



Blue Max Aces

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

Editor - Larry Breit

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May 2003

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CUB SCOUT PACK 79

by Larry Breit

It was a milky sky on May 4th with winds coming in from behind the pits when Cub Scout Pack 79 from Ivy Hall School in Buffalo Grove came by the field. The pack was just finishing a camp out at the Boy Scout camping area in Deer Grove and hiked over for a demonstration.

The pit area was full of planes of all sizes and types waiting to fly but everyone was most generous to give up their flying time to help the kids learn about R/C flying and to show off some of their flying skills.



After talking with the Scouts about the planes and safety, Paul Barsamian put on a helicopter demonstration that looked like even Paul enjoyed. The "Flying Brick" Decathlon was up next. Bob Davit took off with lights and strobes turned on, showing the kids some of the basic aerobatic moves. The last club member's plane to take-off was Mark Matzuka's Edge 540. Mark did one of his patented take-offs going vertical and then followed with some inverted flight, inverted flat spins, knife-edges and a few other moves that Mark enjoys performing. By chance, Eric Lance of Venture Hobbies was at the field and offered to fly his electric Zagi. All day, the boys wanted to see a crash and Eric came the closest to providing it when the battery flew out of the plane and the body just floated down, unharmed.



To end the day for Pack 79, Ira Katz and Mark Matzuka took the Scouts and a few of the parents up for some flight instruction.

I'm not sure who had the bigger smiles on their faces, the kids or the instructors. It wasn't difficult to lose perspective on the planes with the poor visibility and the wind blowing the planes away from the flight line. The kids were doing some basic pattern flight along with loops and rolls. A few of the boys were naturals at the sticks.

I'd like to thank all of the people at the field for everything they did to make this a positive experience for the pack. There are too many to mention by name. I know it was an inconvenience to those that brought out their planes and didn't fly but they too helped make this a memorable day for the kids.



Next month, look for a history of The Blue Max R/C Flying Club by Frank Stillson.

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FUN-FLY

by Ira Katz and Jim Speers, Fun-Fly Chairmen

Our first Fun-Fly was a successful event! It was called "Baseball" and was our first attempt to team up pilots. When "Baseball" was designed, we figured on teaming up multiple levels of pilots. Well, we could not believe how many beginner pilots showed up for this Fun-Fly; 14 buddy box pilots! The most we ever had before this Fun-Fly was two or three buddy box pilots. There were two issues here, one was that we were very happy that newer pilots felt comfortable enough to actually try a Fun-Fly and two; most of the new pilots were using the Fun-Fly as their first attempt to learn to fly. The Fun-Fly was not designed as a learning tool. It was designed to push a pilot to perform aerial maneuvers that he or she practiced before the Fun-Fly.

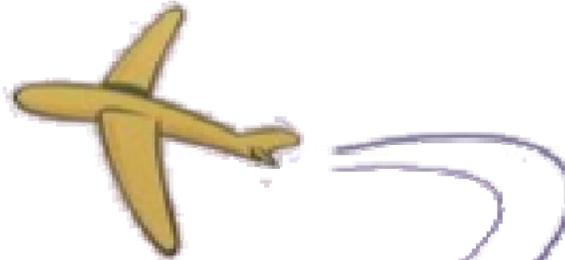
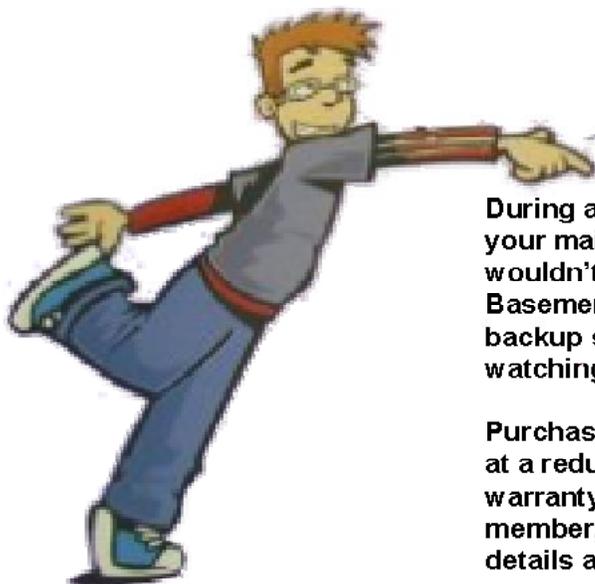
New pilots should be taking time before the Fun-Fly to learn a couple of easier maneuvers so that when up at the flight line, they know what to do. We all enjoy teaching, but the Fun-Fly is not the best place to learn maneuvers. We suggest that all newer pilots ask their instructors to teach them how to do a loop, roll, Immelmann or split-"S". These are simple maneuvers that are the basics of many, more difficult maneuvers. Because of this situation, from this point on, all pilots must be able to fly a standard pattern and only get help when landing, taking off or in an emergency. Considering that this was the first Fun-Fly of the year, I believe that most of the newer pilots will have had some flight experience before the second. Additionally, this issue also made the Fun-Fly longer than usual. Historically, the Fun-Flies have lasted 1 to 1 ¼ hours. This Fun-Fly lasted 2 hours. We knew that this event would last longer because we expected a great turn out and also it takes more time whenever a pilot performs a series of maneuvers.

