



Blue Max Aces

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

Editor - Larry Breit

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February 2003

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CLUB DONORS

PLATINUM

Bob Davit
Ira Katz
Ron Petterec
Anonymous Member

GOLD

SILVER

Murry Randell
Mark Stodola

BRONZE



IT'S THE PITS... REPLACEMENT

by The Board of Directors

The Board of Directors has come up with a plan to replace the carpeting in the pit area without doing a special assessment to the club members. This plan consists of two parts, request donations from club members and have commercial sponsors.

When the club members were presented with the idea of making donations that will be set aside for only the pit carpet replacement project, it was an immediate hit. In just two weeks, we've already received over \$1,200.00 and a number of members have promised large donations. If you donate \$250.00 or more, you will be a Platinum donor, between \$150.00 and \$249.99 you're a Gold donor, between \$50.00 and \$149.99 a Silver donor and between \$10.00 and \$49.99 a Bronze donor. For your donation, we will list your name in the *Blue Max Aces* and on the web site, www.BlueMaxRC.com, for one year. Should you not wish your name to be displayed, please add a note to that effect and your anonymity will be honored. To make a donation, make the check out to Blue Max R/C Flying Club and add a note that the money is for the flying field. Mail your donation to **Blue Max R/C Flying Club, P.O. Box 7803, Buffalo Grove, IL 60089-7803**. If there are any excess funds, this money will be used for future flying field maintenance projects.

Commercial sponsors will have the similar benefits as member donors. Based upon their sponsorship, the newsletter will promote the business on a full page, 1/2 page, 1/4 page or 1/8 page. The information that you see promoting a sponsor will also be on the web site. We encourage all of our fellow club members to do business with our sponsors and to thank them. Sponsorship will cost \$840.00, \$480.00, \$240.00 and \$120.00 respectively. An added bonus for club members, your sponsorship rates are half of the normal rate: \$420.00, \$240.00, \$120.00 and \$60.00. Please contact a Board member for further information.

Getting the money is the first step. Dennis Brumley is heading a special committee to investigate what surface will be best to ultimately put down. So far, he's been looking at "Astroturf" and "AV (as in aviation) Turf". Cost on some of these surfaces is prohibitive.

When we finally have this all together, we will have to get out to the field and remove all of the existing carpeting. It's not going to

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Fun-Fly
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Ground Crew
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Noise
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Picnic
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Program
Brian Racine
Mike Racine

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IT'S THE PITS...REPLACEMENT (cont'd)

be an easy project based upon the layers and age of some of the carpeting. The Cook County Forest Preserve has agreed to haul away this old junk in small bundles. Once the existing stuff is pulled up, the area needs to be properly graded for drainage. This includes leveling, having a slight pitch toward the parking lot and adding about 6 inches of gravel (figure 1). Once this is done, the new surface can be applied. With the new surface down, the plan is to add pipes at a

pre-set distance apart for us to put our tail-restraints into (figure 2). This means that we don't have to go poking through the new surface every time we come out to the field. If you use a non-standard sized spike in your tail-restraint, please contact Dennis Brumley and let him know. We might be able to take your situation into consideration. In other cases, you'll have to put your stake into the grass.

We hope to have this all done before the weather gets warmer and we start flying. So please, make a donation, give Dennis some help and input and give us a hand when it comes time to start the physical part of this project.

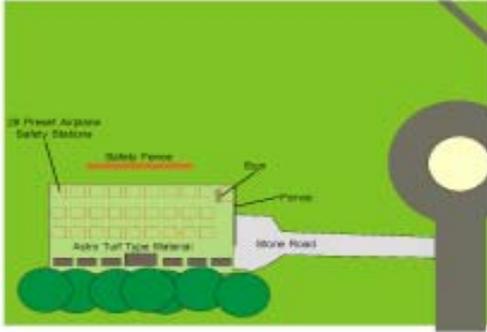


Figure 2

Conceptual drawing of the new pit area. The red boxes are pit stations. There will probably be some changes.

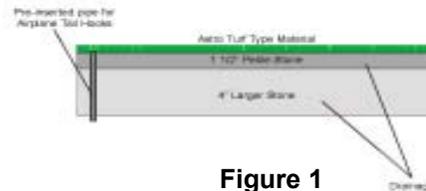


Figure 1

Ground preparation that will be needed prior to laying the new surface.

