



Blue Max Aces

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

Editor - Larry Breit

Volume 10, Issue 6

June 2003

Inside This Issue

Flight Line Etiquette	2
The Wolfe's Den	2
The Novice Corner	3
Birthdays	5
Meeting Minutes	6
For Sale/Wanted	7
Frequency Chart	7
Field Donations	8



Visit Our Sponsors

**Base Zero
Productions**
847.670.7696

**The Basement
Watchdog**
847.520.6120

**Forde Windows &
Remodeling, Inc.**
847.562.1188

*Visit Our
Club Web Site at
www.BlueMaxRC.com*

A BLUE MAX HISTORY

Part 1

by Frank Stillson

I joined a control line model club shortly after it was formed in 1970. This is the forerunner of the current Blue Max Club. We flew in several school yards and held two picnics before the conversion to radio control.

During 1972 we formed the Blue Max R/C Flying Club from the control line club. Alan Rychlik joined at this time and was one of the first members capable of radio control flying. He taught himself to fly and became an outstanding flyer, teacher, designer and scratch builder.

One of the first requirements of the new club was to write a constitution. Bill Shedler, one of the members that had been a member of an Ohio R/C club, drafted the constitution, similar to his old club's. Since then there have been 3 or 4 revisions. We flew the first year anywhere we could; in school yards, parks and open fields. This was not a very satisfactory way to fly, so in 1974 we built the first of three flying fields out of nothing more than open land. For several years our monthly meetings were held in various members homes with the first permanent meeting location being at what is now the Buffalo Grove Raupp Memorial Museum. We then met at the Buffalo Grove Park District building for many years. The next move was to the youth center in back of the Buffalo Grove Village Hall. After that, it was on to the VFW Hall in Wheeling for a year or so. For the past several years, we have been meeting at Addolorata Villa in Wheeling.

The original field location was near the corner of Quentin and Rt. 22, in Lake Zurich. This began as a hilly field with small trees and other impediments. After grading and seeding, we had a fairly nice L-shaped field. The North-South runway was a little longer than a foot ball field, but was less than 150 feet wide. A utility shed "protected" one side of the runway and on the opposite side of the field was a tree line. Needless to say, it was very important to line up with the runway correctly, or you could hit the trees or building (if you were lucky, you could perform a touch and go off the roof of this building). The second runway was more open; however there were small trees all around the field and they could be great plane catchers. The open area around the flying field was planted in corn which was all right in the spring, but 7-foot corn during the year was very hard on aircraft along

President
Don Wolfe

Vice President
Dennis Brumley

Editor
Larry Breit

Board of Directors
Larry Breit
Ira Katz
Mark Matzuka
Ray Zinkowski

Secretary
Tim Niemiec

Treasurer
Bob Davit

Webmaster
Mark Matzuka

COMMITTEES

Banquet
Ira Katz
Ray Zinkowski

Field Marshall
Chuck Poviliatis

Flying Proficiency
Mark Matzuka

Fun-Fly
Ira Katz
Jim Speers

Ground Crew
Dennis Brumley

Noise
Frank Stillson

Picnic
Tim Niemiec

Program
Brian Racine
Mike Racine

Safety
Dennis Brumley



A BLUE MAX HISTORY (cont'd)

with being very difficult to find downed aircraft. The tradition of holding family picnics began in fall of 1975. The first picnic was held in September and naturally it was cold, so we built a bonfire in the pits and had an outstanding get together over food, coffee and conversation. At future picnics, games were played on the field.

Rules were very lax at that time with a membership of only about 20. One of the first rules the club instituted was that all aircraft be equipped with mufflers. There were only 3 people that could fly, to start with, and act as instructors. Marv Green joined in 1975 and became a flying instructor for the club for the next 27 years. In 1976, we began flying contests, both Fun-Fly and precision competition and Q200 Pylon races. Grass cutting and field maintenance were taken care of by the members. I wore out two lawn mowers over the years that I helped maintain the fields. Some rudimentary frequency control was begun at this time. Our time at this field was memorable and very relaxed, but in 1977 a Church bought some land and built on the access road to the flying field. Right after the first day of Church services, we had 8 or 10 kids standing on the edge of the runway, watching us fly. The parents came to take them home and not too happy about it.

