



Blue Max Aces

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

Editor - Jim Janiak

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FROM THE WOLFE'S DEN

by Don Wolfe, President

Well the last big holiday weekend of the summer has just come and gone. I hope that you all had a great holiday that included some model airplane flying. I myself had a great weekend flying. Although I could not get out every day I did manage to get out to the field Friday afternoon and then again on Saturday. This was probably the best weekend of flying that I have had all season. On Friday I left work early got to the field and put in some quality flight time, then I helped Dan Deitemeyer, our club secretary, maiden his new SIG Somethin' Extra. I spent some time hanging out with the guys at the field for a while and I still made it home in time for dinner. On Saturday I put a different airplane in the car and fast charged it on my way to the field for another great day of flying. That field charger sure makes things easy. I don't know how I ever got along without it. I got in some more quality flying time, and then I helped one of our newer members, Alex, get in some flight training on the buddy box. And of course we finished the day off with a hot dog and a drink at Kosta's. All in all it was a great couple of days.



When I got home I learned that The Blue Max RC Flying Club got some interesting mail last week. Well more disturbing than interesting. We had gotten a letter from our local FBI office. This was not surprising, as I had been reading about this for the past week on RCU. I knew that it was only a matter of time before we would be contacted along with the other clubs in the area. What the FBI is asking us to do is if you encounter anyone asking questions about load capacity, range or flight duration, crop spraying with RC aircraft, guiding RC aircraft with GPS system be very careful how you answer. If the person asking these questions seems to you to be an odd fit as an RC aircraft modeler / enthusiast, get a name, get a license plate number, or some other information that we can relay back to our FBI office. But you must also be aware that it may not be one of the bad guys asking these questions. It may be a reporter looking for a story and they should identify themselves as such. In that case, point them to the AMA and let them handle the press. In fact it would be a good idea for all club members to go to the AMA website and read up on how they would like us to handle

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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
Bob Davit

Program
Jim Keehan

Safety
Dennis Brumley

FROM THE WOLFE'S DEN

Continued

the media. It is my opinion that we would not have gotten this letter if there were not some kind of credible evidence that the bad guys were looking to the use of model aircraft as possible weapons.

It is also my opinion that the use of RC aircraft in this role would be very unlikely as the learning curve is too great, but at this point in time one cannot be too careful. We all see every night on the news the crimes that these people are willing to commit. We need to make sure that our hobby and we ourselves don't become their victims. We all need to keep our eyes and ears open. We will try to get this letter posted in the "Members Only" section on the website for everyone to read.

See you all at the meeting.

Don

MEETING MINUTES

by Dan Deitemeyer, Secretary

Blue Max R/C Flying Club

August Meeting Notes

Meeting Date: August 16, 2004

Secretary: Dan Deitemeyer

Don Wolfe opened the meeting and welcomed six visitors to the meeting. There were no new members this month.

Around the Hangar

- The minutes of the July meeting were accepted as published in the newsletter.
- **Bob Davit**, Treasurer, reported that the club treasury has \$5,740 in the general operating fund and \$698 in the field renovation fund. These balances were net of all costs for the picnic. There was discussion about keeping the field renovation funds separate from the general operating fund. Bob pointed out that this accounting was made because the field renovation fund was the result of voluntary donations that were made for a specific purpose.
- **Ray Zinkowski**, Banquet Committee, said that he was targeting January/February for the banquet and that invitations would go out by regular mail as well as e-mail.
- **Pete Sidor**, Field Marshall, reported that there has been some vandalism at the field and that some signs need replacement. Don will check with Ira to see if signs are on order and, if not, make sure that signs are received.
- **Bob Davit** said we spent approximately \$1,500 on the picnic. We consumed twice the amount of food as last year and attendance at the picnic was over 100. A great time was had by all.
- **Dennis Brumley**, Safety Director, said that everyone was "behavin'" so we missed a monthly sermon. **Don Linder** offered a safety tip; i.e., that two people should not try to start an engine at the same time. The space around an airplane engine is too small and inevitably someone is apt to get a finger in the spinning prop. Don's safety advice is a product of his own experience during the picnic and echoed by Don Wolfe who also was injured at the picnic the same way.
- **Frank Stillson**, Noise Director, led a discussion about non-members flying planes that emitted noise above the club's guideline of 98 db. Unfortunately, there is not much we can do to prevent non-members from exceeding the noise limits.
- **Jeff Schulman**, the club's Webmaster, was absent so there was no report.

Winging It

Ron Petterec, Proficiency Director, awarded **Eugene Kislenko** with his soloist certification. **Duane Lang** bumped up two positions by completing both his Intermediate and Advanced requirements. **Steven Tomczyk** went from being our youngest Advanced Pilot to becoming our youngest Sport Pilot.