DISCOUNT FUEL PROGRAM

by Mark Matzuka

Last year our club offered a discount fuel purchase program for members, which was met with great success. In light of the overwhelming participation we had last year we have decided to once again offer this fuel purchase program.



The **Blue Max R/C Flying Club** in conjunction with **Wildcat Fuels** and **Venture Hobbies** is again offering a great fuel discount program for club members. Here is how it works: The club takes orders for fuel (case purchases only) until the March Meeting (March 17), then the order is submitted and within a week or so the fuel is delivered to Venture Hobbies and will be ready for your pick-up. By ordering a large volume of fuel all at once, Wildcat and Venture Hobbies offers us a tremendous savings! These prices are only valid for the one time purchase through the club program! Below are the prices offered to club members (**these prices INCLUDE tax and shipping!**):



Wildcat #104 – 10% Nitro/18% Oil (20% Castor/80% Synthetic) - Perfect for 2 stroke engines!
Club Price: \$45.00 per case (4 gallons) A savings of \$3.45 per gallon! (\$13.80 per case)

Wildcat #109 – 15% Nitro/18% Oil (ALL Synthetic) – Perfect for 2 & 4 stroke engines!
Club Price: \$50.00 per case (4 gallons) A savings of \$3.55 per gallon! (\$14.20 per case)

Wildcat YS20/20 – 20% Nitro/20% Oil (ALL Synthetic) – Perfect for 2 & 4 stroke engines!
Club Price: \$62.00 per case (4 gallons) A savings of \$3.49 per gallon! (\$13.96 per case)

Order forms will be available at the February and March club meetings; there is also a printable order form available in the Member's Only section of the club web site. Just print out this form, fill it out and mail it in with your check. If you have any further questions please contact Mark Matzuka or Larry Breit at Fuel@BlueMaxRC.com

THE WOLFE'S DEN

by President Don Wolfe

Well, here we are in the middle of FEBRUARY and it has been fairly cold here in Chicago's northwest suburbs with very little snow. This is perfect weather to build that new airplane kit or ARF or fix up that favorite airplane from some past flying season. I myself have started working on a plane that I started almost four years ago and hope to have it flying this summer. I can't wait to bring it to a meeting for Show-and-Tell.



Speaking of Show-and-Tell, I have a few suggested modifications that I would like to see Club members work into their presentations when showing a model at the meetings. When we as club members show a model, it's really a mini-product review and you all have a lot of information that would be beneficial to other club members. What I would like to hear is what you liked about that kit/ARF, what you didn't like about it and what you would do differently if you had to do it all over again. Also, I would like to hear what you learned in the process of building your new aircraft. I feel that the sharing of this information will help in the process of educating all of our members.

Some of you may know that I help out at Venture Hobbies on Monday nights. Please feel free to come in with any questions on any building project that you may have. I'd be more than happy to help all of you. In keeping with the building theme, I think your going to enjoy February's program. Our guest speaker is going to be Barry Schilling. Barry is a master builder and I'm sure you will all learn a lot from him. He will be showing us some building tips and tricks that he has learned over the years. We should all have recovered from the banquet by then.

I thought the January meeting went very well. I was very surprised by the wealth of support from everyone in regards to the field improvement program. Ira put together a terrific presentation and I look forward to seeing the improvements develop over the next few months. We need to talk about putting together a work party, so get ready to get dirty.

I am also looking forward to seeing each of you at the upcoming banquet on February 15th. Be ready for some laughs, good food and a good night out for all!

Don Wolfe

FUN-FLY

by Ira Katz and Jim Speers

Coming soon to a field near you, "Fun-Flies", starring many members of the Blue Max R/C Flying Club. Directed by, none other than Ira Katz, Co-directed by Jim Speers. Opening morning is Sunday, April 20, 2003 at 10:00 and will be featured through September on the Sunday before the Monday club meeting. Be there!

We're planning a great Fun-Fly season. We will be duplicating some of the Fun-Flies from last year, because they were so much fun. We are also designing new Fun-Flies for this year, some with a flair for the unusual. Last year our participation was incredible. We went from an average of 18 pilots to 22 pilots per event. We would like to keep the participation high this year. We are going to continually encourage newer flyers and members to participate. Remember, everyone that enrolls in the event will win a prize.