There were six teams this Fun-Fly. The following is the list of the teams and placement for the participants:

- 1st place - Don Wolfe Marc Stookal, Dennis Brumley and Samuel Espada
 - 2nd place - Steve Haas, Paul Barsamian, Wayne Pollack and Charlie Pollack
 - 3rd place - Ira Katz, Bob Davit, Don Linder and Norman Leidecker
 - 4th place - Kyle Der, Todd Tiegler, Dan Deitemeyer and Sam Pollack
 - 5th place - Frank Stillson, Pete Sidor, Alex Gutierrez and Lou Roberts
 - 6th place - Ed Der, Gene Derbick, Alex Aynessazian and Pete Livorsi
- Congratulations to Don's team!

The next Fun-Fly is called "Mail Run." We've done this Fun-Fly before. It has been very popular, has simple rules, employs a little luck and utilizes a pilot's flying skills. First of all, each pilot rolls a die to determine how many aerial maneuvers they must fly and also

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Rich Tyler

FUN-FLY (cont'd)

chooses a playing card from a deck of cards. If they roll a one, they fly one maneuver, roll a six, they fly six maneuvers. The card that is picked is then placed into an envelope. The envelope is given to a pilot just before they taxi out to fly. Once the pilot receives the envelope, the clock starts and only ends once the pilot has completed the necessary number of maneuvers and the envelope is handed back to a judge. The envelope is then opened and the number on the card is used for a time credit. The credit value of the playing card is the number on the card times 1 second. All face cards are worth 12 seconds and aces are worth 15 seconds off the flight time. The winner is the pilot with the least amount of time. Each pilot level competes against itself.

Hope to see all of you at the Fun-Fly.

THE NOVICE CORNER

by Ray Zinkowski

After a slow start this spring, the flying season has finally arrived. Along with the good weather comes a new influx of novice pilots with their shiny new trainers who want to learn to fly. As a newer member to the club who is still in training, I thought it would be helpful to offer some guidance to the new students as well as some insight as to how the training at Blue Max has helped me.

The typical student shows up at the field with his airplane hoping to fly the first day. Many times this will not happen. His airplane may or may not be airworthy, the student may not have all of the necessary flight gear and if a large number of students appear in any given day, there may not be enough instructors to go around. However, if the student has done his "homework" prior to arriving at the field, usually he arrives with an airworthy trainer, all the flight gear and things go smoothly enough that the student can get a couple of flights in. In this article, I'd like to address the following areas which will almost certainly guarantee a new student success in getting his plane going and in pilot training: A) field equipment B) basic flying knowledge C) field and safety rules D) preflight inspection and maiden flight and E) finding an instructor and learning to fly.