Editor's note: This article will be continued in next month's "Blue Max Aces".

FLIGHT LINE ETIQUETTE

by Larry Breit

Many of us have gone through a situation like this: you're at a critical point of your flight and someone comes up from behind and starts talking to you. In the best situation, you continue through without a problem or abort the maneuver, worst case; you have a pile of sticks to gather.

Many of the flight line etiquettes are spelled out in the Safety section of the web site: call out taxiing, take-off, landing, deadstick, give priority to deadstick planes and to planes landing.

The following is a list of some of the other things to think about when you approach the flight line:

1. Announce yourself as you approach.
2. Keep your distance from the pilot, don't crowd him or obstruct his vision.
3. Don't talk to the pilot at critical times in the flight, i.e. take-off or landing.
4. If you're asked to be quiet or to step away, do so quickly. Don't take this personally.
5. Think about what you might like if you were flying.
6. Use common sense.

THE WOLFE'S DEN

by Don Wolfe, President

Well guys, it looks like summer is finally here and I hope that you all have been out flying by now. Our pit area carpet seems to be working just as it was designed to, no more wet feet walking around on a big sponge. I still cannot believe it when I see it.

Ken Grandt and I with some of the guys at the field put down two more truckloads of gravel to finish off the driveway. I think it turned out pretty good in spite of the amateur crew that Ken had to work with. Ken is truly an artist. Unlike most artists that work with a paintbrush or chisel, Ken uses a Bobcat to get the results that he is looking for. I was amazed at how much control he had with that machine. He really made it look easy, although I know that it is not. We all need thank Ken for taking the time to do this for us. He did a great job.



We have two new instructors this month; Jim Speers and Steve Haas. Both have passed their Sport Pilot and Primary Instructor tests. Congratulations to both of you. I am very happy to see these guys step up to the plate, as we really need

CLUB DONORS

PLATINUM

Bob Davit
Ira Katz
Eugen Kislenko
Ron Petterec
Kurt Schmitt
Jeff Schulman
Jim Speers
Ray Zinkowski
Multiple Anonymous Donors
G.A.S. Club*
G.A.S. Club Indoor Flyers*

GOLD

Lee & Jocelyn Eckert
Peter Livorsi
Bruno Ozga, Jr.
Clay Smith

SILVER

John Brach
Larry Breit
Dennis Brumley
Cas Dabrowski
Morris Danzig*
Ed & Kyle Der
Maurice Forde
Dave Gordon
Ken Grandt
Bob Hirth
Jim & Brian Janiak
Jim Keehan
Joe Keehan
Rudy Krolopp
Don Linder
Brian Marazas
Mark & Kaitlyn Matzuka
Tim Niemiec
Murry Randel
Lou Roberts
Marv Schwartz
Weldon Smith*
Mark Stodola
Bob Tomasulo
Greg & Steve Tomczyk
Ron Williams
Don & Owen Wolfe

BRONZE

Al Burns
Gene & Jason Derbick
Dave Eden*
Samuel Espada
Bernie Fullett*
Lorenzo & Alex Gutierrez
Chuck Henrici
Walter Kitt
Frank Lucido
Mike McGee
Larry Olson*
Dale Pate*
Chuck & Chuck Jr. Poviliatis
Steve Simek
Rich Tyler

THE WOLFE'S DEN (cont'd)

their years of experience to help instruct new pilots. We also have our club's most active instructor back in town. That's right, Ron Petterec is back. Ron is also our club's weather chairman, so Ira has no excuses for bad weather at any of our remaining Fun-Flies. Glad to have you back Ron.

We seem to be having some trouble with getting the field mowed. I ask that you all bear with us as Chuck is negotiating to get this resolved ASAP. It looks like we may have to pay a little more to get the field mowed the way it needs to be.

Sunday, June 8th we are having our Hot Dog Day out at the field. Hope to see all of you there. We are doing this in conjunction with the Gas Club and some of the Forest Preserve staff will be there as our guest.

See you all at the field!

