



Blue Max Aces

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

Editor - Larry Breit

Volume 10, Issue 3

March 2003

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FLYING FIELD IMPROVEMENT PROGRAM

It's been a great start to the Flying Field Improvement Program. In just under two months, we've raised over \$3,400.00 in member donations plus another \$500.00 in Commercial Sponsorships from club members' companies. To everyone who has donated already, the Board of Directors and your fellow club members say "Thank You!"

The plan is to get out to the field and do all this work before the flying season kicks into full gear, but first we need more money! Although we have over \$3,900.00 on hand that is specifically assigned to this program, the cost of the Flying Field Improvement Program is estimated to be near \$6,000.00. We are well beyond the half-way point, but we still need your help! Any size donation is greatly appreciated! Please help the club achieve its' goal and make the flying field a much better and safer place to fly!

We have set up 4 different member donation levels: **Bronze Level** for a \$10.00 - \$49.99 donation; **Silver Level** for a \$50.00 - \$149.99 donation; **Gold Level** for a \$150.00 - \$249.99 donation; **Platinum Level** for \$250 or higher donation.

On the Commercial Sponsorship Program, for one year, you get to promote your business in the newsletter and on the web site (www.BlueMaxRC.com). Sponsorship rates are based upon the space that you are given in the newsletter (member rates are within parenthesis):

1/8 page (4.0" x 2.5") costs \$120.00/yr (\$60.00)

This is equivalent to only \$10.00/month (\$5.00)

1/4 page (4.0" x 5.0" or 8.0" x 2.5") costs \$240.00/yr (\$120.00)

This is equivalent to only \$20.00/month (\$10.00)

1/2 page (4.0" x 10.0" or 8.0" x 5.0") costs \$480.00/yr (\$240.00)

This is equivalent to only \$40.00/month (\$20.00)

Full page (8.0" x 10.0") costs \$840.00/yr (\$420.00)

This is equivalent to only \$70.00/month (\$35.00)

If you own your own business and want to let club members know about it, this is a great way to do it! Not only will you be getting some great priced advertising, you will be helping to improve the field for yourself and your fellow club members.

Send all member donations and Corporate Sponsorships to **Blue Max R/C Flying Club, Attn: Member Donation OR Attn: Commercial Sponsorship, P.O. Box 7803, Buffalo Grove, IL 60089-7803** with checks made out to Blue Max R/C Flying Club. If you are a Commercial Sponsor, we will get back to you regarding artwork for your ad. If you have any questions, contact one of the Board of Directors or send an e-mail to Info@BlueMaxRC.com.

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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

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THE WOLFE'S DEN

by Don Wolfe, President

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Wow! It's March already! I am amazed at how fast time goes by when you aren't a kid any more. It seems that when I was a young kid summers lasted a lifetime and now they are gone in the blink of an eye. So be ready and don't miss it. Now is the time to get those aircraft into flying condition, new planes as well as last year's old favorite. We all need to take some time and check things so that we are ready to go on that first warm Spring day this season. Some of the things that I check out on my planes before that first flight of the year are as follows:

- 1) Hinges - make sure that you don't have any that are pulling out or if you use CA hinges make sure that none have started to split.
- 2) Fuel Lines - look for tears or nicks in the lines that could cause air leaks or fuel leaks. I hope that you all use some sort of after run oil in your engines.
- 3) Bearings - engine failures are no fun, I know this from personal experience. Make sure that your engines turn over easily and freely. If they feel rough, have it looked at before the weather gets warm out side.
- 4) Field boxes - They need to be looked at also! Make sure that your 12-volt battery will still hold a charge. If it doesn't, replace it. Also look at the fuel lines on your fuel pump and fuel jug, as they too can develop leaks. Don't forget that glow driver. Make sure that it can get the fire lit when its time.
- 5) Batteries - The most important item to check! The receiver and transmitter batteries should never be over looked. It's good practice to cycle your batteries several times to get them back into working condition. If you have a battery cycler, you will be able to monitor their condition and replace them if necessary. Mike Racine and I are working on getting a battery expert in for the March meeting program to answer all of our battery questions.