Field Equipment

Most new students show up at the field with a popular trainer and radio gear. If you have not purchased an airplane and are wondering what airplane and radio gear to buy, I suggest you go to the Blue Max website (www.bluemaxrc.com), click on the beginner info, and go to the "Beginner Aircraft" section for advice from our club. Also, I'm making the assumption that you have also joined the AMA. You can't fly without a valid AMA card.

When you show up at the field, you will need to have the basic field equipment to get you in the air. If you bought your plane at Venture Hobbies, the folks there do a great job of explaining what you will need. If you got your plane as a gift or through a mail-order house, you're going to need to do more shopping. Outside of the plane and radio, the bare minimum basics you will need are 1) a jug of fuel, 2) fuel pump (the mechanical type works just fine), 3) a 12 volt field battery to power accessory equipment, 4) an engine starter, 5) glow plug igniter, 6) a box of #64 rubber bands if needed (hint: Never reuse rubber bands. Each time out secure the wing with new ones), 7) an extra glow plug (even new ones can fail), 8) extra propellers (a must for new students), 9) a tail hook to secure your plane during starting and run-up, 10) a "catch can" to catch fuel overflow and protect the new "Astroturf", 11) window cleaner and paper towels to clean your airplane after flight, 12) screwdrivers and wrenches that fit every nut and bolt on your plane, 13) a buddy box for training and a trainer cord to go between the trainer box and your transmitter (the club has buddy-boxes, but they might be in use by someone else), and most importantly 14) bug spray, sunscreen and a cooler with your favorite non-alcoholic beverage. You'll

THE NOVICE CORNER (cont'd)

see lots of people at our field with fancy flight boxes and lots of gadgets and gizmos. That's more of a personal preference rather than a necessity and can be added later.

Basic Flying Knowledge

It's a very good idea to know how and why your plane flies along with a basic idea of how the controls on the transmitter work and how they control the plane. Every new student should read the following sections in the Beginner Info Area on the Blue Max website: 1) Beginner Basics-Beginners Guide to R/C flight by Howard Sullivan, an excellent overview of R/C flight, 2) Learning to Fly by Horizon Hobby, very informative, 3) Beginners Corner by Scott Christensen who discusses what to expect on your first flying lesson, and 4) R/C Dictionary, which is necessary because we have our own lingo. Also, you should have read the manuals that came with your airplane, engine and radio. I know, it's a lot to read and look over and all you want to do is fly your plane. However, this hobby does have many complexities associated with it and if you want to be successful, you'll have to battle the learning curve as a new student. You've invested quite a bit of money by now, take a few quiet evenings and look over all the material. Also, don't forget to use your most valuable resource, your fellow members in Blue Max. Get to know them, and don't be afraid to ask questions.



Field and Safety Rules

Blue Max has adopted a set of rules to make your flying experience more enjoyable and our field safe for members and spectators alike. Throughout your training, all of these rules will be emphasized by your instructors and fellow members. However, you should be thoroughly familiar with all of the flight and safety guidelines. This information is listed on the website in the Beginner Info Area. The "Basic Flying Field Procedures" section details all of the basic field procedures you will be expected to adhere to. The "Safety Guidelines" details courtesies, ground rules, model requirements and flight rules.

Training

Instructors cannot help you get up in the air if you do not have the basic field equipment to start your plane. You should have some idea of the basics of flying, this will help you progress in your training at a more rapid rate. Having an idea of the ground and flight rules will also hasten the pace of your training and an understanding of the safety rules benefits all of us. It is not necessary to have all of this information memorized prior to coming to the field but please become familiar with the basics. Again, if you have any questions, don't be afraid to ask an instructor or one of the other club members.

Now, lets move on to the stuff that actually happens at the field!

Maiden Inspection and Maiden Flight

It's now time to show up to the field with all of your gear. The first thing that needs to be done is to make sure that your airplane is airworthy. This involves two steps.

First, your airplane must go through a ground check by one of the ground crew. These instructors will inspect every square inch of your airplane to make sure it has been assembled correctly and is ready for flight. The ground instructor will look for items listed on the "Aircraft Maiden Flight Checklist". This checklist is found in the beginners section of the website. Your best chances of having the airplane pass the ground check is if you print a copy of the checklist off and go over the airplane as best you can prior to bringing it out to the field. In some instances, the ground crew will find deficiencies in the airplane and you'll have to correct these and show up at the field another day. Don't be disappointed, we are only trying to protect your investment and keep the hobby safe.