This year, like the end of last year, all pilots will be competing with the same level of pilot; beginner pilots will fly against beginner pilots and advanced pilots will fly against advanced pilots for scores. Once the Fun-Fly is completed, one member from each level will pull a number from a hat. This will determine which level chooses prizes first. The scores will be tallied throughout the year.

Do you want to learn a few aerobatic maneuvers? This year we want to try something new. We will have monthly maneuvers to practice that might be useful in a Fun-Fly. We will post at least two maneuvers a month on the website and have maneuver sheets available at the field. An instructor will be available to help you practice them. They will not only make you a better pilot, but you will become more confident with your flying ability.

This year's prizes might be different from years past. There is going to be a couple gift certificates available. This way a winner of an event can choose what he/she wants with a predetermined amount of money. These gift certificates will come from stores that sponsor Blue Max and also some nearby fast food restaurants.

We're looking forward to a great year, not only with the Fun-Flies but also with the Club. Considering the amount of members we're starting with this year, we should have a very successful Fun-Fly season.

THE NOVICE CORNER

by Ray Zinkowski

I've been doing a fair amount of flying this winter. Even though I haven't soloed, I've been flying without a buddy box and an instructor. As a result, I have experienced several crashes, probably about 30 by now. Fortunately, I have not had to pick up the pieces or even do rebuilding, I just wait for my flight simulator to reset the plane and place it back on the runway (which it does with lightning speed).

During the holidays a *Great Planes RealFlight Generation 2 R/C Simulator* with a USB Interlink Controller (G2 for short) magically appeared. If you don't want to use the supplied controller, you can use your own (JR and Futaba only) by plugging it into the Interlink Controller using the supplied adapter cord. As a novice, I find that the simulator is a great training device and I'm learning new and valuable techniques. After talking with many of our experienced members in the club, I have found that they also like to use the flight simulator to practice new maneuvers prior to trying them out in real life.

The flight simulator comes with a PT 40 trainer that flies much like my Avistar. I also have Volume 1 of the Great Planes Add-Ons that contains the Avistar. What impresses me most about the simulator is its realism. The Avistar on the flight simulator has characteristics that appear to be an exact duplicate of the real plane. There are a few areas that I need to improve on before I solo. What surprised me is that the weaknesses I have while flying my Avistar at Deer Grove also magically show up while I was flying on the simulator. I thought that this program would be more of a toy, but it really does a superior job of simulating real flying conditions.

I have been using the flight simulator to go through the basics required for solo and advanced ratings. I printed out the proficiency forms from the Blue Max web site and keep them on my desk for reference when I'm flying. I hope that by mastering the techniques on the simulator this winter I'll be able to quickly solo in the spring. A nice feature of the G2 is the inclusion of a virtual flight instructor. If you want to try a new maneuver and you're not sure how to do it, you can activate the instructor and get a step-by-step demonstration of the maneuver. Also, if you want to modify your plane by changing the prop, going to a bigger engine or any of the 200 other parameters that the G2 lets you change, it's less expensive to do it on the simulator first. After doing this on the Avistar, I really wish I had gone with the OS 46 FX rather than the OS 40 LA that I currently have.

The G2 does a great job of simulating flight characteristics, but as expected, the simulator does have weaknesses that you would not experience at the field. Sometimes the views change as the airplane flies overhead, and that takes a bit of getting use to. The lack of peripheral vision is also a minus since you can be flying along and suddenly a tree appears out of nowhere. Also, even though you can select the "look at ground" view, finding the runway can be a challenge. Eventually, as you fly at one of the numerous airports that are available, you start to pick up landmarks for the downwind, base and final legs of your landing which usually put your airplane in the vicinity of the runway. However, it's still easier to find the runway in real life than on the simulator.

The G2 has a flight failure mode that is pretty neat. When this feature is activated, flight failures such as radio interference and stuck servos occur at a frequency level that the user sets. I had this feature activated with the frequency set to the low side. I had about 20 flights under my belt and had totally forgotten about it and was flying along practicing maneuvers when I suddenly noticed the pitch of the engine sound was gradually changing. I didn't pay attention to it since I was concentrating on flying. The pitch continued to change and I noticed that the Avistar was becoming sluggish. Still not suspecting a failure, I continued to fly when all of the sudden, silence. An error message briefly appeared on the screen. Seems I had the mixture adjusted on the rich side. Instinctively I yelled out "DEAD STICK!" which caused Patty to run into the room to see what was happening. Of course, I ran into one of those damn trees (remember, no peripheral vision) while she was bugging me and then, I had to listen to her heckling (not much different than out at the field). While we're talking about hecklers, G2 has included these guys in the program too! Seems no matter how well you're flying, these guys will always have a remark or two.