THE NOVICE CORNER

by Jim Janiak

This month's article is a continuation of the topic Ray Zinkowski started last month about the Blue Max training program. Ray covered what the novice pilot needs as far as knowledge and equipment to get his plane in the air. He covered the maiden inspection, maiden flight and working with an instructor. This month we'll focus on how to maximize your time with the ground crew and instructors. This will give you a better learning experience, while allowing our volunteer ground crew and instructors time to help other novice pilots and even fly their own planes once in a while.

I talked with several ground crew and instructors to get their perspective for this article. Two themes were common in these discussions – safety and fun. We all want to have fun flying, including the ground crew and instructors, after all that's why we joined Blue Max. It's important, especially as novices, to learn and follow proper safety procedures and edict: this includes what we do in the pits, at the flight line and where we fly (remember the arrows!). Learning proper procedures now will make them a natural part of what we do at the field.

Several points Ray covered last month deserve repeating. First, make sure your plane and equipment are ready when you go to the field. Avoid doing those last minute adjustments at the field unless you need help. Even though your plane has passed maiden flight inspection you can still use the "Aircraft Maiden Flight Checklist" as reference for things to look for. There is also the "Daily Aircraft Checklist" on the website that you can use. Trainers tend to take a beating, so it's a good idea to check them over periodically. A good time to checkout the plane is when you are home giving it a good cleaning. Also, don't forget to charge your batteries and that includes the accessory and glow starter batteries.

As novices, we are not expected to know everything. If you're not sure of something, don't be afraid to ask. I use a small notepad for questions and things I want someone to look over for me. Being specific in what you need help with makes the ground crew's job much easier and takes less time.

Second, make sure you know the name and function of the various parts of the plane, engine, transmitter and support equipment. This makes for better communication with the ground crew and instructors. Knowing how things work helps the learning

THE NOVICE CORNER (cont'd)

process too. The club is working on training materials to help the novice pilot learn these key terms and concepts, so stay tuned for more information.



If your schedule permits, arriving at the field early on the weekend is a good way to maximize ground crew and instructor time. This gives you more time to work with the ground crew and get things ready before you start searching for an instructor. Things usually aren't that busy early in the day, so you have a better chance at getting the time you need, including an open space on the flight line.

While you may have a favorite ground crew member or instructor, try not to overload one or two individuals. Remember they may need a break and want to fly too. I find what works best is to have everything ready to go and ask an instructor if I can be the next person they instruct when they are ready. Usually they're ready to go but if they need a few minutes it gives them a chance to catch their breath and you don't lose your place.

When you approach an instructor have a plan of what you want to do. Tell them what you have been working on and want to try. Ask them any questions you have before you take off. It's easier to discuss things when the plane is still on the ground – you're not rushed and you can focus on what the instructor is telling you. Be sure to tell the instructor if you have problems with anything before you take off. This gives the instructor an opportunity to know what to expect. For example, I have the tendency of not making consistent 90° turns, especially when turning toward the pits. It may be helpful to ask the instructor to do the maneuver you want to practice first. This way you can watch the instructor and how he does it before you try it.

Most instructors want you to tell them what you are going to do before you try it. You might be ready to try that roll but they don't know it and may jump in and take control. Remember it's hard on the instructors too, they don't want you to crash any more than you do.

The best way to work with an instructor is to have your plane ready to go when you ask them to take you up. This means the engine is adjusted and the transmitter and buddy box are trimmed. All they have to do is check your setup and you're flying. Experienced novice pilots can have everything ready, while the newer pilots may need some assistance. If you need help setting something up, check with a ground crew member first or tell the instructor when you ask them. This helps them determine how much time you might need and if there is someone else around who may be better qualified to help you. When in doubt, ask for assistance. Overlooking something just to get an open instructor could result in a crash and that's something we all want to avoid.

I can get everything setup myself, although there are times when I need some assistance adjusting the engine. The following is what I do to get things ready.

