



Blue Max Aces

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

Editor - Jim Janiak

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July 2004

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FROM THE WOLFE'S DEN

by Don Wolfe, President

Well summer is finally here, and we have had some nice flying weather lately. Although it has been a bit on the cool side, I will take this over 90 degrees and high humidity any day of the week, thanks. I have made it my mission this year to get out to the field on Friday afternoon to get in some flying when the field is not as crowded. This is proving to be easier said than done as it requires me to get more done during the week, when I already have too much on my plate. Over the last few weeks I have been able to make this happen and really enjoyed it. I have been able to get two new aircraft into the air so far this season and if all goes well in the coming weeks I will get maiden flights done on two more aircraft. Over the years I acquired and built quite a few model aircraft that for one reason or another I just have not flown. So this year I am trying to get them all into the air. One of those aircraft happens to be a Goldberg Decathlon with a wingspan of about 80 inches. I am having a lot of fun with this plane, as it has some good flight characteristics and also looks very scale like in the air. I need to thank our clubs secretary Dan D. for all of his help on the flight line last week; Dan was a big help to me. Thanks Dan! Speaking of people that we need to thank. Pete Sidor has been doing a great job maintaining the field for us this year. The Dear Grove flying field looks great! Way to go Pete!



Other members that have earned kudos are Tim Niemiec and Paul Barsamian. These guys put together a really neat fun fly for June. This event was something that we at the Blue Max Club had not done before. I think most pilots were somewhat intimidated at first. I know I was, but after jumping in and giving it a try I found it to be both challenging and a lot of fun. I hope that we do RC Bowling again in the fu-



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Field Marshal

Pete Sidor

Flying Proficiency

Tim Niemiec

Ron Petterec

Fun-Fly

Paul Barsamian

Tim Niemiec

Ground Crew

Dennis Brumley

Noise

Frank Stillson

Picnic

Jim Keehan

Tim Niemiec

Program

Jim Keehan

Safety

Dennis Brumley

FROM THE WOLFE'S DEN

continued

ture. It was a blast! I am sure that these guys are cooking up a great event for us this month. I hope you all plan on being there as I am sure it will be good time.

There are a few other things that are happening. First, a reminder that the Club will be holding a static show at the Villa on July 25th. We will be doing this as a joint venture with the GAS club this year. Members that are planning to show a model need to be there at 11:00 am to help set up and the show will run to around 3:00 pm. This event was very well received last year and should be even better this year. I hope to see you all there.

Don

MEETING MINUTES

by Dan Deitemeyer, Secretary

Blue Max R/C Flying Club

June Meeting Notes

Meeting Date: June 21, 2004

Secretary: Dan Deitemeyer

Don Wolfe opened the meeting and welcomed our visitors. Three generations of the Good family visited the meeting. **Steve Good** and his 13-year-old son are being tutored by **Don Linder** with their NexStar trainer. **Dale Christenson** and his son, **Max**, started the meeting as visitors and ended the meeting as club members. They, too, purchased a NexStar as their introduction to the hobby. We also gave welcome to **Justin "Dusty" Edmonds**. Dusty is a new member and is returning to the hobby after 30 years.

Don reminded us of the Addolorata Villa static show. The show is scheduled for July 25. This is a great opportunity to display our planes and talk about our sport while giving something back to the community.