Speaking of programs how did you guys like those modified Sig Somethin' Extras that Barry Schilling and Herb Rizzo brought in? These guys are true craftsmen and we can all learn a lot from them. Thanks guys! I can't wait to see those planes finished and flying.

For April's program we are going to do something different. All of you that have been having a problem with your latest project and need some answers bring it to the April meeting and we will try to get you back on track. This is one of the biggest benefits to belonging to a club as large as the Blue Max RC Flying Club; that we have a very deep pool of knowledge to draw from. At the April meeting we will tap into that pool of knowledge. So get your questions ready

I hope to see you all there.

Don Wolfe

A Special Thanks...

I would like to take a moment to thank all of you that have donated to the Flying Field Improvement Program. When we first sat down in December and planned this out, I must admit that I was very skeptical as to our ability to raise the funds to do this project. The club members' generous support of this project has exceeded my expectations and I am very proud to be part of a group that can come together like we have in support of a hobby we all love. At this point, we have enough money to buy the carpet, and Bob Davit is looking to get a donation for the gravel that we need. We still have a ways to go, but I am hoping that by the end of April we will have a new pit area.

THE NOVICE CORNER

by Jim Janiak

Soon, the teasing will begin – the days are getting longer and the Chicagoland weather will begin to hint of Spring and of flying. Some of the experienced flyers have taken advantage of our relatively mild weather and have been flying throughout the Winter. As a novice, we generally hibernate in the Winter and focus on building, RealFlight® or other indoor activities. In the not too distant future, a mild weekend day with clear skies and calm breezes will be calling us to the flying field.

So now is the time to check our planes that have been sitting around all Winter and make sure they are flight worthy. While most of us don't want to pass up the first opportunity to fly this Spring, it's more important to make sure our planes are safe and ready to fly. In addition, we may want to have one of the Ground Crew check our plane over. We have to remember they want to fly too and can be overwhelmed with a long line of novice pilots wanting to get planes checked out. The more we can do in advance, the easier it will be for them and we'll all be flying sooner. We should try to use our experts on the Ground Crew for the things we're not sure about, rather than asking them to recheck everything. That said, we want to fly safely so if you are unsure – ask!

Since a novice is writing this, I don't profess to be an expert but I would like to share some ideas on preparing your plane for the flying season. I started flying in the Fall of 2001, so this is my second Spring prep. I use the Maiden Flight Checklist as my guide, but modify it slightly.

First, I drain and recharge the transmitter and receiver batteries two or three times during the Winter. I started to discharge them completely, but have since learned that can damage the batteries. It's better to drain the batteries to about 1.2 volts per cell. Most transmitters display the battery voltage so it's easy to monitor its status. I have a Hanger 9 expanded voltmeter that can place a load on the receiver battery to discharge it faster. If you don't have something similar, just let the receiver battery drain slowly. I'll also slowly turn on and off the receiver switch five to ten times. This helps keep buildup off the switch contacts and ensures a good electrical connection. (Editor's note: a good battery cyler will also do this for you.) I make sure the switch "snaps" and stays in the on position. If the switch seems loose, replace it.

When you cycle your batteries don't forget about your glow starter and starter battery. At the same time I cycle the batteries, I'll put a few drops of after-run oil in the engine and give the prop a few spins. This helps protect the engine from rust and keeps the bearings loose. I also rotate the tires. Since my plane is stored sitting on its landing gear I spin the tires a ½ turn so they don't get flat spots on the bottom.

The nice thing about cycling the batteries is you can do it while working on other things. Here's a safety suggestion – ever wonder how long you're transmitter battery will last? Fully charge your transmitter and turn it on while you are preparing your plane for Spring. Note the time you turn it on. When the battery alarm goes off, note the time again. The time in between is the maximum transmitter time. Subtract a suitable safety margin and you should be set.

