



Blue Max Aces

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

Editor - Larry Breit

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October 2003

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2004 OFFICER NOMINATIONS

At this month's meeting, we will be taking nominations for 2004 club officers; President, Vice-President and Board of Directors.

Visit Our
Club Web Site at
www.BlueMaxRC.com



FLYING IN JAPAN

During the past month, we heard from Kenichi "Ken" Yoneyama. It's been six months since he moved back home. Where has the time flown to? He has converted his Avistar to a float plane since in Japan they don't have the space for flying fields. Here are a couple of pictures that he sent.



If you have interest in contacting Ken to say hello or if you're heading to Japan, check the club roster for his email address.

Thanks for the update Ken. Glad to see you're continuing in the hobby. We miss your presence at the field and the meetings.

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Don Wolfe

Vice President
Dennis Brumley

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Larry Breit

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Ira Katz
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Ray Zinkowski

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Mark Matzuka

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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



THE WOLFE'S DEN

by *Don Wolfe, President*

Well here we are slipping into fall already, the days are getting shorter, the air is cooler and it won't be long before the 2003 flying season is over and Ron Petterec will leave for Arizona. This is also the time that we need to think about what we as club members can do for the club.

As you all know, a portion of the October meeting is set aside for the nominations of club members that would like to become club officers for the next year. We as a club are very fortunate to have such a large and talented group to recruit from. So I would like you all to take some time to think about whom you would like to see representing you and your club in 2004. Also, if you would like to become more active in the club, now is the time to speak up. Even if you don't want to run for club office, there are plenty of committees that we need help with.



This past year has been quite a learning experience for me as this is very different from what I do to feed my family. My work requires that I manage projects not people. Also, I have found that in an "all volunteer" organization such as ours that you cannot manage people the way you would in a work atmosphere (we are all here because we want to be!). With that being said, if you all agree, I would like to keep my position as club President for another year. I'd like to build on what we've accomplished this year as a club and continue to meet new goals for 2004. One of my goals would be to get more people active within the club (we have plenty of work to spread around).

Some of you may have noticed that I haven't been flying as much as I have in the past. I had some personal issues that needed to be taken care of (new job!) and I'm pleased to report that I have taken a position with Insight Product Development in Chicago. Last weekend I was able to get out flying again with a clear head. I had a great day. BJ and I were doing low-level inverted passes with my Rascal and I got a chance to fly his big Ultimate Bi-plane (what a blast). This airplane was unbelievably easy to fly for its size. I never thought I would be interested in an aircraft of this size.

Our guest speaker for the October meeting is going to be Scott Christiansen from SIG. For those of you that don't know, Scott is an honorary member of the Blue Max Club and before taking his position with SIG lived here locally in Barrington. I'm sure Scott will have lots of neat things to show us so don't miss the meeting.

See you at the meeting,

THE NOVICE CORNER

by *Larry Breit*

Editor's note: This is a reprint from the October, 2002 issue. For the new members, it's something to be aware of, for the others, it's a reminder.

We all love flying, that's the reason we belong to Blue Max. For those of you that are learning to fly, this could be a challenging time of year.

In the Fall and the Spring, there is a tendency for the winds to come out of the Northwest; that's a crosswind right in your face as you're flying. Now, that's not horrendous by itself but add in stronger winds and gusts and even some of the more experienced pilots might need to go around on their landing approach once or twice. When the plane is in the air, you have to be constantly on your toes to get the plane to do what you want it to do, not what the winds want the plane to do. Sooner or later, you will have to fly in conditions like this; that's the penalty we pay for living in the Chicago area.

The Northwest winds are the ones you feel. What can be very deceiving are the ones out of the Southeast. These are the ones that come through the parking lot/circle and that you never feel and our windsock might not react to. You can be standing around in the pits or on one of the flying pads and it's perfectly calm. But for some reason, your plane is getting

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Rich Tyler

THE NOVICE CORNER (cont'd)

pushed all over the sky away from you. The main effect of this is how the plane reacts upon take-off and landing. The wind coming in across the trees can add turbulence that can make these situations very interesting. Keep your power up until you're well into the air when taking-off and keep it up a bit on your final approach for landing. Don't be afraid to go around or call for help if you're having problems landing.