The G2, along with add-ons, comes with a various assortment of aircraft from trainers to sport, military, and jet airplanes as well as helicopters and gliders. I've flown a few of the planes, and each has different characteristics. Flying the P-51,

INSTRUCTORS

Basic

Ardie Arnold
Larry Breit
Jim Keehan
Joe Keehan

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

Dennis Brumley
Gene Derbick
Chuck Poviliatis
Herb Rizzo

THE NOVICE CORNER (cont'd)

which also has retracts and flaps, is a real challenge. You have to keep the speed up on final or it just falls out of the sky. I really have a new appreciation for the flying skills of our more advanced members who fly these types of planes at the field. I hope Bob Davit is practicing the P-38 on his simulator because, after flying a twin on the sim, I've decided that single engine planes are a lot easier to fly.

There are free downloads of various planes and flying sites if you want to spice up the G2, or you can create your own versions. I haven't downloaded much yet, but it seems that there is quite a bit out there. While you're connected to the Internet, you can log onto the G2 server and fly along with others. You may even find someone who will be willing to give you flight instruction over the Internet. I've only flown once on the Internet so far with Larry Breit. We tried a little dog fighting one evening.

There are numerous other features present on the G2, which I won't comment on now because of space limitations. If you want to give the G2 a try, Venture Hobbies always has the simulator up and running. If after trying the simulator you want to purchase one, make sure that your computer has the horsepower to run this program. To get the most out the simulator, you're going to need a PC running at 600 MHz minimum, a 3D accelerated video card with 16 MB or more of RAM (note that VooDoo 1 and 2 video cards are not supported) as well as 128 MB RAM and 500 MB hard drive space. Anything less and I suspect the program will run pretty choppy and the graphics will have to be scaled down.

The simulators are not cheap but then, nothing is in this hobby. The street value for the G2 is \$199 and its scaled down cousin, the G2 Lite, is \$129. However, don't let the price scare you off, because in my opinion, these flight simulators are good training devices and also provide a lot of entertainment on cold winter days. Also, if you want to try out some new maneuvers, it's a lot cheaper to crash a G2 plane than a real one! The simulator cannot replicate the fun and camaraderie that we have as a club at Deer Grove, but it does allow you to get in some flying experiences that would otherwise be missed.

Editor's note: There are other simulators available besides the RealFlight. Check to see what other club members might be using.

FACT AND TIPS ABOUT THE CLUB WEB SITE

by *Mark Matzuka, Webmaster*
www.BlueMaxRC.com

Did you know? ...that you don't have to enter your Username and Password every time you want to access the Member's Only Area of the Club Web Site? When the Password prompt appears, type in your Username and Password BUT before you hit the OK button make sure you check the box that says "Remember My Password" and then hit OK. The next time you come back to the Member's Only Area, when you click to enter, your Username and Password will already be filled in for you! All you'll have to do is click OK!

Did you know? ...that the information we collect from Club Members is ONLY used for club purposes. Many web sites sell personal information to raise money, rest assured ALL of your information is kept confidential in the secure, password protected Member's Only Area of the web site and is used strictly for club purposes only! Channel numbers have been collected to give you an accurate picture of how crowded certain channels are and to assist you in choosing a channel when you purchase radio equipment. Birthdays have been collected recently because we are trying to get the Membership Roster 100% complete and accurate.

Did you know? ...to get access to the Member's Only Area all you need is an E-Mail address? Just send me an e-mail with your e-mail address (please make sure your roster information is up to date, i.e. channel numbers, AMA number, etc...) and I can set up your own personal account to access all the benefits of the Member's Only Area.

UPCOMING BIRTHDAYS

February

2/14 - Boris Berns
 2/16 - Barry Schilling
 2/19 - Robert Young
 2/22 - Brittany Bochenko
 2/22 - Matt Hauser
 2/24 - Harvey Stair
 2/26 - David Paprocki

March

3/06 - Ray Zinkowski
 3/07 - Adam Korn
 3/08 - Herb Rizzo
 3/10 - Yousuf Hussain
 3/11 - Al Burns
 3/16 - Brian Janiak

MINUTIAE FROM THE MEETING

by *Larry Breit*

The first meeting of the New Year was called to order by new President, Don Wolfe. Don, you did a marvelous job of doing this, keep up the good work for the next 11 months.