I start my Spring preparation with a good cleaning of the airplane. I use a notepad to make my "To Do" list of things to fix or buy. I clean the wing first, just because it's easier. I usually raid my wife's cleaning supplies for a good grease cutting spray cleaner and paper towels. I examine the wing for any tears in the covering, make sure the ailerons are firmly attached to the wings and that the hinges aren't loose or torn.

Next, I check the aileron servo and linkages. I have a HobbiStar 60, so there is a single aileron servo. Check the clevises and aileron control horns to make sure they are not worn or loose. Make sure that the fuel tubing/keeper on the clevises is in good shape. Checking the servo consists of tightening the screws holding the servo to the wing as well as the screw holding the control arm in place. If the screws holding the servo to the wing are loose, put some thin CA in the screw hole to give it more bite. If screw holding the control arm is loose, remove it, apply some "Loctite" and reattach the control arm. Before removing the control arm, center the servo with the transmitter, that way you can reattach the control arm in the correct position.

INSTRUCTORS

Basic

Larry Breit

Primary

Ed Der

Jason Derbick

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Barry Schilling

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GROUND CREW

Ardie Arnold

Dennis Brumley

Gene Derbick

Jim Keehan

Joe Keehan

Chuck Poviliatis

Herb Rizzo

THE NOVICE CORNER (cont'd)

Since I have to connect and disconnect the aileron servo wire each time I fly, I examine the connectors to make sure they are in good shape. Once the linkages check out, I hook up the servo and make sure it works properly and moves freely. I also listen for any unusual noises that servos shouldn't make.

After cleaning the wing, I patch small holes in the covering with clear packing tape. Since I work on my plane in our basement, my challenge is not adding to the "hangar-rash" faster than I can fix it.



Moving on to the fuselage, I repeat the same general procedure – clean the covering looking for tears and noting things that need to be fixed. I check out the servos, push rods, control horns and linkages. In addition, make sure the receiver and battery are securely fastened and well protected with foam padding. Examine the antenna wire. I use a rubber band to attach the antenna to the vertical stabilizer and have had to replace it several times because it (the rubber band) has gotten brittle.

When I'm working with the servos, I'll also examine the inside of the fuselage for damage. Check all the joints you can see, the firewall, and where the landing gear is attached. I use a small dental mirror for some of the hard to see places.

If you've needed to use lead weights to balance your plane, be sure to examine the weights and verify they are securely attached to the plane and that you have not lost any.

Inspect the rudder and elevator hinges for signs of wear. As a novice, I've had several hard landings so now is a good time to examine the landing gear to make sure it's straight and is securely connected to the fuselage. Check and retighten the wheel collars using Locktite.

Before I examine the engine, I'll remove the fuel tank cover. This provides a better view of the firewall and fuel tubing. Make sure the fuel tank is secure and look for fuel leaks and spills that need cleaning. (Editor's note: if there is a leak, check the fuel tank for holes and replace it if necessary.) Examine the fuel tubing and replace it at the first sign of wear. Check where the tubing connects to fittings, or where it may come in contact with the engine.

Double-check all the mounting screws holding the engine mount to the firewall and the engine to the mount. Always use Locktite for these screws because of the engine vibration. Replace the glow plug and give the engine and muffler a good external cleaning.

Check the spinner, propeller and prop nut. Replace the spinner and prop if they show typical novice wear and tear. Double-check the prop nut to make sure it's securely fastened.

When everything is clean and my "To Do" list complete, I'll attach the wing and check the control surfaces. I make sure they move in the correct direction, center properly and have the correct throws (that is move the proper distance in each direction). Finally, I'll verify the plane is properly balanced. Unless you've done major repairs it should be close.

The last thing I do before putting everything away is to clean out my flight box. I use two plastic toolboxes, since I've not had the chance to build my "official" flight box yet. I clean up the fuel leaks and after-run oil spills. I reorganize all the spare parts and small tools and throw out the candy wrappers Brian hide by the props. Cleaning up the flight box always seems to add two or three things to my shopping list, so it's off to Venture Hobbies.