1. I start by adjusting the engine. I have an O.S. 61FX. These procedures should work for most engines you'll find in trainers. The first step in adjusting your engine is putting your frequency pin on the board if the channel is open. Next, turn on the transmitter, followed by the receiver. Set the throttle to idle; the throttle stick should be all the way down and the throttle trim should be near the center. You should see just a small opening in the carburetor. Make sure the plane is set in the tail hook. Verify that all surfaces move in the proper direction. Clip the glow plug igniter on the glow plug. Holding the plane firmly, use the starter to crank the engine. The O.S. 61 has a clear fuel line feeding into the carburetor so you can watch the fuel flow into the engine. Keep the starter engaged until all the air is out of the fuel line. This usually takes about five seconds. By now the engine should be running on its own.
2. Step around the back side of the engine to remove the glow igniter. Do not reach around the prop; you could easily remove a finger or two if you are not careful!
3. After the engine has warmed up a bit, throttle up to full. The engine should transition to full power with not hesitation or sputtering. If it does hesitate or sputter, try adjusting the needle valve counter clockwise about 1/2 to 3/4 of a turn. (Your engine may need slightly different adjustments depending on a number of factors including

INSTRUCTORS

Basic

Larry Breit

Primary

Ed Der

Jason Derbick

George Gibisch

Steve Haas

Ira Katz

Kurt Schmitt

Clay Smith

Jim Speers

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

THE NOVICE CORNER (cont'd)

weather conditions.) Once the engine is running smoothly, very slowly close (clockwise) the needle value. Carefully listen to the sound of the engine. The RPMs will increase as you close the needle valve. When the RPMs begin to drop, back off the needle valve about ¼ turn. Rapidly move the throttle from idle to full throttle. The engine should respond without hesitation. If it does, consult a ground crew member for advise on properly adjusting your engine.

4. Be careful making engine adjustments. The prop may be spinning at close to 10,000 RPM. At that speed you can't see the prop and your fingers and tools are very close. Fingers and tools don't respond well when they meet the sharp edge of a fast spinning prop.

5. With the throttle back at idle, move the throttle trim lever down to shut off the engine. Once the engine is off, return the trim lever to the center position to avoid difficulties in starting your engine the next time.

6. Now, let's trim the control surfaces. I start by trimming the transmitter first, then attach and trim the buddy box.

7. Begin by making sure all the control surfaces (ailerons, rudder and elevator) move in the proper direction. Standing behind your plane, move the aileron stick to the right. The right aileron should go up and the left one down. Do the same for left aileron movement. Moving the rudder stick to the right should move the rudder to the right and move the stick to the left. Moving the elevator

stick toward the bottom of the transmitter should move the elevator up and pushing the stick should move the elevator down. The throttle should be working properly since we already adjusted the engine but you can check it again if you wish.

8. Next we trim the control surfaces. This means the controls are centered when we release the sticks on the transmitter. Check each control and center them using the trim levers on the transmitter. Move the controls back and forth to make sure they return to the center position. If you can't center the controls or if the trim lever is all the way to one end, ask a ground crew member for assistance in adjusting your plane. Once everything is centered you can attach the buddy box.

9. It's highly recommended that you get a buddy box and cord. It's well worth the investment (about \$50) in ease of setup and not having to wait for the club box. If you use the club box, first check to make sure the servos are set for the proper direction. There are small switches on the bottom of the front panel of the buddy boxes for reversing the servo direction. I suggest you write down the pattern of the switches (up, down, down, up) for your plane to speed up the calibration process.

10. Pressing the trainer button on the transmitter, verify the control surfaces move in the proper direction using the sticks on the buddy box. If not adjust the servo switches on the buddy box.

11. Finally, adjust the trim on the buddy box. Watching and listening to each control surface one at a time, press and release the trainer switch on the transmitter. The control surface should not move. If it "twitches" adjust the trim levers on the buddy box until there is no movement when you switch between the transmitter and the buddy box. To adjust the throttle, move the throttle sticks on both the transmitter and the buddy box to the center position. Press and release the trainer switch on the transmitter while looking at the carburetor. Adjust the throttle trim on the buddy box until there is no movement.

Once you're done, turn off the receiver, then the transmitter, and remove your frequency pin. Now you should be ready to find an instructor and start flying.

Hopefully you found some ideas that can help maximize your time with our ground crew and instructors. If you're like me, one of the reasons you joined Blue Max was for the training program and assistance in learning to fly properly and safely. We're fortunate to have our volunteer ground crew and instructors to help bring us along.

Happy flying!