Brian Johnson, from Venture Hobby, brought in many of the tools he uses when building a plane for the program. Many of the tools can be used no matter if you're building from scratch, a kit or an ARF.

The committee chairs for 2003 were introduced next.

1. Leading the Banquet is Ira Katz and working closely with him is Ray Zinkowski. The banquet is Saturday, February 15 starting at 6:00 PM at The Village Grill and Tavern in Buffalo Grove. There will be a comedian/magician performing along with many prizes.
2. Chuck Poviliatis is our Field Marshall.
3. Once again, Mark Matzuka will be in charge of Flying Proficiency.
4. Fun-Fly will have Ira Katz and Jim Speers teaming up together. The first Fun-Fly is scheduled for April 20th.
5. Frank Stillson will continue to lead the charge to get us to keep our planes as quiet as possible chairing the Noise Committee.
6. Tim Niemiec, who did a wonderful job with the Picnic last year, will get assistance from Jim Keehan. Try to find a slightly cooler day this year guys, please.
7. Don't be surprised if Dennis Brumley comes up to you complaining about something unsafe at the field. He's responsible for Safety this year. He's already warned us that he intends to get out to the field this Spring and increase the length of the protective fencing on those side wings.
8. Mark Matzuka is continuing on as Webmaster for our web site, www.BlueMaxRC.com.



Brian Johnson

The Blue Max sweatshirts came in. If you ordered one and have not received it yet, see Ira Katz. If you did not order one and wish to pick one up, they're only \$20.00. T-shirts are also available in all sizes once again, for \$10.00.

The field renovation was the big topic under new business. Ira Katz met with some of the Cook County Forest Preserve people to discuss our plans. He showed the club the same information that he presented to the Forest Preserve representatives. Blue Max intends to remove all the existing carpeting in the pit area and replace it with a new surface with proper drainage. To help pay for this, Blue Max will be asking members for donations and will be taking on corporate sponsors (sorry, naming rights to the flying field are not available). See the article elsewhere in the newsletter for further information regarding this project and donations and sponsorships.

As usual, the meeting ended with the raffle. This month we had a Hangar 9 Pizazz ARF donated by Ron Williams and a Hangar 9 Ultra Stick 60 ARF. The first number drawn belonged to Joe "Jason Derbick" Keehan. He chose the Ultra Stick. Rich Tyler went home with the Pizazz.

SHOW & TELL

There were seven planes brought in by six people for Show-and-Tell. A "Mr. Mulligan" and a Hangar 9 Taylorcraft were proudly shown off by Lee Eckert. Ed Der had his Columbo/Anderson kit of an Extra 300. The Top Flite Gold Edition FW190 was built by Rudy Krolopp. Ron Petterec made it to a Winter meeting bringing in his Great Planes Shoestring ARF. The electric GWS P-51 Mustang belonged to Paul Barsamian. A modified Sig Somethin' Extra is owned by Don Wolfe.



Rudy Krolopp talking about his FW190



Ed Der's Extra 300



Lee with the Taylorcraft



Paul Barsamian and a P51 warbird

FOR SALE / WANTED

FOR SALE

Hangar 9 Cessna 182 with an OS 40SF engine, 5 Futaba servos (installed) with all linkages, aluminum spinner, Black Tornado prop, 2 wood props and RX battery. **Price:** \$275.00.

Contact: Paul Barsamian, Barsamian@entranceramp.com.



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.



Sig Somethin' Extra with an Irvine 53 engine, blue, built from a kit. **Price:** \$225.00

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. **Price:** \$300.00. **Contact:** Don Wolfe, BlueMXDon@aol.com.