I hope this help gives you a few ideas of what to look for when getting your plane ready for flying. Be sure to ask one of our many experts for advice. Happy flying!

UPCOMING BIRTHDAYS

March

3/27 - Malina Phillips

April

4/03 - Howard Gerson

4/05 - Terrance Kelly

4/08 - Eugene Kislenco

4/09 - Charles Henrici

4/12 - Howard Woepse

4/14 - Aaron Appell

4/17 - Chuck Poviliatis

4/17 - Kurt Schmitt

MINUTIAE FROM THE MEETING

by *Tim Niemiec, Secretary*

The February meeting kicked off at 7:30 PM, guests included Don Champion and Mark Stookal. The treasurer's report was read. The pit replacement fund is doing well; \$1300 had been raised before the February meeting came to order. The Banquet Committee reported that this year's event went very well and to look forward to next year. The Field Marshal reported that the 2003 grass cutting contract is being negotiated. There will be room to cancel cutting on weeks of dry weather, saving the club a few dollars. The Fun-Fly Committee reported that the first event will be held in April this year. The contest rules are going to be posted on the Blue Max website so you can practice to beat Ira. The Noise Control Committee wanted to let members know that now is the time to consider soft mounts and other noise deadening techniques. Keep noise in mind when building; mounts, muffler design, and props all add up to a quiet plane. Remember our neighbors to the East.

Jim Speers volunteered to bring the refreshments to the monthly meetings. We would like 10 different types of Cola, 3 assorted juices, cookies, leg of lamb, etc.....

There was no old business. New business included: display our planes at an air show, the pit project, and the fuel purchase program. We received an invitation to attend this year an air show. We will have a tent setup with static plane displays as well as flying demonstrations. The pit replacement fundraiser is under way. The plans were approved by the forest preserve and we are nearing the time to act. Please donate what you can. I would like to recognize a member who stepped up and got other members to donate by offering a donation match. Kurt Schmitt matched individual donations of \$50 or more to a total of a \$500 contribution match. Way to go Kurt!!! Thank You. Finally the fuel program, made possible in part by Venture Hobbies, is in full swing. Here is your chance to stock up on fuel by the case, at a savings. We need your prepaid order no later than the March meeting. The fuel offered is Wildcat 10% Nitro/18% Oil (2 stroke), 15% Nitro/18% Synthetic Oil (4 stroke) and 20% Nitro/20% Oil (YS20/20). More details are on the Blue Max website, www.BlueMaxRC.com or see last month's newsletter.

Tim Niemiec had the only crash report. Frankenplane is no more.

Show-N-Tell brought us 4 new planes. Larry Breit had his new Hangar 9 Ultra Stick powered by a Saito 91. Dennis Brumley had an under construction Adrian Paige Gee Bee R2. Paul Barsimian had his Raptor 60 helicopter and Lee Eckert brought his new Magic Extra.

The raffle prize was a Hangar 9 P-51 Mustang this month. Barry Schilling won it. The program was at the end of the meeting this month. Herb Rizzo and Barry Schilling had building stations setup. They went over basic building skills and advanced scratch building. They had a pair of highly modified Sig Somethin' Extras for advanced building skills demonstration.

SHOW & TELL



Larry Breit, with his new Ultra Stick



Dennis Brumley's Gee Bee under construction.



From Lee Eckert's hangar, a Magic Extra.



Paul Barsamian and his Raptor helicopter.



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.