UPCOMING BIRTHDAYS

June

6/16 - Dru Goodman

6/17 - Kyle Kueker

6/17 - Wayne Pollack

6/20 - Owen Wolfe

6/22 - Pete Giannis

6/23 - Ken Alter

6/25 - Jim Janiak

6/26 - "Jeff" Guo

6/29 - Steve Tomczyk

July

7/3 - Jeff Stodola

7/5 - Jason Derbick

7/7 - Lee Eckert

7/9 - John Mertz

7/11 - Amy Bochenko

7/13 - Bill Eichelberg

7/14 - Bob Hirsh

7/16 - Sam Pollack

7/17 - Rick Butler

7/17 - Fred Ehrman

7/17 - Norman Leidecker

7/18 - Ira Katz

7/20 - Robert Abraham

7/20 - Marcellus Phillips

MINUTIAE FROM THE MEETING

by *Tim Niemiec, Secretary*

The May meeting brought us two guests; Steve P. and George G. They both were interested in the club and were welcomed to the meeting. The program was a question and answer forum with Don Wolfe holding down the podium. We talked about fuel tank building and installation, correct installation of CA hinges and what people do wrong when installing them, and what equipment new fliers should purchase to make their new hobby more enjoyable. This was a chance for people to hear various ways to do things and hopefully, learn a bit along the way.

The Treasurers report was read and the Secretary's report, as always, is available in "The Blue Max Aces" newsletter and was not read. The Field Marshall reported that grass cutting got a bit messed up and we contacted the cutting contractor to get the problem ironed out. The proficiency report this month advanced Don Linder to the intermediate rating. Congratulations Don!

The *Fun-Fly* committee gave out awards for the May event which consisted of a timed mail run with aerial maneuvers. The awards were given out based upon flying ability and best score. Kyle Der had the best score for the event.

The *Picnic* committee reported that the picnic will be on August 10th and asks for any donations you would like to part with for the raffle. Don Wolfe and Ira Katz both donated items to the cause, you should too because its fun!

The *Safety* committee reported not to leave your vehicle parked by the pit area. We, I mean Vice President Dennis Brumley, had an incident where a landing plane just happened to end up under a truck tire parked at the pit area. So unload your vehicle and move it to the parking lot ASAP! Also, the new safety fence will be ordered soon.



Old business: see Ira Katz for hats and t-shirts.

New business: due to the high number of novice fliers, the club is in the process of redesigning the instructor program. This will give the new fliers qualified instructors to fly with. The new pilots will also have a more proactive roll in their learning. We will be designing a guide for the new pilots to follow. This will include some homework and give the new pilot a bit more to do rather than just show up to the field with a plane and expect to fly. More to follow on this subject later months.

June 8th is the Blue Max "Hot Dog Day." This event will have happened by press time and we hope all had a good time. SIG's Fathers Day Fly-In is June 15th, you can see the SIG website (www.sigmg.com) for more information. Some time in June or July there will be a static display of R/C planes for the Addolorata Villa residents. You are urged to make time to make an appearance with your plane when the date is set. The management of the Villa is responsible for allowing us to meet on their premises monthly and this is a small, good gesture on our part. The display will be on a weekend, more to follow.



Helicopter flying at the field has been an issue lately. We will be in contact with the Forest Preserve to find out if there are rules they have for the hobby or if this is something we need to straighten out.

Show-N-Tell: Pete Livorsi brought a SIG Falcon, on floats, powered by an OS .46FX. Dennis Brumley had his 1/5 Cub powered by a Saito 90TS. This plane was built to scale with working landing gear and an operational cockpit door. Tim Niemiec brought a Dennis Brumley built Great Planes P-51 Mustang powered by an OS 46FX. Brian Johnson had a foam constructed Tribute indoor 3D model powered by a Hacker electric motor.

The raffle prize, a Midwest Aerobat ARF, went to Bruno Ozga this month.



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.