I don't want to discourage you from coming out to the field and flying now. You need to look at the weather forecasts and make up your own mind. If instructors are at the field, they might tell you not to even take your plane out of your car or they might just leave it up to you with a word of warning. Remember, the instructors are there to assist you and are volunteers; there will be times, no matter what the weather, that they will not be able to help recover from a bad situation.

100,000 HITS, 1 YEAR LATER

by Mark Matzuka, Webmaster

On Wednesday, October 1, 2003 at 4:45 P.M., the Blue Max R/C Flying Club web site was exactly one year after achieving a monumental landmark; its 100,000th visitor. A check of the counter on October 1 this year showed that in the preceding year we had 37,622 additional visitors (137,622 total visitors). In just over 4 years BlueMaxRC.com has grown from a small web site to one that is

visited by over 37,600 visitors per year, that's about 103 visitors per day, every day of the year! This is the equivalent of someone visiting the site every 13.9 minutes.

Visitors have been from every age range and from over 100 different countries around the world. Some of the most popular countries are the U.S., Canada, Australia, United Kingdom, Germany, France, Spain, China, Singapore, Brazil and Japan.

The web site has been a very valuable asset to the club, not only does it supply the most up-to-date information to our own members, it attracts new members to the club. In 2003 we have had over 50 new members join via the secure online application, most of which learned of the club from the web site (this is up from 35 members in 2002). The password protected, secure Member's Only area of the web site contains things such as the Beginner Info, Club Membership Roster, Channel Usage Charts, Treasurer Reports, Club Officer and Committee E-Mail addresses and other various club forms.



100,000 HITS, 1 YEAR LATER (cont'd)

The financial benefit of the web site to the club is tremendous. The web site costs the club \$167.40 per year (for hosting), but since 93% of our members receive the newsletter from the web site the club saves money. To print and mail newsletters costs the club about \$16.44 per member, per year. Since 93% (179 members out of 193 total) of our membership get the newsletter online, this **saves the club \$2,942.76 per year** in printing and postage (this is up from last year's \$2,412 savings, a \$530 increase in savings year to year). Now take that \$2,942.76 savings and subtract the annual cost of the web site of \$167.40 and the club has a net savings of \$2,775.36. That is \$2,775.36 that can be spent on better things than printing, copying, paper and postage! Over the 4 plus years the web site has been in existence we are approaching \$10,000 in cumulative savings vs. not having a club web site. That is nearly a year's operating budget for the club! To make your dues go further, if you have an e-mail address, make sure it is registered with the club, you won't get any junk mail, just club related mail.

Some facts about the web site: The site contains over 2,175 files, over 1,950 images and nearly 4,900 hyperlinks! The site is over 87 MB's in size, if you were to download EVERY file on the web site it would take over 4.4 hours on a dial-up modem! Fortunately the main page only takes about 30 seconds to load on a dial-up modem.

If you haven't been to the club web site lately, stop by and have a look around. We are always adding new items and trying to improve the design to meet the ever changing needs of the club. As our club grows to new record membership levels, our club web site will grow also!

SOUND

by Frank Stillson, Noise Chairman

Regarding the sound reduction efforts of our club members.

The ongoing effort to reduce sound pollution from our very fine aircraft has been quite successful. Almost everyone has been conscientious about helping to lower the noise output from their flying machines, you are to be congratulated.

Whenever I have taken sound readings this year and just simply listened, the overall noise level is substantially less than even last year.

We, as a club, should be pleased with the effort to reduce the overall sound level that has occurred over the past 10 years. Better engines, improved silencers, better props, proper prop selection (pitch and size), proper mounting with soft mounts and the improvement and selection of 4 stroke engines has all contributed.

All of these efforts have greatly reduced the end result of the problem, lower sound emissions from the engines and airframes.

This does not mean that we can be complacent, far from it. Everyone needs to be diligent in continuing to work on keeping our great flying machines quiet.

When the club embarked on the plan to reduce the noise from our engines and airframes, it was common for sound levels to be in excess of 105 dB's. At this level, damage to one's hearing could occur. Now most of the equipment is somewhere in the range of 85 to 90 dB. This is over twice the level LOWER than the previous readings. It represents a very large commitment and improvement that all should be proud of.

Each year the club and its members need to be aware of the noise efforts and continue the trend.