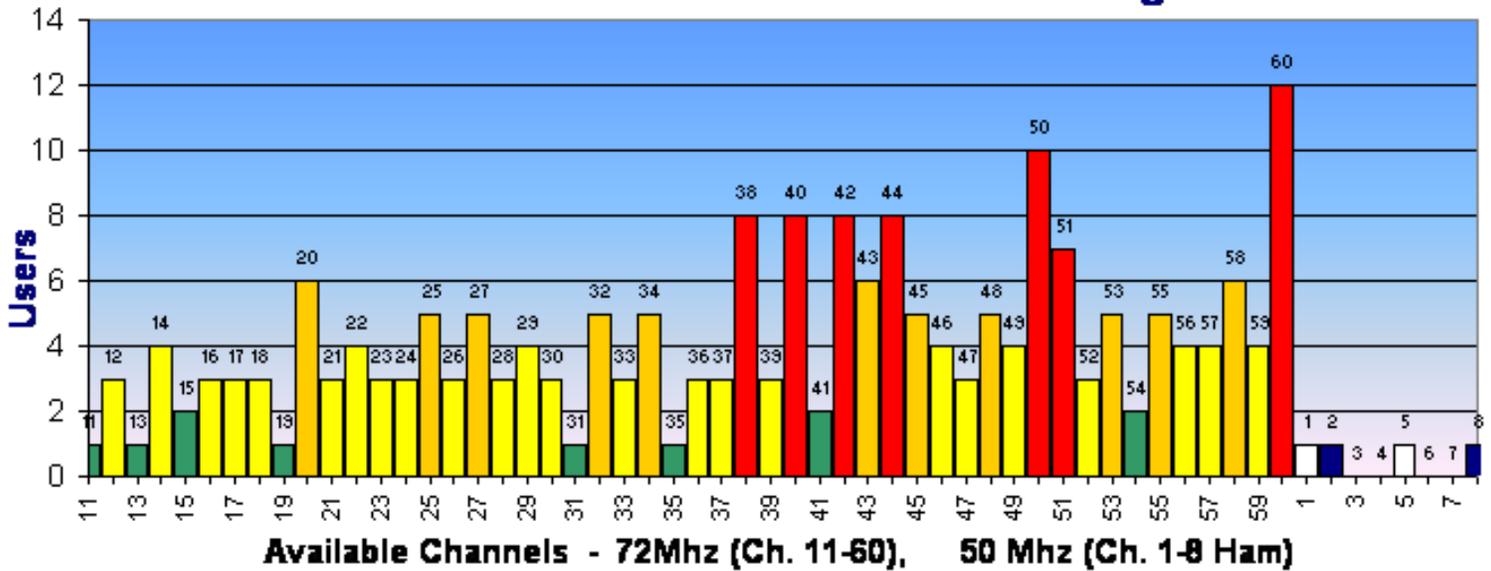
Great Planes Piper J-3 Cub ARF .40, new and not built but has been taken out of the box. **Price:** \$170.00. **Contact:** Jeff Schulman, Jeff@Glenronics.com.

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.

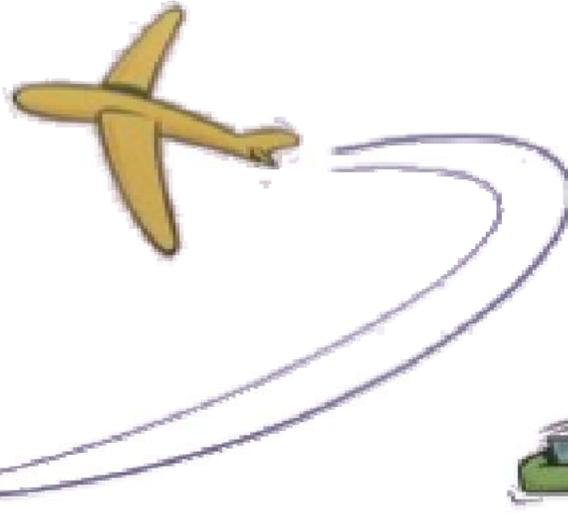
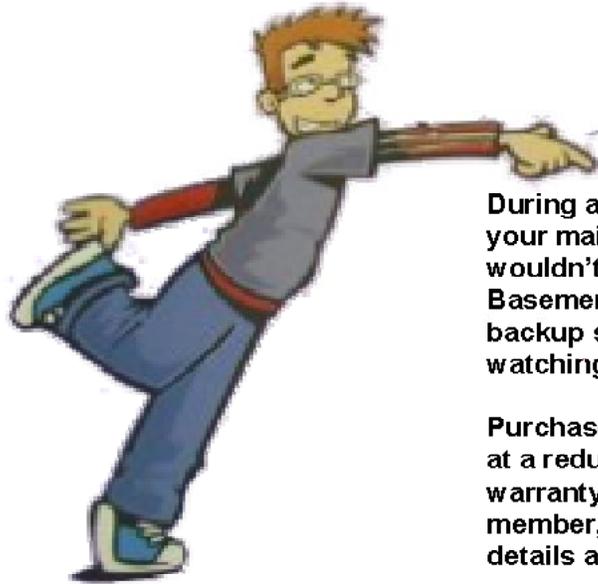
Blue Max Member Radio Channel Usage



