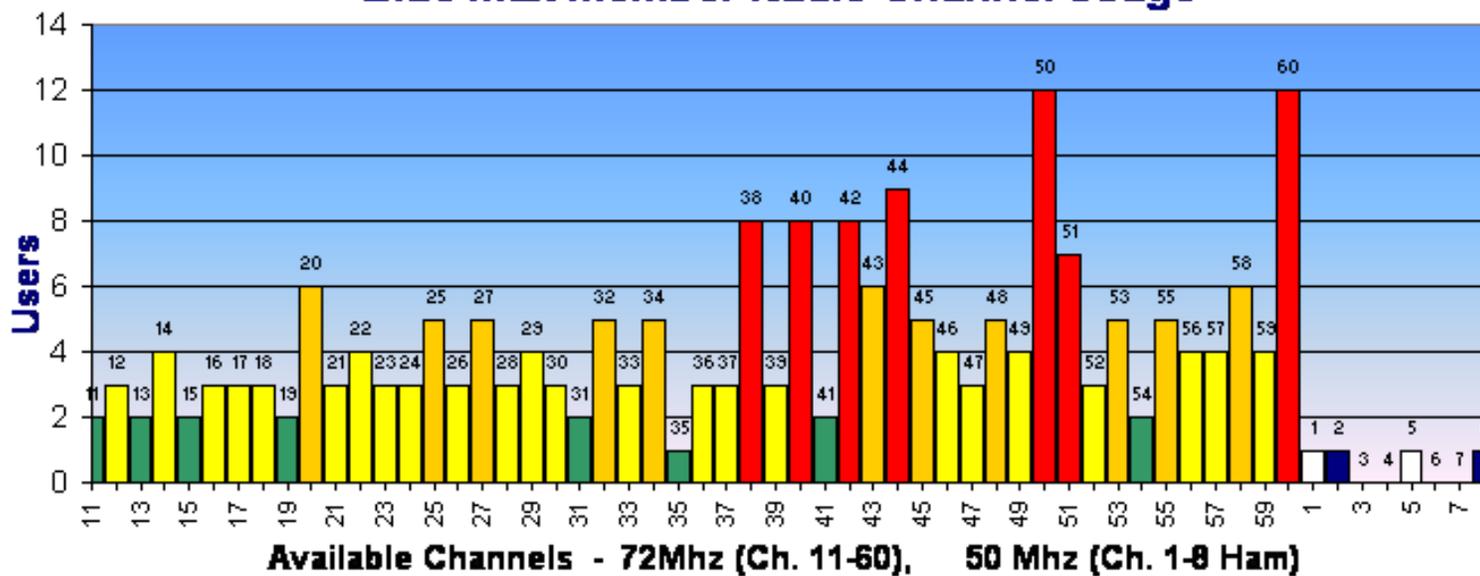


Great Planes Piper J-3 Cub ARF .40, new and not built but has been taken out of the box. **Price:** \$170.00. **Contact:** Jeff Schulman, Jeff@Glentronics.com.

WANTED TO BUY

None at this time.

Blue Max Member Radio Channel Usage

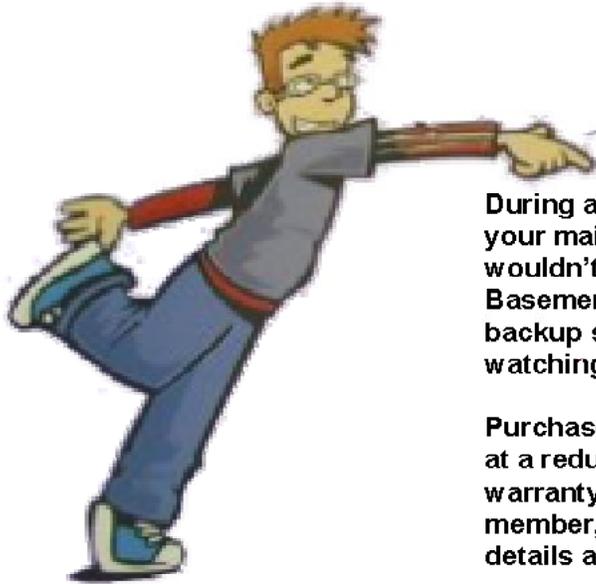
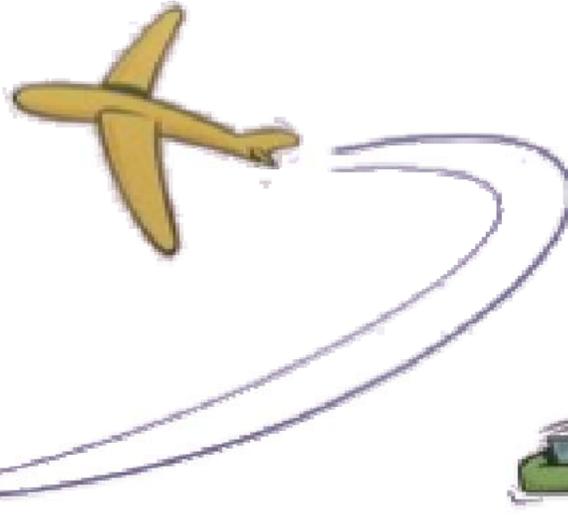


Please contact Mark Matzuka (info@BlueMaxRC.com) with the following information to add or change radio channel numbers.

1. Your name.
2. All transmitter channels (example: 16, 44, 58 and Ham 4).
3. Any comments.

A word of warning: the G.A.S. Club has found that channels 22, 30 and 48 do have some interference.

Who's watching your basement while you're watching a tailspin?



During a power outage, or when your main sump pump fails, wouldn't it be nice to have a Basement Watchdog battery backup sump pump system watching out for you?

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FIELD RENOVATION PICTURES



A few of the boys pulling up the last of the carpet.



Our big helper, Owen Wolfe



Bob "Mr. Clean" Davit





What Dennis Brumley saw all day.



Everyone standing around and waiting.



Coffee break. Try to stay warm.



ON THE EDGE

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**UPCOMING EVENTS FOR
APRIL, MAY and JUNE, 2003**

April, 2003

- 21) Monthly Meeting - 7:30 P.M.
Program: Charlie Bauer, AMA District VI Vice President
Raffle Prize: Great Planes Shoestring ARF
- 27) Fun-Fly - 10:00 A.M.

May, 2003

- 4) Flying Demonstration to Cub Scout Pack 79
- 7) Newsletter Article Deadline
- 11) Mother's Day
- 18) Fun-Fly - 10:00 A.M.
- 19) Monthly Meeting - 7:30 P.M.

June, 2003

- 15) Fun-Fly - 10:00 A.M.
- 16) Monthly Meeting - 7:30 P.M.