After your plane passes the ground check, the ground crew will direct you to an instructor who will perform a maiden flight of your airplane. The flight instructor will fly your plane and make sure that it has acceptable flight characteristics. You won't get to fly your plane at this point, but you will get to see it fly.

INSTRUCTORS

Basic

Larry Breit

Primary

Ed Der

Jason Derbick

George Gibisch

Ira Katz

Kurt Schmitt

Clay Smith

Frank Stillson

Don Wolfe

Unlimited

Mark Matzuka

Tim Niemiec

Ron Petterec

Barry Schilling

Bob Tomasulo

Howard Woepse

GROUND CREW

Ardie Arnold

Dennis Brumley

Gene Derbick

Jim Keehan

Joe Keehan

Chuck Poviliatis

Herb Rizzo

THE NOVICE CORNER (cont'd)

Finding an Instructor and Learning to Fly

Now comes the fun part. You're finally going to get to fly. The instructor will first teach you basic flying procedures, then when you learn basic control of the airplane, you will eventually progress to more difficult procedures like take-offs and landings. After the instructor(s) feel that you can safely control your plane, you will be administered the Solo Pilot Exam, a copy of which can be found in the Proficiency section of the website.

The list of instructors can be found in this newsletter and on the website. To find an instructor, ask any club member and they will point out the instructors at the field. On a typical weekend day, there will generally be 5-8 instructors at the field. It is up to you, the student, to approach an instructor. All of our instructors work on a volunteer basis. They have agreed to instruct students and enjoy helping them, but they also like to fly their own planes. Most times, an instructor will take you up, but there are times when they will tell you they don't want to. Maybe they are worn out by students that day or they want to get one or two last flights in with their own plane prior to heading out or they may be having a bad day and don't feel like instructing. Don't take this personally. If they take you up, great, if they can't, ask them to point out another instructor that you can approach. Do not be shy about approaching instructors. As instructors, they fully expect students to approach them.

Our instruction program works very well. This is evidenced by the number of students that progress from novice to solo each year. Blue Max does not have designated instruction times. Instead, the field is always open to instruction, which, as a student, I think may work better than having a block of time just devoted to instruction. The reason I think this works best is that the student does not have to show up at a specific time for training. He can come by the field at a time convenient for him and still get instruction. By not committing a specific block of time for training, this frees up the instructor to come and go as he pleases as well (remember, they are all volunteers). Also, this method allows other experienced pilots to fly all the time as well, hence, they are not locked out during a "training session". Most importantly, the student has to fly along with other pilots, some who are doing aerobatics and the student flies along with a mix of planes that have different airspeeds and capabilities. So, in this respect, the student is training in the same environment that he will be flying in.

There are a few days in the year that the training does not always work out perfect. The number of students may be high and the number of instructors low. I have only seen this happen on a few occasions, so, for the most part, you will be able to get some training in on any weekend day. It even happens when you might not fly as well as you did the previous week.

There are some tips that can maximize your instructor time. Show up early at the field (9-10 AM), many instructors leave in the early afternoon. Invest in a trainer (buddy) box. If you depend on using the Club's box, you will have to wait in a long line. After you know how to fuel your plane and trim the trainer box, have everything ready to go before you secure an instructor. Don't be shy or be intimidated about asking an instructor for instruction. It's like dating, if you're waiting for somebody to knock on your door, you'll be single forever. Last of all, use the Club resources. Not every pilot is an instructor but getting to know non-instructors and discussing airplanes and flying will also teach you a lot. If you get a chance, read the contributions to this column, which started with the September, 2002 issue of our newsletter. There is much valuable advice for the student in these columns.

I have listed several sections of our website that the student should use in his training. If you do not have access to the web, see myself or any of the officers or instructors in the Club. We will provide you with a printout of each of the website sections.