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.

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.



FUN-FLY

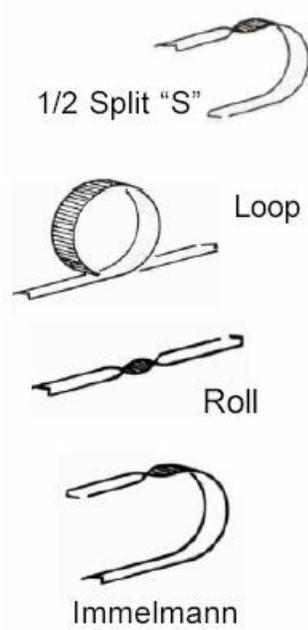
by Ira Katz and Jim Speers, Fun-Fly Chairmen

Our first Fun-Fly is just around the corner. It is scheduled for Sunday, April 20. We decided to have our first Fun-Fly of the year as "team" Fun-Fly. A team will consist of four different levels of pilots; this way a sport pilot can help, coach and work with a beginner pilot. The first one is called "Baseball" and it includes strikes and outs. The teams will be picked by the Fun-Fly officials. A copy of the "Baseball Fun-Fly" is posted on our web site. We believe that this will not only be fun but will encourage beginner and solo pilots to push their skill level up, for the good of the team.

In the last newsletter we spoke of including a couple of maneuvers that would be available to use in future Fun-Flies. We picked two for this month; they are the Cuban-8 and stall-turn. Feel free to ask an instructor for a monthly maneuvers sheet or go the web site and download it from the Fun-Fly area. Instructors will also be available to help you learn these maneuvers. Take a few minutes and imagine the aerial procedure to fly that maneuver and then ask an instructor to demonstrate the maneuver. Make sure your airplane is capable of safely executing the maneuver that you want to learn. After that, with an instructor next to you or while using a buddy box, try the maneuver while flying high enough, that if you get confused, you or the instructor will be able to avoid an accident. Let's think and be very cautious while learning new maneuvers.

For the club members that want to know the dates for all the Fun-Flies, here they are: April 20, May 18, June 15, July 20, August 17, September 14 and October 19. Please remember that the Fun-Flies are for members only.

Lets have a great "Fun-Fly" season this year. We plan on having a lot of new and innovative ideas.



PLAY BY THE RULES

by Mark Matzuka, Flying Proficiency Chairman

As we come into flying season once again, members will be looking forward to flying, especially the anxious new members. As a member of the Blue Max R/C Flying Club you agreed, upon joining the club, to abide by all the rules and regulations of the AMA and of the Club. The rules of the club state that if you do not hold the Pilot Rating of "Solo" or higher you are not allowed to fly your airplane unless you have a Club Instructor assisting you.

The Club Instructor Program was created to increase the safety of pilots and spectators alike, as well as to reduce the number of crashes. Since the inception of the Club Instructor Program back in 2000, crashes have been down dramatically from pre-2000 levels. Safety is the utmost concern of the Club and was the prime reason behind developing the Club Instructor Program. Please take a few minutes to read the "Flight Training" page (formerly "Instructor info") on the club web site (www.BlueMaxRC.com) to learn about the structure and rules of the program.