Around the Hangar

- The Secretary's report as published in the newsletter was accepted.
- **Bob Davit**, Treasurer, reported that the club treasury has over \$7,000. We also have \$698 in the field renovation fund.
- **Ray Zinkowski** will head up the banquet committee this year.
- **Pete Sidor**, Field Marshall, led a discussion about the need for smokers to not litter the pit area. It was decided to purchase galvanized buckets and rig them with concrete in the bottom. Pete said there was a load of wood chips on order and he will look for volunteers to help spread them out.
- **Bob Davit** will head up our picnic this year. The picnic is scheduled for August 8 from 11:00 a.m. to 3:00 p.m. Bob reiterated that this will be a family event with activities planned to include spouses and kids. Bob would like to get a count of the number of people for the picnic. Knowing how many people are coming will help Bob plan events and food.
- **Dennis Brumley**, Safety Director, said that he'd like to hear about any crash reports at the field so that he can pass the report on to **Charlie Bauer**, our AMA district representative. Understanding the nature and details of a mishap will assist the AMA in protecting flying sites and obtaining insurance coverage.
- **Frank Stillson**, Noise Director, said there were no noise readings taken in June.
- **Jeff Schulman**, the club's Webmaster, was not at the meeting. **Paul Barsamian** remarked about the development of new sign-on names and passwords for the web site. One member is having trouble getting notification of the newsletter availability. Members are reminded to review their personal information on the roster and notify **Dan Deitemeyer** of any necessary changes. Dan's email address is Nutz4flying@earthlink.net.
- **Jim Keehan**, Program Director, recommended that the Somethin' Extra build be expedited by having volunteers take components home to finish the building steps. The following steps will be covering the plane. Next month's program will be a presentation from Steve Feldman. Steve is a former Air Force pilot.
- **Ira Katz**, held a special, impromptu sale of Blue Max sweatshirts.

MEETING MINUTES

Continued

Winging It

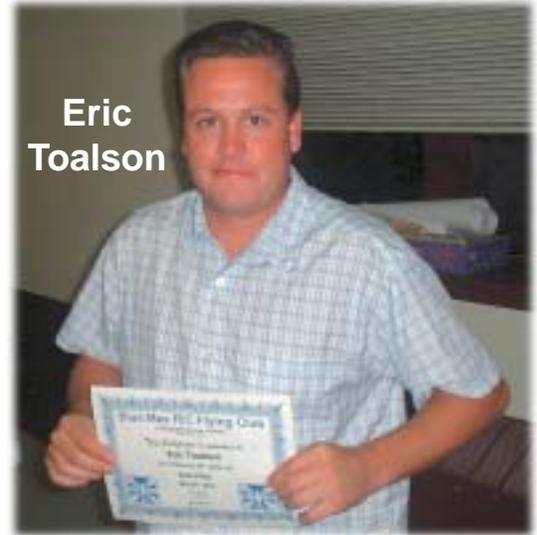
Ron Petterec, Proficiency Director, awarded the Solo Flyer achievement to **Eric Toalson**. Congratulations, Eric!

Ballots Cast

There was one vote of the membership during the meeting. We approved the purchase the galvanized buckets to be used by smokers in the pit area. The motion passed by unanimous vote.

Rough Landings

- **Eugene Kislenko's** trainer fell apart while doing a touch-n-go maneuver. Eugene had been having previous trouble with frame noise and the crash gave him insight as to the cause. He said that many of the frame components did not seem to have been glued in the ARF. Gene welcomes the chance to repair the plane and get some building experience.
- **Duane Lang** stalled his brand new Hangar 9 Funtana S 90 on landing. The Funtana quit flying while only 3 feet off the ground and landed hard on the gear. The engine mounting box and cowl snapped off.
- **Jim Spears'** Shoe String is history after crashing. Jim said that the engine and radio components are salvageable.



Eric Toalson

Fun Fly Results

June's Fun Fly was aptly named "Plane Bowling". In addition for getting points for every pin knocked over, extra points were given for landing in a circle. **Alex Gutierrez** won the event by being the only contestant to actually knock over a pin with the bowling ball! **Tim Niemic** and **Eric Toalson** wiped out nine and eight pins respectively by dumping their planes into the target. Contestants befuddled by the bowling ball and pins, but scoring with great landings were: **Kyle Der, Don Wolfe, Ed Der, Ira Katz, Steve Haas, Jim Janiak, and Duane Lang**. **Paul Barsamian** showed us that the contest is a lot easier for an experienced helicopter pilot by knocking down all of the pins with prop wash from a heli on loan from Duane.



