



Blue Max Aces

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

Editor - Larry Breit

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A BLUE MAX HISTORY

Part 2

by Frank Stillson

The flying field in 1978 was on Aptakisic Road in Long Grove, in a portion of a landscape nursery. So it was back to leveling it and planting grass seed and waiting for the grass to become good enough for us to fly on. This field had lots of wide-open space, a large square area and only one obstruction; a very tall cottonwood tree just to the south. It required care not to fly into it. One morning when we arrived at the field, this cottonwood tree was very nicely lying down in the swamp. It sure improved our landing pattern.

This was the first field that we laid carpet in the pits and we had helicopters flying at this field. A flying proficiency program was inaugurated this year. It was modeled after an article in a model magazine. Everything was going along fine, until we had a visitor from a nearby flower farm. It seems that he had an FAA approved landing field for full-scale aircraft just to our north. He was not pleased that we were flying into his air space, even though he hardly flew and always stayed away from where we were flying. The first Winter Banquet was held this same year at an Italian restaurant in Prospect Heights.

It was on to another new flying sight for 1979. About one mile to the east of previous site, on what was known as Liekums farm (now all houses). This was another L-shaped field carved out of the edge of a swamp! The land around was planted in soy beans which was not too bad because they do not grow too tall but are very dense. This made it very difficult to locate a downed airplane late in the year. To the east was a wet swamp, which had very tall vegetation late in the season. The ground conditions at this field were soft like a sponge. Once we held a raw egg bomb drop and because the ground was so soft, the eggs would not break, in fact they bounced. Due to too many careless happenings and close calls, a flying field safety program was started. We installed our first frequency control board and added some safety fences. During this phase, the club had a membership limit of 75.

During the early 80's, Blue Max hosted four AMA sanctioned Fun-Fly's at the old Nike missile site in Libertyville. They were held in honor of one of the founding members, Paul Suwalski, who passed away from a fast acting cancer.

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Program
Brian Racine
Mike Racine

Safety
Dennis Brumley



A BLUE MAX HISTORY (cont'd)

The Deer Grove flying sight became our home in 1985. There have been times that keeping this field looked rather risky. The owners of the condominium complex just to the east were not happy with the aircraft flying near them and making all the noise. One summer, we had a Forest Preserve District police officer monitoring our flying habits. This was in response to a law suite that some of the condo owners were considering. Ultimately, due to the monitoring and improved flying on our part and the cost of the suing, the law suit was dropped. We still have to be careful but to date; we have been pretty free of complaints from that sector. To help with noise reduction, the four station flying locations were incorporated. At the annual picnics, we had as many as 30 contestants in our flying contests. During this time, we started seeing quarter-scale aircraft being sold.

The early 90's saw an improved newsletter with Ed Der as the editor. We built and installed a new and improved frequency board for the field. The flight training program was upgraded to help identify good instructors. The flying portion of the picnics was changed to the one we have now with flying demonstrations. The club web site, www.BlueMaxRC.com, was started in 1999 to help communicate with members and the newsletter was then available online. Mark Matzuka took over as webmaster during the year and in 2000 made the site what it is today. We incorporated the club during 2001 for financial reasons.

If you have any old records, pictures or other information regarding "The Blue Max R/C Flying Club", please contact me with this information for future updates.

THE WOLFE'S DEN

by Don Wolfe, President

News flash: summer is here! I had forgotten just how oppressive 90° F. and high humidity could be. It seems that we went from a wet spring to hot summer almost over night but hey, this is a good thing as it gave my sunburn a chance to finally turn tan.

Our "weather chairman", Ron Petterec finally dropped the ball as hot dog day was cut short on Saturday due to weather. But this also was a good thing as we grilled hot dogs at the field again on Sunday. Special thanks go out to Ray Zinkowski, Samuel Espada and Ken Grandt, our club cooks, for manning the grills, cutting up the watermelons and serving drinks and also Ira Katz for coming up with the idea. Guys we ate almost 150 hot dogs! At this event we had many guests, to name a few: Dale and Larry from the GAS Club were there, Len from the Forest Preserve came out late in the day and former club member John Temple came out to fly his helicopter with us. This was to be the official opening of our newly rehabbed flying field and everyone that was there had a great time. As for our "weather chairman", we will go easy on him, as this is the first event in many years that he screwed up on. Ron has done a great job and we must remember it is hard to hit a home run every time up.

Has everyone gone to the "Member's Only" area on the web site to print out his or her new frequency pins? Well you better, as you will have no excuses now as to why you don't have a pin with your name, address, phone number, AMA number, and channel number on it. But wait! If you act now you will also get the club logo on your pin at no additional charge! Special thanks need to go out to Jim Janiak, Larry Breit and Mark Matzuka for pulling this all together. And, as a second added bonus, I will bring my laminator to the next club meeting and we will try to get everyone's pins laminated.