INSTRUCTORS

Basic

Don Linder

Primary

Paul Barsamian

Larry Breit

Ed Der

Jason Derbick

Maurice Forde

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

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Dennis Brumley

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FUN-FLY

by Ira Katz and Jim Speers, Fun-Fly Chairmen

The weather is changing and before you know it, it will be building season. We had an awesome Fun-Fly this past month. There were 13 pilots competing, which included two buddy box pilots. Thanks to Mark Matzuka and Tim Niemec, we were able to complete the Fun-Fly in just one hour.

The Fun-Fly was called "Making Maneuvers." Each pilot chose five maneuvers out of a list of 16. They wrote them down on the score sheet and were awarded points for every maneuver completed. The points ranged from 10 to 25 depending upon the difficulty of the maneuver. The maneuvers were not judged on quality. As long as the maneuver was completed the points were given. There was also the standard bonus points awarded when the aircraft took off and landed within a 35 foot circle. The following is the list of the pilots and the place that they finished in:

Sport Pilots

1. Mark Matzuka
2. Tim Niemec
3. Ed Der
Frank Stillson
5. Ron Petterec
6. Ira Katz

Advanced Pilots

1. Don Linder
2. Bob Davit
3. Steve Tomczyk

Solo/Buddy Box

1. Duane Long
2. Sachin Patel
3. Gene Kislenco
4. Mark Stookal

UPCOMING BIRTHDAYS

October

- 10/20 - Don Wolfe
10/22 - Tom Lobdell
10/23 - Stanley Rosenthal
10/24 - Robert Wolff
10/27 - Brian Kueker

November

- 11/3 - Michael Berns
11/4 - David Burns
11/7 - Anders Lindstrom
11/7 - Frank Lucido
11/16 - Dick Altschuler
11/16 - Bill Fisher



Happy Birthday

FUN-FLY (cont'd)

Our next Fun-Fly is Sunday October 19th and is called "Chance." This is a game of total chance. Each pilot picks a certain number of ping pong balls from a bucket. Each ping pong ball has three maneuvers written on it, one for each level of pilot; novice/buddy box, intermediate/advanced and sport pilot. The object of this Fun-Fly is simply to complete any of the maneuvers that are picked in a timely manner. The maneuvers will not be judged on quality. There will also be bonus balls which allow a pilot additional points for certain maneuvers. This event will be a blast. We might even throw in a special bonus maneuver. Buddy box pilots are welcome.

This is going to be the last Fun-Fly of this season. I would like everyone to attend. Remember, you only compete against your level of ability. So, show up, have a great time and win a prize. See you there.

Ira Katz

FOR SALE / WANTED

FOR SALE

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



Top Flight Beechcraft Bonanza (straight tail) - Gold Edition, 81" wingspan with a new OS 91 FX 2-stroke engine and 4 Futaba servos. Only two 10 minute flights on the plane. Ready to fly, all you need is a receiver and battery. **Price:** \$500.00. **Contact:** George Gibisch, Geeegib23@aol.com.

Goldberg Decathlon with a Saito 91, Tru-Turn spinner, 5 Hi-Tec 605BB servos, mini-servo for throttle and other misc. parts. **Price:** \$475.00. **Contact:** Larry Breit, TheBreit1@comcast.net.

FLEET REDUCTION SALE. Contact: Jim Keehan, JimmKeeh@aol.com.

1. Ultra Stick with OS 70 engine, Includes: flaps, servos, on-board glow, manuals and both batteries (receiver & on-board glow). **Price:** \$275.00.