Target



Technique

Next month's contest is "Flying Bozo's" and the picnic will feature a Limbo contest.



The Blue Max RC Flying Club
of Buffalo Grove, Illinois



MEETING MINUTES

Continued On the Flight Line

Paul Barsamian treated us to a fine example of his modeling skills. Paul displayed two Ikarus electric powered helicopters; one rigged for aerobatics and the other featured a search and rescue fuselage body. The SAR body was the Ikarus BO-105 fuse kit, replicating a helicopter popular with ADAC in Germany. Paul has detailed the body including door handles, hinges, window frames and antennae, in addition to copying a paint scheme from a full size bird. This model is almost too nice to fly.



Top Gun



After making regular monthly contributions to the raffle prize drawing for the past 18 months, I finally won! What a great prize too: the Hangar 9 Funtana S 90. This 3-D plane is beyond my present skill level so I've made it a goal to be ready to fly it next year.

Pilot's Briefing

We continued the build of the SIG Somethin' Extra. **Dennis Brumley, Ron Petterec, and Jim Keehan** provided the expertise and guidance as work continued on the wings and fuse. Our next session will be covering and will be held at a future meeting.



SIG's ANNUAL FATHER'S DAY FUN-FLY

by Ron Petterec

Good flying, good food, good friends, and a few crashes summarizes the trip that Steve Tomczyk, Herb Rizzo, Barry Shilling, and I took along with eight others from the Chicagoland area. We went to the SIG Manufacturing headquarters in Montezuma, Iowa for their 30th annual Father's Day Fun Fly. Our four-day trip was spent touring the factory, flying, eating, attending a Float Fly-in, and some more flying.

It started off with a tour of the manufacturing facilities where they saw several new designs by Scott Christensen. Scott seems to be focusing on both ends of the size spectrum. He had a 9-inch bi-plane made of stick balsa and powered with a lithium polymer battery that used micro actuators instead of servos. Scott also had a 9-inch mono-wing plane. More amazing than the size of this plane was that it flew as well outdoors as it did indoors!



On a slightly larger scale Scott is also coming out with a larger, 120 size, Somethin' Extra, a 32% IMAC plane, and a large scale bi-plane called a Sundancer. Along with the large Somethin' Extra will be a small electric version of same plane.

After inspecting the factory we went out to Hazel Sig's grass airfield. The runway is about ½ mile long and 100 feet wide. There's no one nearby to bother, except a few cows so you can fly all you want to.

Steve was first in the air with his Somethin' Extra. He had a nice, successful flight. Then Herb went up with his Four Star 120. He too had a good flight, but hit a cone on landing and cracked an aileron. The cones are used to mark the far end of the runway.

Steve, Barry, Herb and I couldn't resist all that open space and next decided to try some formation flying with our Somethin' Extras. The flight was going well until Barry got a little too close to Steve's plane and chewed up his tail and rudder. Steve's plane went in, totaling it. The only other plane Steve brought was an electric and after his second flight, that's the only plane he had left and there were still three days to go!

Barry felt sorry about trimming off Steve's rudder mid-flight and let Steve fly his Somethin' Extra. On takeoff, Steve rolled left into the fence breaking an aileron on Barry's plane.

Day two started off with rain. Sitting under a tent we patiently waited several hours for the rain to stop. The rain finally turned to a light drizzle so we could fly. We decided to have a contest to see who could make the nicest landing using Herb's Four Star 120. Because of the weather, we were the only ones at the field. After the tenth or 12th landing, Barry takes off and shouts "I have nothing!" as the plane rolls to the right and goes in, totaling the plane.

We investigated the crash site to determine the cause of the untimely demise of Herb's plane. That's when we realized we didn't take our frequency pin off the board. But we thought we were the only idiots flying in the rain. Someone else at the far end of the runway was checking out their plane on the same frequency we were using. He took the pin and we lost our plane. (Sounds like the title of a country western song doesn't it?)