Did every one have a great Fourth of July? I know I did. I got out and flew as much as I could between the thunderstorms. I even got a new aircraft broken in and I am really having a blast with it (no, the club didn't pay for it). While we were all out flying our airplanes over the 4th. Mike and Lori Racine had bigger things going on in their lives. It seems the club will have a new little member, Grant David Racine, 6 lbs 4oz. Way to go Mike and Lori and congratulations on the birth of Grant.

Hope to see you all at the meeting.

Thanks!



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FUN-FLY

by Ira Katz and Jim Speers, Fun-Fly Chairmen

Where did spring go? Well, get ready for the heat and humidity of summer! Spring went so fast that we didn't get a chance to announce the winners of the second Fun-Fly. So we might as well announce the second and third Fun-Fly winners together.

First things first, we want to thank everyone for participating in the Fun-Flies, although we failed to check the date of the third Fun-Fly when we planned it, Father's Day.

The second Fun-Fly of the year was called "Mail Run". This was a timed event. Each pilot was timed attaching an envelope to the aircraft, taking off, doing a few maneuvers and landing safely. To make it more challenging, there was a circle painted in the center of the field that gave the pilot an additional bonus when they took off or landed within it. The following is the list of participants and where they placed.

Sport Pilots:

1. Kyle Der
2. Ira Katz
3. Don Wolfe
4. Ed Der

Advanced Pilots:

1. Guillaume Dougados
2. Don Linder
3. Paul Barsamian
4. Dennis Brumley
5. Ken Grant

Novice Pilots:

1. Alex Aynessazian
2. Jim Janiak
3. Samuel Espada
4. Owen Wolfe

The third Fun-Fly was called "Timed Glide." The object of this Fun-Fly was to have the longest glide time before landing. Each pilot was given 30 seconds to taxi, take off, reach altitude, idle the engine and glide. To make this event harder, each pilot needed to perform three maneuvers; loop, roll and a split-S. The following is the list of participants and where they placed.

Sport Pilots:

1. Mark Matzuka
2. Ed Der
3. Paul Barsamian
4. Ron Pedrick
5. Don Wolfe
6. Ira Katz
7. Frank Stinson

Advanced:

1. Don Linder
2. Steve Tomczyk

The next Fun-Fly is called the "Obstacle Flight Course." This event has always been fun. The pilot starts by guiding the aircraft through a small obstacle course followed by taking off. Once in the air the pilot must complete three maneuvers, a loop, an Immelmann and a roll. Once the aerial maneuvers are complete the pilot must land safely, taxi toward a balloon and stop the aircraft as close to it as possible. The closer the aircraft gets to the balloon the higher the bonus; too close and the air plane will pop the balloon and then the pilot loses points. The best part of this event is that every pilot can do well because the maneuvers are very basic. Plus, all levels of pilots are welcome to compete, although buddy box pilots must be able to fly the pattern and the three maneuvers (we'll help you with the maneuvers). I am hoping to see everyone at the field Sunday, July 20th at 10 A.M.

Remember, everyone that flies in a Fun-Fly wins a prize no matter what their score is.



MINUTIAE FROM THE MEETING

by *Tim Niemiec, Secretary*

The June meeting kicked off with 3 guests. The program was frequency pin design ideas and was run by Don Wolfe. A template was to be designed and available on the club website. All you need to do is enter your info and print the page. There will be a laminating machine at the July meeting, so make it a point to be there with your new frequency pin printout.

The treasurer's report was read and included a mid-year breakdown, the details are available online. As always, the secretary's report is available in the newsletter.

Old business: the helicopter issue has been brought up to the Forest Preserve. This is their stance: the Forest Preserve has a contractual agreement that no aircraft (including helicopters) will fly outside of the designated flying area. That means that the helicopters must fly on the field and not near the drive as has been in the past. Furthermore, they are allowed to fly at the field. Unless they are the only one in the air, they must fly the pattern.

New business: August 2 is "Oshkosh". There was a motion to rent a bus for a club trip to the event and the motion was seconded and passed. The members that go on the trip will need to contribute a small amount to cover the cost of the trip. Please contact Bob Davit. There was an inquiry about the grass cutting company expanding the cut area. There is a higher cost in getting more area cut and a motion was made, seconded and passed to use club funds to do this.

Proficiency for the month included Alex Guitierrez on his solo, Jeff Schulman for passing the intermediate exam, Steve Haas for passing the sport and primary instructor exam and Paul Barsimian for his advanced, sport and primary instructor tests. Congratulations to all these guys on their achievements.

The Fun-Fly for the month was a timed climb and glide, with 3 maneuvers. In sport/advanced Mark Matzuka won, Don Linder won the intermediate/solo class. Great job on keeping your planes in the air the longest.

The safety committee reported on an issue that needs to be addressed. The novice fliers need to make sure they are using Blue Max instructors. They have been hand picked and have passed many tests to insure a positive learning experience and your safety. There have been a few club members using non-club "instructors" and have lost their planes. It's also a club policy that novice fliers use the club instructors.