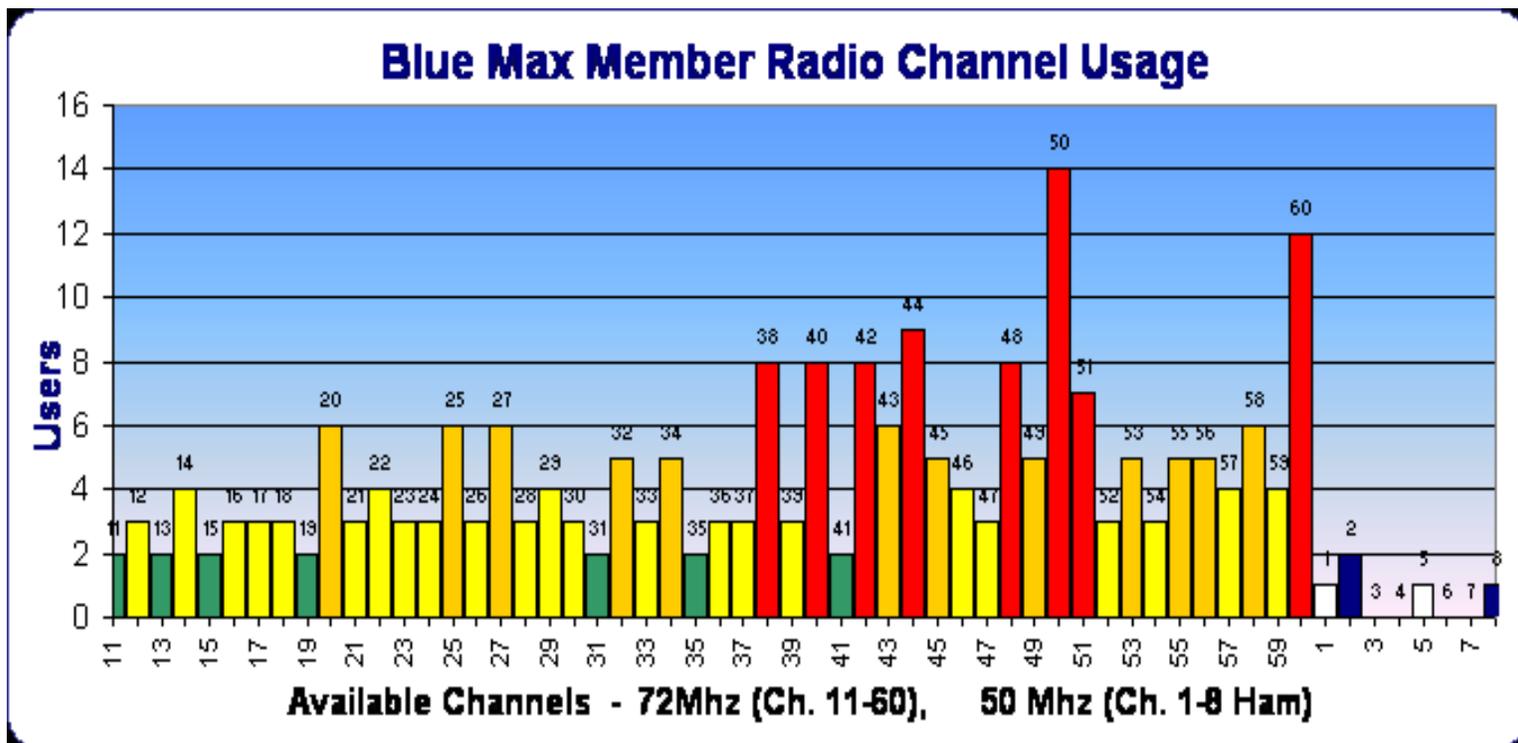
Art Chester "Jeep" 1933-1938 Racer with G90 Supertigre engine. 46" wingspan. Includes radio. **Price:** \$250.00. **Contact:** Dick Campbell, DickCBell@aol.com.

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.



WANTED TO BUY

JR Buddy Box. Contact Dan Deitemeyer, deitemeyer@earthlink.net.



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.