Good luck, fly safe and have fun.

UPCOMING BIRTHDAYS

May

5/19 - Pete Sidor

5/20 - Maurice Forde

5/22 - Bruno Ozga, Jr.

5/22 - Ray Walter

5/25 - Bob Davit

5/25 - Kaitlyn Matzuka

June

6/6 - Arkady Fridlyand

6/7 - Rudy Krolopp

6/7 - Mark Stodola

6/8 - Andy Korn

6/9 - Dick Campbell

6/11 - Jerome Koritko

6/11 - Ron Williams

6/12 - Scott Dickes

6/12 - Roger Rivenburgh

6/14 - Miles Marmon

6/15 - Chris Wojdyla

MINUTIAE FROM THE MEETING

by *Tim Niemiec, Secretary*

The April meeting opened with the introduction of many guests: we had 7 people looking into our club. The program was a guest speaker from the AMA. Charlie Bauer, the District VI Vice-President, talked a little about the AMA and how District VI has over 270 clubs and 15,000 members. The AMA also has over 170,000 and 24,000 youth members! This is the largest the AMA has ever been. Insurance has been a big issue at the AMA lately; the cost of insurance has gone up 70% and they were forced to raise membership dues to absorb this cost. Charlie has been flying since 1938 and has flown every aspect of the hobby. He even has a turbine powered control line plane!!

The carpet portion of the field project has been completed. The Forest Preserve has designated the field as an R/C only area. There will be no soccer, etc. allowed on the field. Signs to this effect are to be put up soon. So until they are, please help protect the field and pit area and after the signs are put up too for that matter.

Old business: see Ira Katz for hats and shirts.

New business: Phase 2 for the field renovation will begin soon. A concrete pad will be poured for the lock box and impound. A new windsock will be purchased (the sock is up as of this writing). We will get more stone for the driveway and a new safety fence for the flight line and possibly for the spectator area will be installed.

Crash reports: Dennis Brumley started this year strong by crashing his Shoestring, Don Wolfe felt he didn't need to park his car at the parking lot (because he was the only one at the field) and flew his electric Rascal into his car!!!! OUCH! Finally Mark Stookal lost control of his trainer on takeoff and crashed.

Show-N-Tell: Paul Barsamian had a Hangar 9 Cap 232 powered by an OS 46 FX, Lee Eckert had his Livewire- a 3D Park Flier, Tim Niemiec had an AK models 3D Freedom powered by a Saito 180, Sam Espada had a 60 sized Great Planes Fokker DR.1 Triplane, Steve Haas brought his Ryan STA powered by a Satio 120, Matt Hauser had a Lanier Shrike 40, Ron Williams had a Dennis Brumley built Kyosho Gee-Bee 40, finally Mike McGee had a GWS Funny Park Park Flier.

The raffle was a Great Planes Shoestring and was won by yours truly, Tim Niemiec.

ROSTER UPDATES

Have you moved or changed phone numbers and forgot to inform the club? How about a new email address? Here's a good one, do you go by a nickname and the roster has your legal name that you don't answer to? Did you purchase a new transmitter on a different channel and not do an update for the frequency chart?

If you answered yes to any of these questions, you can get this information updated from our website, www.BlueMaxRC.com. Just go to the "Members Only" section, enter your user name and password and scroll down to the "Information Update Area." From there, select the "Roster Information Update Form" or the "Channel Registration/Channel Usage Chart" and fill in the pertinent information. If you don't have access to the Internet, you can give the information to any member of the Board of Directors, Secretary or Vice President or mail the information to the Club at: Blue Max R/C Flying Club, P.O. Box 7803, Buffalo Grove, IL 60089-7803.

If you never received your Blue Max name tag, inform Dennis Brumley. He will be ordering the tags soon.

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.



DigiPace I Cyclor/Charger. **Price:** \$30.00. **Contact:** Ed Der, Ed42D@aol.com.