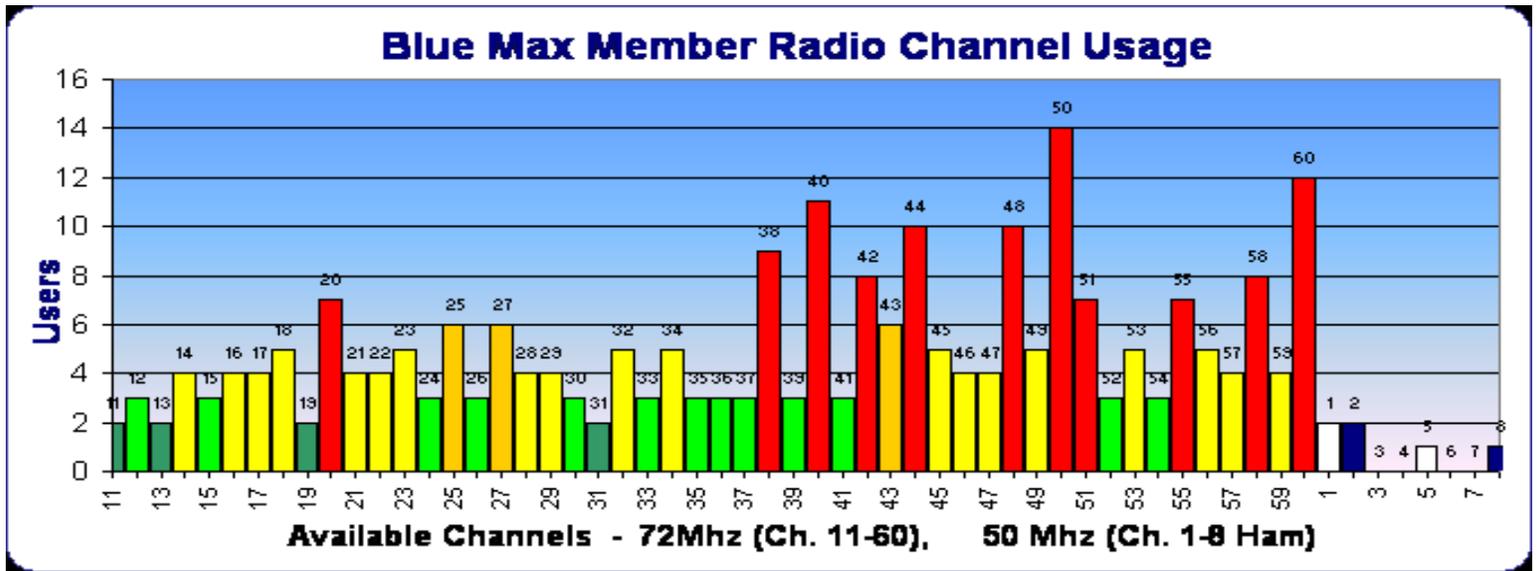
2. SIG Rascal with Saito 56 engine, Includes: servos, on-board glow, manuals and both batteries (receiver & on-board glow). **Price:** \$300.00.

3. Midwest Super Stearman kit, already built (does **NOT** include any engine, servos, RX or batteries). Includes: the original box, manual, plans, die cut part skeletons, one pilot bust, two cockpit kits,



WANTED TO BUY

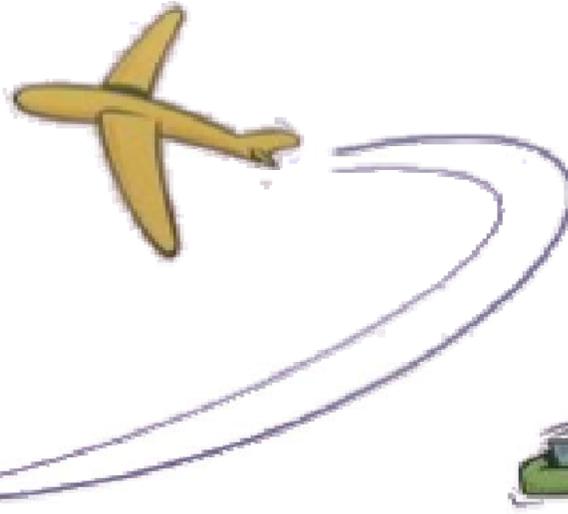
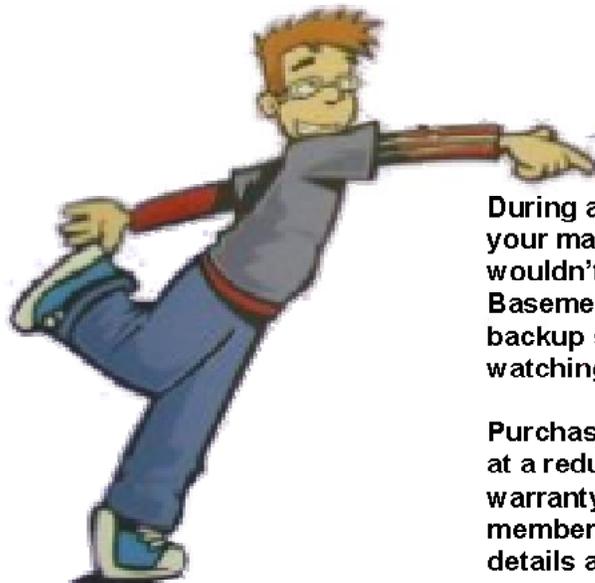
Futaba/Hitec Buddy Box and Cord for use with a Hitec Flash 5 Radio. **Contact:** Mark Hepler, M.Hepler@comcast.net.