To help us forget our misfortune we went to the Float Fly-in at Jackie Johnston's house. Jackie is the President of SIG. She has a nice 40 acre property with a wonderful pond. The rain let up and a lot of people came to the Float Fly-in, including about 25 planes.

Barry and Herb both had Rascal 40's on floats. Barry had engine problems. After spending about an hour trying to get it started, we figured out there was oil in the fuel lines. The oil was residue from fuel left in the lines over the winter. Clearing the fuel lines had Barry in the air. The engine ran fine and Barry had a great flight.

Next, Herb was getting ready to fly his Rascal and was checking out his plane. We find his right aileron didn't work and after a few minutes all the control surfaces went crazy and finally died. We took off the wing to find the battery pack and wires were very hot, meaning there was a short somewhere. We charged up the battery and tried again without the ailerons attached. Things worked fine. We hooked up the left aileron and things were still good. We hooked up the right aileron and things started going crazy again. The culprit was a brand new JR servo with a short in it.

SIG's ANNUAL FATHER'S DAY FUN-FLY

Continued

Herb put Barry's wing on his plane so he could fly. Later Barry wanted to fly Herb's plane so he wouldn't have to change wings. On landing Barry came in hot and banged against some rocks denting Herb's floats.

During the Float Fly-in a Cadet and a Rascal 40 both flipped over in the water while taxiing in strong winds. They sent out a pontoon boat with an electric motor to recover the planes. By the time the boat was launched the planes drifted to the far side of the lake into some tall weeds. The electric boat got stuck in the weeds trying to rescue the planes. Next they sent a guy out in a row boat to bring them back in. Realizing the two R/C planes are smaller and lighter than a pontoon boat, the row boat retrieves the planes, but leaves the electric pontoon boat stranded in the tall weeds. Using a cell phone the boat crew received instructions on how to clear the motor from the weeds and eventually made it back safely.

To top things off at the Float Fly-in, Scott Christensen lost a muffler off his 110 Rascal, but was able to land safely.

We returned to the Hazel SIG field in the evening. Barry, Herb and I are back to formation flying with our Somethin' Extras, making low passes over the field. While flying in formation we heard a crash off to the left. We're flying OK, so someone else crashed and we continue flying. Next we perform a low level pass over the runway, at about eye level, in a three across formation. As the planes pass in front of us we look down the field and see someone on the runway recovering his crashed plane. We all scatter our planes in different directions trying to miss the surprised target standing in the middle of the runway.

Saturday Steve was getting his electric plane ready when I cut my finger. At least this time a plane wasn't damaged, just the pilot. Although later in the day I did lose a muffler off my Somethin' Extra.

Herb, Barry, and I are once again back to formation flying, this time with our Rascals. We were in formation making a pass over the runway, when someone takes off with a Four Star 60 and pulls straight up through Herb's plane! Both planes were lost. Now Herb has lost two planes.

I flew my new redesigned Four Star 120 on Saturday for the first time. It's one of three that Barry, Herb, and I own. The redesign includes building up all the control surfaces using with ¼ inch square stock that's sheeted. I clipped four inches off the wings, while increasing the size of all the control surfaces and adding flaps. It flies really nice and very stable like an IMAC plane, just a little smaller. Barry and Herb decided to wait and fly theirs later, not wanting to tempt fate based on their earlier losses.

On Sunday we packed up and headed over to SIG to buy a few things before driving home. While at SIG, Herb realizes he forgot some things in the motel. It's a 40 mile round trip back to the motel to get his missing stuff!

Herb and Barry brought out about ten planes, Steve brought two and I had four, but we had some extra room for some new toys on the way back.

In total there were about a 150 planes at the event. It turned out to be a lot of fun, even with the crashes. We all brought back a few projects to keep ourselves busy.