**ON THE
EDGE**

Design for print, video & multimedia

BASE ZERO
PRODUCTIONS

phone (847) 670-7696
www.bzprod.com

FIELD DONATION REPORT

by Bob Davit

The tally is in and BOY, HAVE WE SPENT SOME CASH! The field renovation to date has had donations totaling \$7,940.00 and has cost \$5,299.67. The expenses include the following:

- | | |
|---|-------------------------|
| • Turf | \$2,645.93 |
| • 60 Tons of Gravel (Pit Area) | \$750.00 |
| • 40 Tons of Gravel (Driveway) | \$490.00 |
| • Turf underlayment material | \$363.35 |
| • Concrete Slab | \$355.03 |
| • Rental Equipment (Bobcat & Tamper) | \$258.69 |
| • Food/Beverages (4 Days) | \$255.73 |
| • Windsock & Pole | \$80.51 |
| • Misc. Field Expenses (Nails, twine, etc.) | \$60.00 |
| • Blue Prints & Copies | \$40.43 |
| • Beautiful Pit Area with no slipping | <u>PRICELESS</u> |

Expect additional upgrades going forward and aesthetic field improvements. If you are considering donating to the field renovation, please make a check payable to the **Blue Max Flying Club** and it to send:

Blue Max R/C Flying Club, P.O. Box 7803, Buffalo Grove, IL 60089-7803

TORDE
WINDOWS & REMODELING, INC.

Fifteen years local experience

847-562-1188

*Specializing in High Quality
Replacement Windows and Doors*

*Windows, Siding,
Doors & Remodeling*

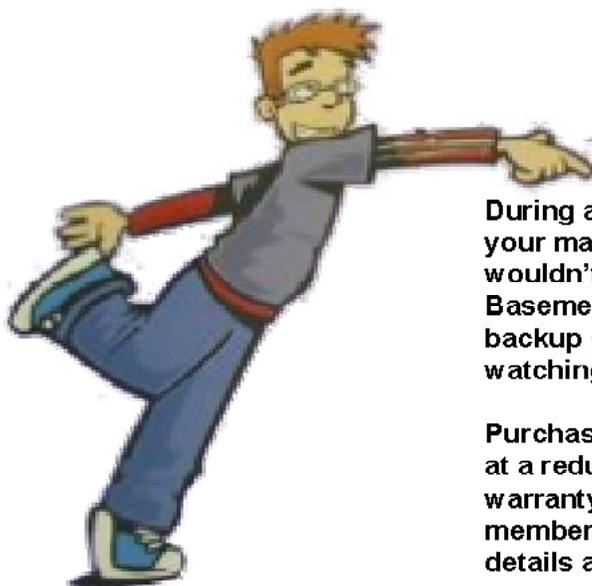
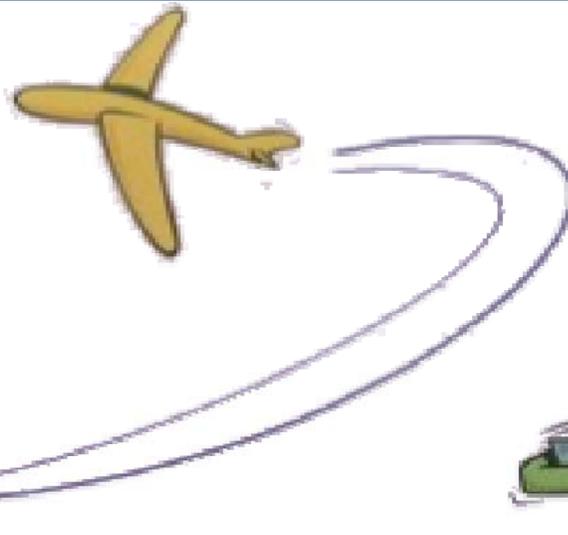
MARVIN 
Windows and Doors
Made for you.®



Ken Grandt
applying gravel
to the access
road.



**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?

Purchase a reconditioned system, at a reduced price, with the same warranty as new. Contact club member, Jeff Schulman, for details at 847-520-6120 x15.


**Supporting the creation
of a new flying field**

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

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

June, 2003

14 & 15) SIG Annaul Father's Day R/C Fun-Fly
15) Fun-Fly - 10:00 A.M.

Father's Day

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

Raffle Prize: Dragon 40 ARF by Hot Bodies

28) Make up of "Hot Dog Day" - 9:00 A.M.

Food to be served starting at 11:45 A.M.

July, 2003

4) Independence Day

19) G.A.S. Club Picnis

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

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

August, 2003

10) Blue Max Picnic

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

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