Crash reports included Don Wolfe and his .40 Cessna 182 that tip stalled on landing. He tried to recover with power but the plane didn't make it. Don then walked out onto the field and made

INSTRUCTORS

Basic

Larry Breit

Primary

Paul Barsamian

Ed Der

Jason Derbick

George Gibisch

Steve Haas

Ira Katz

Kurt Schmitt

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Frank Stillson

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MINUTIAE FROM THE MEETING (cont'd)

sure his plane was destroyed by kicking it a few times (someone out there we understand has a video of this plane abuse). Ira Katz stalled his Cap 232 while trying to make it back to the field after dead sticking. Only the gear was affected.

Show-'n-Tell brought us Don Linder's Somethin' Extra powered by a Thunder Tiger 46 pro.

The raffle prize was a Dragon 40 by Hot Bodies and was won by Bruno Ozga. That makes 2 months in a row Bruno, we're watching you closely now.



Don Linder and a SIG Somethin' Extra named "Somethin' Marv".



And the winning number is.....



Don't know the number, but Bruno Ozga was the winner.



Don know's something that we don't. Why else the smug look?



Hot Dog Day. The cooks.



A few of the planes brought on Hot Dog Day.



The food of the day, hot dogs.

UPCOMING BIRTHDAYS

July

- 7/27 - Mike McGee
- 7/27 - Ed Der
- 7/27 - Morgan Mamon
- 7/30 - Rick Auld
- 7/30 - Kyle Der
- 7/31 - Mike Racine

August

- 8/2 - Tom Keehan
- 8/3 - Michael Altschuler
- 8/3 - Bill Ershen
- 8/7 - Rich Tyler
- 8/13 - Joel Appell
- 8/13 - Dan Ershen
- 8/13 - Peter Livorsi
- 8/15 - Alex Aynessazian
- 8/15 - Brian Gerson
- 8/15 - Yury Maryan
- 8/15 - Daniel Wolff
- 8/17 - Don Linder
- 8/17 - Ken Yoneyama

MISSING CLUB EQUIPMENT

It appears that we have lost one of the club's JR buddy boxes and the first-aid kit. If you inadvertently took these home, please return them.

Instructors, please remember to get the student's AMA card before taking the buddy box out of the locked box. The card should be placed inside the box and returned when the student returns the buddy box.

When you lock the box up, make sure that BOTH handles are locked. Only doing one does no good.

FOR SALE / WANTED

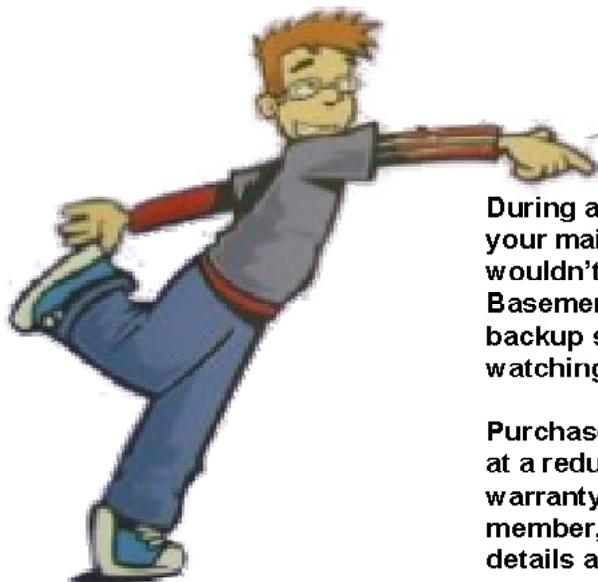
FOR SALE

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.



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

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FOR SALE / WANTED (cont'd)

FOR SALE

Kyosho Gee-Bee ARF, includes Saito 56 4-stroke engine, Futaba radio. Professionally assembled. Everything is brand new, never flown. **Price:** \$325.00. **Contact:** Ron Williams, RWill55867@aol.com.



Great Planes Trainer 40, includes 4 HS-300 servos, 8 channel Hitec Supreme 4 channel transmitter (Channel 34), SuperTiger .46 engine, new transmitter battery, will provide a new receiver battery to purchaser. **Price:** \$175.00. **Contact:** Mike Racine, MRacer950@aol.com.

Hoverfly Electric Tethered Helicopter, a unique helicopter that allows practicing hovering and basic maneuvering indoors without expensive crashes. It is said to respond to stick inputs similar to a .30 sized helicopter. Is new with only small (~ 1/8") crack in fuselage (repaired with clear tape). **Price:** \$185.00. **Contact:** Mike Racine, MRacer@aol.com.

WANTED TO BUY

None at this time

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**UPCOMING EVENTS FOR
JULY, AUGUST and SEPTEMBER, 2003**

July, 2003

- 19) G.A.S. Club Picnic
- 20) Fun-Fly - 10:00 A.M.
- 21) Monthly Meeting - 7:30 P.M.
Program - Midwest Products
Raffle - Hangar 9 AT-6 Texan, .60 sized ARF

August, 2003

- 10) Blue Max Picnic
- 17) Fun-Fly - 10:00 A.M.
- 18) Monthly Meeting - 7:30 P.M.

September, 2003

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