INSTRUCTORS

Basic

Don Linder

Primary

Paul Barsamian

Larry Breit

Ed Der

Jason Derbick

Maurice Forde

INSTRUCTORS

Primary

George Gibisch

Steve Haas

Ira Katz

Kurt Schmitt

Clay Smith

Jim Speers

Frank Stillson

Don Wolfe

INSTRUCTORS

Unlimited

Tim Niemiec

Ron Petterec

Barry Schilling

Bob Tomasulo

Howard Woepse

GROUND CREW

Ardie Arnold

Dennis Brumley

Gene Derbick

Jim Keehan

Joe Keehan

Herb Rizzo

FUN FLY

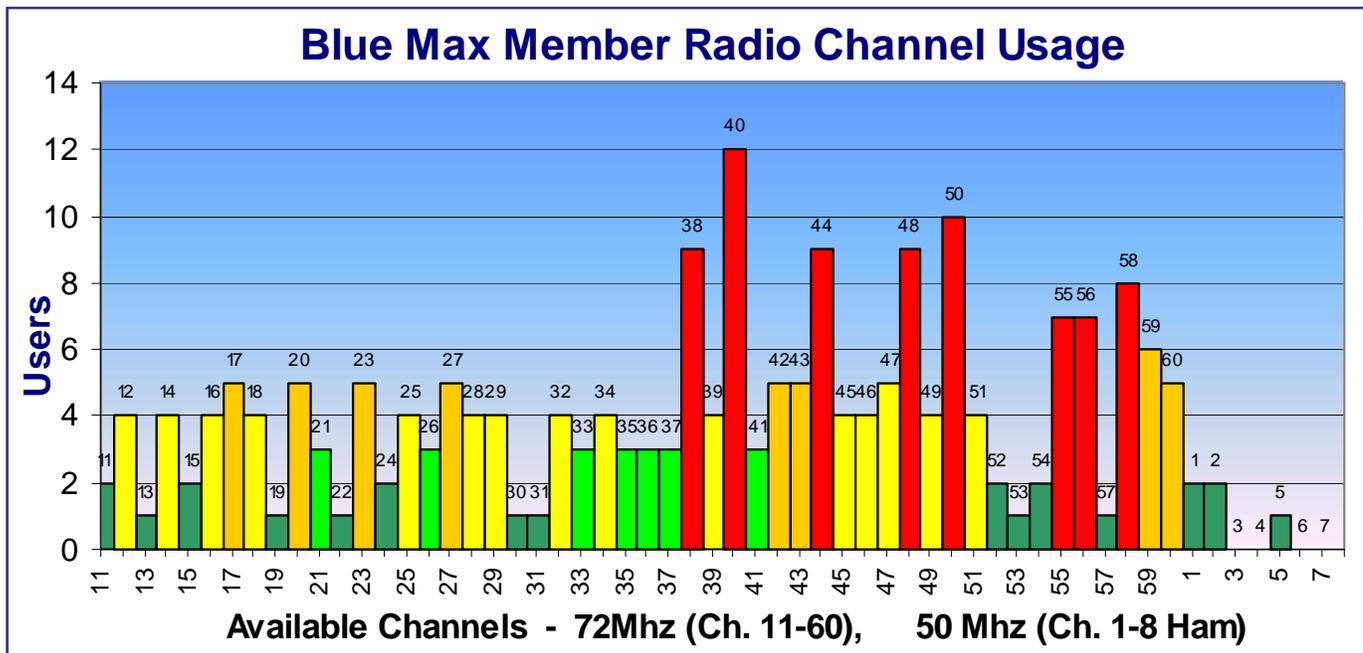
by Tim Niemiec and Paul Barsamian

This month's fun-fly is called "The Fun Flying Bozo's." Aptly named, this event is a simple one, but you'll have to do some serious flying to score points with your clowns. You will get ten (10) parachuting clowns and a Styrofoam cup. Prep your clowns, put 'em in the cup, take off and try to get them to parachute down into the circles for points. Taking off and landing in the circles provides extra points too.