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 other comments.

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MINUTIA FROM THE MEETING

by *Tim Niemiec, Secretary*

The September meeting started with a discussion on fuel tank plumbing and assembly led by Ron Petterec. He said the two easiest things you can do to make your tank last is to use a good brass tube in the collar and be sure to use a quality silicone fuel tube inside of the tank as well. The tubing and fuel line that comes with the tank isn't necessarily the best to use. Aluminum tubing should be thrown away and the small, thin fuel line should be tossed out as well.

When you cut and bend the brass fuel line, be sure to remove the burrs on the cut ends to keep them from cutting the silicone fuel line. When you are bending the vent line, make sure that the vent reaches the top of the tank. This insures that you get a full tank of gas when fueling up the plane. Finally, when you complete your tank, be sure to test your tank for leaks. The easiest way is to cover the vent tube with a finger and blow into the fuel line and listen for leaks. Another method is to do the same thing but hold the tank under water and look for air bubbles.

Following the discussion, the Treasurers report was read and accepted. The Field Marshal reported that we are looking into a new grass cutting company. This would save us money and the contractor can cut the grass shorter than our current service. The Safety committee reported that there have been a few incidences where radios have been left on while in the radio impound board. While there haven't been any crashes due to this, we all need to make sure that our radios are off when not in use. The Proficiency committee awarded Pete Sidor his solo certificate and Don Linder passed the sport pilots exam.

New business: an amendment was made to make the Editor's job an appointed position. The motion was seconded and passed. If you are interested in the secretary position for next year, see Tim Niemiec.

The raffle this month was for a Triton Multi-charger, A Hobbico Deluxe charger, and two free flight plane kits donated by Ron Petterec. Dennis Brumley won the Triton charger, Marc Stookal won the Deluxe charger, Eugene Kislenko and Chuck Povolatis each took home a plane kit.

Show-N-Tell

Jeff Schulman brought his new H9 Ultra Stick Lite powered by a Saito 180 and his Pigi electric 3d foam plane. Paul Barsamian had a highly modified Wattage Ultimate biplane which he upgraded to a brushless motor and lithium batteries. Terrance Kelly had a scratch built glider. Eugene Kislenko brought a Great Planes Lancer powered by a Tower Hobbies 75.

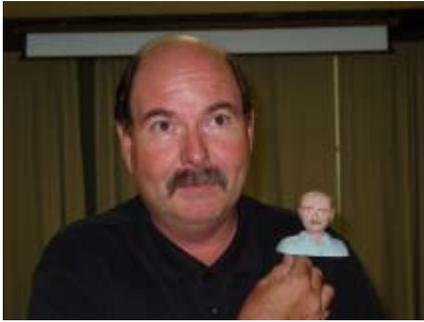
The actual program took place after the meeting. Those that decided to stay saw a great how to clinic on making your own pilot bust. Barry Schilling went over how to modify the plastic busts you buy in the store and how to finish the latex busts that are available. Some of his techniques included using balsa filler and a wire brush to make hair, heating the plastic to modify the face of a bust and how to make headphones out of balsa and aluminum. It was a very interesting clinic and he had a few finished busts on display.



Show-N-Tell: clockwise from top left, Jeff Schulman's Ultra Stick Lite, Jeff Schulman's Pigi, Paul Barsamian's Ultimate, Eugene Kislenko's Lancer and Terrance Kelly's glider.



A few of Barry Schilling's pilot busts.



Barry Schilling and his personalized pilot bust.



Pilot bust with headphones & mic.



Is it alive or is it Memorex? Ron Petterec the person and the stylized bust.

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**UPCOMING EVENTS FOR
OCTOBER, NOVEMBER and DECEMBER, 2003**

October, 2003

- 19) Fun-Fly (last of the year) - 10:00 A.M.
- 20) Monthly Meeting - 7:30 P.M.
2004 Officer Nominations
Program - Scott Christensen from Sig Mfg.
Raffle - ?

November, 2003

- 15) CRCM Swap/Auction - 10:00 A.M.-3:00 P.M.
St. John Lutheran School in Mt. Prospect
- 17) Monthly Meeting - 7:30 P.M.
2004 Officer Elections

December, 2003

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