If you are a "Novice Pilot", it is VERY important for your safety, the safety of others and the well-being of your model, that you do NOT fly your airplane without the assistance of a Club Instructor (this is a rule for ALL club members). Take some time to find an Instructor, practice what you need to learn and take the Solo Pilot Test so that you can safely fly your aircraft alone.

NOISE

by Frank Stillson, Noise Chairman

When the Blue Max Club began in the early '70's, there was no requirement to have mufflers. The club adopted a requirement about 1975 that all aircraft be equipped with some type of muffler. With improvements in engine and muffler design, the ability to keep engine noise down, without sacrificing performance, has greatly improved.

With the use of a good muffler, either stock or after market, other sources of noise generation have become important to address. Engine vibration to the airframe can be reduced by the addition of soft engine mounts. Further reduction may be attained by the correct selection of propellers. The increase in propeller pitch reduces the tip speed, a big source of engine noise.



Why all of this talk about noise reduction? To be a good member and neighbor, we need to be aware of the noise that our aircraft produce. Noise level is measured in decibels or dB. It is a logarithmic scale that measures the amount of sound a given item produces. With dB levels above 100, serious hearing loss can occur. Another problem is that there are condominiums less than 1000 feet to

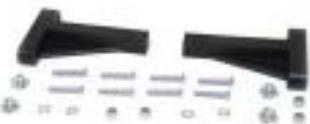
the East of the field. We routinely fly within 800 feet of these condos.

In an article from the June 2000 RCM model magazine titled, "A Neighborly Approach to R/C Airfield Sound Management" a club spent a great deal of time researching noise abatement. The conclusion from the article, along with noting the distance to the condominiums, a figure of 98 dB seems to be the maximum noise level that our aircraft should achieve. The AMA recommendation is for 98 dB as well.



It is not very hard to achieve sound levels below

90 dB for most aircraft with just a little preparation on your part. Good mufflers and proper propeller selection are the two easiest ways to keep sound levels down to the good member/good neighbor levels.



Now is the time to take some preparations to make your aircraft less noisy.

WINTER BANQUET

by Ira Katz and Ray Zinkowski, Banquet Co-Chairmen



WOW! That is what we heard from everyone that attended this year's banquet held at the Village Grill and Tavern in Buffalo Grove. Our theme this year was quite different in that we wanted to make it a fun evening not only the members but also their spouses and significant others. Starting with the atmosphere, we had a number of decorations and of course, plenty of cool airplanes hanging from the ceiling. Thanks to Dennis Brumley, Jim Keehan, Bob Davit, and Lee Eckert for trusting us with their airplanes. At each of the 70



plus seats we had gliders that were replicas of WWII warbirds; some of them were occasionally seen in the air! In addition, we showed several videos (bloopers and crashes) of model airplanes, on seven TV monitors.

Then we displayed our own world class video expertise with a well constructed video that included Blue Max club members and their airplanes. The shots included the best and the worst flights of the past year by our club members as well as several shots taken at the field during Fun-Flies. We also included a couple of real life pictures taken of full scale airplanes that were in unusual predicaments. A great sound track was edited to fit the video. From the laughter and the ooo's and ahhh's it appeared well received.



The food was great with a choice of London Broil, Chicken Marsala or Lemon Buttered Cod. Following the meal we had comedian/magician Dennis DeBondt for entertainment. This 6'7" tall guy (he kept bumping his head on one of Lee's airplanes) was simply amazing. His comedy (at the expense of our great President, Don Wolfe) was so good that there wasn't a dry eye in the house. To top it off, Dennis also performed some exquisite magic tricks using many of the banquet guests. Many have requested that we bring Dennis back for next year's banquet.