Only rule is that the clown chutes have to open or they are considered dead (no points) and nobody likes a dead clown. You can execute a roll or 'bump' maneuver to get your clowns launched, you can fly as low as you like, but the parachutes **MUST** open to score points. If your bozos land on the lines, they are considered **IN** the circle (this means the clowns **NOT** the chutes).



FREQUENCY CHART



Please contact Blue Max at (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.

MONDAY MORNING REMORSE

by *Dan Deitemeyer*

This is ridiculous. I can barely breath. I'm sick to my stomach. The more I think about it, my feelings change from being mournful to being angry. Anger is winning lately. I'm so mad at myself for being so optimistic, so overly confident, so... reckless.

Yes, you guessed it, I crashed my Somethin' Extra on Sunday. The plane came down fast, nose first, and the fuselage is nothing but balsa splinters and shredded Ultracote all the way back past the turtle deck.

Everything I've read about the Somethin' Extra is true. This is an awesome plane. It tracks well and it's capable of the full array of aerobatic maneuvers. Most articles, after telling what a great flier this plane is, caution that the plane is a lot to handle for pilots just moving up from a trainer. The recommendation is, if your radio has dual rates, to fly the plane on low rates until you've mastered flying it and can anticipate its quick and purposeful response. Another recommendation is to use exponential settings on a digital radio so that the sticks are less sensitive at center but then can still deliver 100% of throw when moved to the extreme limit. I was flying with my radio on a setting of 60% of throw sensitivity with sticks at center.

How did the crash happen? I was practicing for my next proficiency level and flying inverted. I had previously made two complete passes of the pattern inverted and was trying for a third. I had to "push" to keep the Somethin' Extra in level flight. As I turned to make the upwind leg of the pattern, I lost perspective and didn't maintain altitude. As I approached to pass in front of the pits, I was surprised by how low it was flying and how close I was to the fence. In a split second of indecisiveness, I reacted instinctively to quickly gain altitude and pulled back on the elevator rather than push. That's all it took...just one witless move on my part. I was too low to recover. The Somethin' Extra went in hard and shook up everyone on the flight line as it was little more than 10 feet from the fence.

"Okay", I say. "Get over it." "It's just a model plane." Despite my self-assurances that life will probably go on, the flood of emotions keep plaguing me.



The Somethin' Extra was the second kit I have attempted. I spent many winter evenings bent over the workbench fitting each part, making sure it was straight, sanding each stick smooth. There are building tips that were gleaned off of the Internet that I notated in the margin of the instruction book. I checked off each step of the directions as they were completed. Because this was a kit, there was more to this plane than the laser cut parts and hardware from SIG Manufacturing.

Fully built, my Somethin' Extra wasn't perfect. It had some little "mishaps" that only I knew existed and there were a few other areas on the plane where it was noticeable that my building skills had been challenged. All-in-all though, the plane looked great and flew as good as it looked.

Here I am, on Monday, wishing I hadn't risked my plane yesterday

doing a maneuver that was new to me. At the same time, I know that losing a plane can be part of the hobby and the learning process. The SE wreckage lies heaped on my workbench and I can't do much more than pick through the parts wondering if there's any chance of repair. Maybe. Probably not. Oh, what the heck, why not?

UPCOMING BIRTHDAYS

July

- 7/20 -- Marcellus Phillips
- 7/20 -- Robert L. Abraham
- 7/26 -- Jessica Niemiec
- 7/26 -- Michael Masanek
- 7/26 -- Mike McGee
- 7/27 -- Ed Der
- 7/27 -- Morgan Mamon
- 7/30 -- Kyle Der
- 7/31 -- Michael Racine

August

- 8/4 -- Phil Torf
- 8/7 -- Rich Tyler
- 8/13 -- Joel Appell
- 8/13 -- Peter T. Livorsi
- 8/15 -- Brian Gerson

FOR SALE



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: \$400.00 or make offer. Contact: George Gibisch, Geeegib23@aol.com.