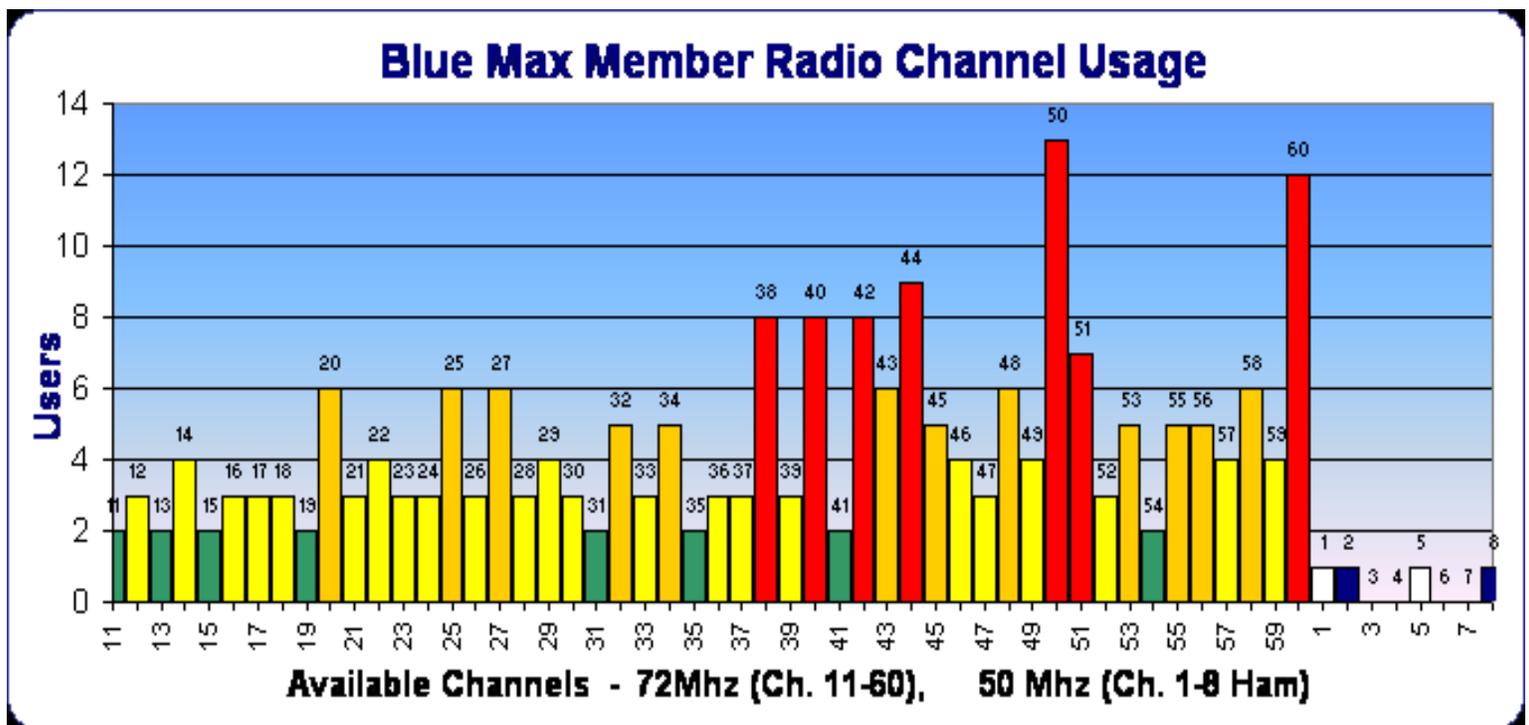
Art Chester "Jeep" 1933-1938 Racer with G90 Supertigre engine. 46" wingspan. Includes radio. **Price:** \$250.00. **Contact:** Dick Campbell, DickCBell@aol.com.



Kyosho Gee-Bee ARF, includes Saito 56 4-stroke engine, Futaba radio. Professionally assembled. Everything is brand new, never flown. **Price:** \$375.00. **Contact:** Ron Williams, RWill55867@aol.com.

WANTED TO BUY

None at this time.