We also had plenty of raffles for members and spouses this year. There were over 40 raffles given away. Prizes included model airplane kits, model airplane building supplies, fuel, gift certificates to Venture Hobbies, transmitter trays, and a host of other hobby related gadgets for

the guys. For the women, we had gift certificates to many stores such as Ulta and Starbucks along with a pair of tickets to the play "Showboat" at Marriott's Lincolnshire. We want to thank everyone who donated gifts: Venture Hobbies and Don Phillips, Ron Williams, Tim Niemiec, Mike Racine, Don Wolfe, Ira Katz and Ray Zinkowski (hopefully we did not forget anyone). Nearly every club member left with a prize.

To cap off a great evening, our member Kurt Schmidt from Deerfields Bakery brought an INCREDIBLE cake for dessert. Let me just say that this cake was wonderful and nearly everyone went back for seconds. The cake contained fresh strawberries, bananas and whipped cream and decorated this year with a realistic image of the Gee-Bee.



Both of us enjoyed the evening and we were happy everyone had a good time too. We also enjoyed seeing the club members and their spouses during the Winter or as it is known in our hobby, the "building season". It's been a long Winter and the banquet reminds us not only how fun our club is but that the flying season is just around the corner.



We are already thinking about next year's banquet. If participation grows, which we hope it will, we will have to find a larger banquet hall. This year's banquet was a blast with attendance over 70 and we are trying to think of ways early on to make it even better next year. Also, the 2003 Banquet pictures are posted on the web site, so be sure to take a peek at them.

Again thanks to all the attendees and contributors. Members like you help make the banquet a complete success. Hope to see you at next year's banquet.

FACTS AND TIPS ABOUT THE CLUB WEB SITE

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

Did you know? ...that the club web site averages over 90 visitors per day? This works out to nearly 33,000 visitors per year! We have had R/Cer's from over 70 different countries visit our web site and learn about Blue Max. The site has had over 115,000 visitors, have you visited our site lately?

Did you know? ...that you can access the club roster in different formats in the password protected Member's Only Area of the web site? The roster is available in Microsoft Excel (.xls) format and Adobe PDF format.

Did you know? ...that 95.8% of all visitors use a Microsoft Windows Operating System, 1.5% use MacOS. Of the Windows users, 49.2% of visitors use Windows XP, 26.6% use Windows 98 or ME, 15.5% use Windows NT and 1.8% are still using Windows 95.

Did you know? ...that 93.2 % of the visitors use Microsoft Internet Explorer, 2.1% use Netscape Navigator and the other 4.7% use "other" browsers. The site is best viewed in Internet Explorer version 6.0 or higher.

Did you know? ...that 39.3% use a display resolution of 1024x768, 25.3% use 1152x864, 23.9% use 800x600, 4.6% use 1280x1024 and the remaining 6.9% use "other" resolutions. Remember the web site can be viewed in 800x600 but it is designed to be viewed in 1024x768 or higher resolution.

Banquet Photos



Our President, Don "Gilligan" Wolfe and "The Professor", Dennis DeBondt.



Don, was your card the 3 of clubs?



Bob Davit, another winner.



Kurt Schmitt's challenge, "I dare you to knock it off, I dare you!"



Our guests, Don and Bonnie Phillips, of Venture Hobby.

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

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

March, 2003

- 17) Monthly Meeting - 7:30 P.M.
Program - Care and Maintenance of Batteries
by EricLance and Brian Johnson
- Raffle - Great Planes .40 Cessna 182 ARF donated by Don Wolfe
- Fuel Order Deadline

April, 2003

- 4-6) Toledo "Weak Signals" Show
- 9) Newsletter Article Deadline
- 12) Swap Til' You Drop 2003 Radio Control Swap Meet
DuPage County Fair Grounds - 8:00 A.M. - 12:00 P.M.
- 20) Fun-Fly - 10:00 A.M.
- 21) Monthly Meeting - 7:30 P.M.

May, 2003

- 7) Newsletter Article Deadline
- 18) Fun-Fly - 10:00 A.M.
- 19) Monthly Meeting - 7:30 P.M.