Goldberg Decathlon with a Saito 91, Wingspan: 80.75" (2 piece wing w/aluminum wing tube) Wing Area: 969 sq in Weight: 9.5-10.5 lb Wing Loading: 23.7 oz/sq ft Airfoil: Semi-Symmetrical, High-Wing **Includes:** Saito 91 four stroke, runs excellent Tru-Turn aluminum spinner APC 14x6 prop 5 - Hi-Tec 605BB high torque servos (2 ailerons, 2 elevators, 1 rudder) 1 - mini throttle servo. All that is needed is a receiver and transmitter, ready to fly. This model has been flown approximately 50 flights. It has never been crashed. Model is covered in Ultra-Cote.

Price: \$450.00. Contact: Larry Breit, TheBreit1@comcast.net.

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



1. Ultra Stick with OS 70 (4 stroke) engine, Includes: flaps, servos, on-board glow, manuals and both batteries (receiver & on-board glow).

Price: \$275.00

2. SIG Rascal with Saito 56 (4 STROKE) engine, Includes: servos, on-board glow, manuals and both batteries (receiver & on-board glow).

Price: \$300.00.



SPAD plane

40" wingspan Includes tank, 3 Futaba 3004 servos, plane. The Engine is not included, but the mount will stay with the plane. The plane is designed for a .25 2-cycle plane. I had a TT 36 in it. **Price: \$40.00 Contact:** Tim Niemiec at TENGM1@aol.com



WANTED TO BUY

Buddy Box

Contact: Todd Tiegler at ttiegler@yahoo.com



One of these pictures was submitted by Ron Petterec taken at the Sun Valley Flyers field. The other is from Jim Keenan taken at Deer Grove. Can you tell which one is which?

COMFORT KIT

by Jim Janiak

Many of us enjoyed the cool weather earlier this summer by trying to get in some extra flying time. We all know that sooner or later the blistering hot days with unbearable humidity will be here.

We make sure we have all the supplies we need for our planes when heading out to the field – fuel, charged batteries, extra hardware, and tools. But how often do we think about things for us?

Feeling comfortable not only makes flying much more enjoyable, but reduces fatigue and other distractions that could have disastrous results. There is nothing as annoying as gnats flying around your face or mosquitoes walking up your arms while you're trying to practice that new maneuver.

A few simple things tucked away in a little bag or thrown in the bottom of your flight box can make a big difference.

The core ingredients in your comfort kit can include:

- Sun blocker
- Bug spray
- Moist towelettes

Also consider a note pad and pen. It helps in making the shopping list so you don't forget anything at the hobby store.

If you plan to leave your feel good kit in the car, consider pump sprays rather than aerosol cans. Pressurized cans left baking in a hot car can have an explosive reaction to extreme heat.

Don't forget water. Not only is it healthier than soda or coffee, but also has more uses. A quick douse of cool water feels good, but trying to rinse your hands in cola can be have sticky results.



BLUE MAX WEAR

Need something special to wear to the picnic? Make sure your summer wardrobe is complete with the latest in Blue Max Wear. Hats and t-shirts for the hot summer days and a sweat shirt for those cool spring evenings. See Ira at the field or club meetings.



T-Shirt \$10



Hat \$10



See how happy Blue Max Wear can make you?

T-Shirt & Hat
Combo \$18
Save \$2!



Sweatshirt \$22

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

**UPCOMING EVENTS FOR
MAY, JUNE, AND JULY 2004**

July 2004

- 18) Fun Fly! - 10:00 A.M.
- 19) Monthly Meeting - 7:30 P.M.
- 25) Addolorata Villa Static Show

August 2004

- 8) Picnic - 11:00 A.M. - 3:00 P.M.
- 15) Fun Fly! - 10:00 A.M.
- 16) Monthly Meeting - 7:30 P.M.

September 2004

- 19) Fun Fly! - 10:00 A.M.
- 20) Monthly Meeting - 7:30 P.M.