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

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THE WOLFE'S DEN

by *Don Wolfe, President*

Here we are in mid-May already and the flying season is starting to get into full swing. We have had our first Fun-Fly event of the 2003-flying season and we opened with record setting participation. It seems that we are experiencing some growing pains and were not quite prepared for so many flyers. Ira Katz and Jim Speers are working on some things that will improve future events in 2003. I also noticed that with all of the new pilots at this event, there was a lot of basic flying field rules that were not being followed. This was not due to people looking to break the rules but due more to the fact that they are new pilots and don't know the rules yet. So in the bulk of this article I will go over some of the basic rules for our flying field. The members of the Blue Max Flying Club are very lucky to be the primary sponsor of the Deer Grove Flying Field and with this comes added responsibility. We need to set standards and follow the rules. This will not only make our field a safer place to fly but will also help us better police non-club members that come to fly at Deer Grove.

1. All radios must be kept in the radio impound/transmitter stand and turned off. I try to make it a habit of putting my radio in the stand when I am unloading my car.
2. Do not taxi into or out of the pit area. Try to find someone to help you get your aircraft to the flight line, take turns helping each other out.

THE WOLFE'S DEN (cont'd)

3. Make sure to call out taxis, take offs and landings and also in flight emergencies such as dead stick landings. Please be sure to call out "on the field" if you are retrieving your aircraft off the field. Always make sure that the other pilots on the flight line know of your intentions.
4. Make sure that you are flying the same traffic pattern as all other pilots on the flight line. Remember that the flight pattern changes depending on wind direction.
5. Use a spotter when flying. It is very reassuring to new pilots to have an experienced pilot looking over their shoulder offering guidance.
6. Buddy box pilots, you guys need to have a ground crew person check your system to make sure that the two transmitter boxes are set up and trimmed the same. Although the club has some buddy boxes for members to use, I feel that it would be a wise investment for student pilots to purchase their own. This greatly reduces set up time and the possibility for a mistake and after you have soloed you can sell your buddy box on the website or use it for a few flights when you get that new plane.
7. AMA CARDS. This is a big one! Did you know that to fly at our field you are required to have an AMA card, and have it with you? Did you know that you could be fined and possibly have your aircraft confiscated if flying without an AMA card. There have been big changes at the Cook County Forest Preserve this year and we do not want to do anything that would hurt our relationship with them. The club Board of Directors recommends that if you plan on flying, you need to have your card with you. Also if you see some one new at the field, please do not hesitate to ask to see an AMA card. We have made a sizeable investment in this field and we need to protect it from those who may not appreciate it as we do.

The program for the May meeting is going to be a question and answer session. Are you having trouble setting up your airplane, building your airplane, setting up your radio, setting up your buddy box, etc.? The May meeting will be the night to get answers to all of those questions. The nice thing about being in a flying club as large as ours is that you have a vast pool of knowledge to draw from. At the May meeting we will tap into that pool of knowledge.

Some other stuff of interest. Phase Two of the field reconstruction is progressing but not at the speed at which Phase One did. Ira Katz and Al Burns got the transmitter pad poured, Dennis has picked out the safety net and Ken is getting set to finish the gravel road. We are hoping to have all of this done along with new signs by the first week of June. So if you would like to help out, just let us know, we will be glad to put you to work.

And finally, we are trying to put together a new flight instruction program. This is turning out to be more difficult than we first thought, as there is a great imbalance in the ratio of students to instructors. I am afraid there is no quick fix here but we are working on it and we hope to get it resolved soon.

Well that's it for now; hope to see you all at the meeting.



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

May, 2003

- 18) Fun-Fly - 10:00 A.M.
- 19) Monthly Meeting - 7:30 P.M.
- 26) Memorial Day

June, 2003

- 8) Hot Dog Day - 9:00 A.M.
Food serve starting at 11:45 A.M.
- 15) Fun-Fly - 10:00 A.M.
Father's Day
- 16) Monthly Meeting - 7:30 P.M.
- 19) G.A.S. Club Picnic

July, 2003

- 4) Independence Day
- 20) Fun-Fly - 10:00 A.M.
- 21) Monthly Meeting - 7:30 P.M.