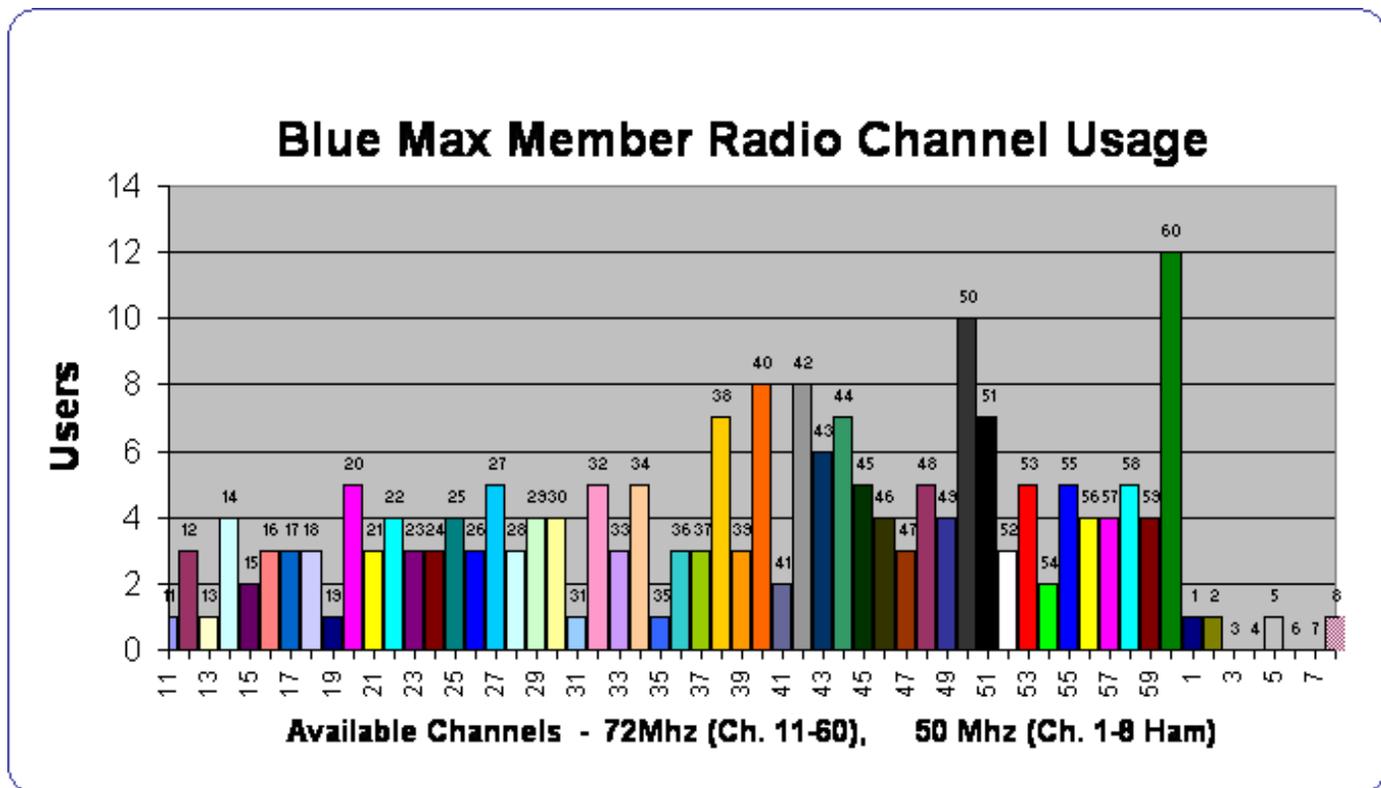


Art Chester "Jeep" 1933-1938 Racer with G90 Supertigre engine. 46" wingspan. Includes radio. **Price:** \$250.00. **Contact:** Dick Campbell, DickCBell@aol.com.

WANTED TO BUY

Used (and possibly abused) twin-engine plane to be used for skill enhancement prior to moving up to a P-38 Lightning.

Contact: Bob Davit, rdavit@pclient.ml.com.



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.

Blue Max R/C Flying Club
AMA # 1040
www.BlueMaxRC.com

**UPCOMING EVENTS FOR
FEBRUARY, MARCH and APRIL, 2003**

February, 2003

15) Monthly Banquet - Village Grill & Tavern

Drinks: 6:00 P.M., Dinner: 7:00 P.M.

17) Monthly Meeting - 7:30 P.M.

Program - Barry Schilling's Building Clinic
Raffle - ?

March, 2003

17) Monthly Meeting - 7:30 P.M.

April, 2003

20) Fun-Fly - 10:00 A.M.

21) Monthly Meeting - 7:30 P.M.