MEETING MINUTES

Continued

Fun Fly

The August Fun Fly event was held during the picnic and results were posted in the newsletter.

Tim Niemiec and Paul Barsamian, co-Fun Fly Directors, were not in attendance at the meeting so keep watch of the website to learn about September's event.

Pilot's Briefing

This month's program was provided by Eric Lantz backed up by Doc Stevens. Eric and Doc are both employees of Venture Hobbies and offer expertise in electric flying. The presentation was specific to nitro conversions and they brought in several models to illustrate.

Eric explained the conversion process in three steps. The first step is to find an electric motor that will approximate the recommended nitro power equivalent. To do this, computer software is used. Modelers can purchase the software or Venture has the software available in the store to match motors with power requirements. The second step is to match the electric motor with a battery pack. The display models used lithium polymer batteries. The third step is to use power system tools to bench test the motor, battery pack and speed control coupled with various propellers. The tools suggested by Eric included a watt meter and a tachometer.

The first conversion shown was a Great Planes Lancair 60. The completed plane weighed 8 lbs 6 oz (over one pound lighter than the same plane equipped with a nitro engine). The motor developed 7 lbs of thrust, demanded 40 amps and had an approximate flight time of 15 minutes.

The next conversion was on a prototype GeeBee being imported from Planes Plus. This plane is recommended for a 90 size 2 stroke engine. The electric motor conversion produces 8.8 lbs of thrust for this 9 lb plane. Flight time is approximately 10 minutes swinging a 16x10 prop.



Mike McGee provided a return visit of his electric powered SIG Kadet Sr. (see July minutes). Mike said he can fly his red and white beauty all day in six minute intervals with 15 minute recharges.

Eric pointed out that the conversions of these larger scale airplanes are made possible by new battery technology. He also mentioned battery regulators to insure that there continues to be power to the onboard receiver even after the motor stops.

While electrics offer the benefits of noise reduction, more torque at lower RPM, and absence of fuel mess, the combined initial cost of motors, batteries, speed control and regulator continues to be much higher than fuel engines. Prices are coming down though and electric power is an exciting new aspect of our hobby.

Rough Landings

- **Ardie Arnold** crashed due to having a bad battery. Ardie has since purchased a voltmeter so that he can check his batteries before flight.
- **Dennis Brumley's** Rascal broke apart after dropping a wing too low during the picnic.
- **Eric Toalson** tip stalled in wind and lost one plane to a corn field. And, on the day of the meeting, he landed his Hangar 9 Twist hard and damaged his fuse and landing gear.
- **Joe Keehan** flipped his plane on take off.
- **Duane Lang** lost a helicopter this month.

MEETING MINUTES

Continued

- **Don Wolfe** damaged his Somethin' Extra during the picnic limbo contest. A week later, he crashed Cessna "#2" when he momentarily lost sight of the plane while gliding in for a dead stick landing. The plane split the uprights of the directional arrow signs at the end of the field, the wing torn off by the sign posts and the fuse torpedoing through the center.

On the Flight Line

Don Linder showed the completed repair of his Ryan STA. This is the same plane that had collided mid-air with Al Rychlik's RAF SE.5 a month earlier (see July's crash reports). Don had purchased a second kit for extra parts which aided in making the repairs. Don reported that Al's SE.5 flew the day the before the meeting so happily both planes are back in flying condition.

Ardie Arnold provided views of his new Hangar 9 Clipped Wing Taylorcraft. The model weighs 15 lbs and is powered by an O.S. 108 swinging a 17x6 propeller. Among Ardie's modifications to the ARF is he connected the wing struts to the fuselage rather than to the landing gear. This will prevent potential damage to the wings in the event of a hard landing.



Top Gun

The August raffle was a SIG Somethin' Extra ARF and a field charger. **Owen Wolfe** won the SE and **Jim Janiak** took the field charger home.

Special thanks to **Jim Keehan** for stepping in to provide a make-shift raffle drawing. Next month, **Ardie Arnold** and **Don Linder** are both due raffle tickets for the August Show'n'tell.



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

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

SEPTEMBER FUN FLY

by Tim Niemiec

The fun fly for September will be a timed climb and glide. As in the past, you will have 30 seconds from the start of the clock to takeoff and climb as high as you can. Then you throttle to idle and will have to complete one roll and one loop. After that, see how long you can stay aloft. There will also be extra points for a spot takeoff. The winner will be determined by the highest points earned during the event. This month's fun fly is less challenging than the past few contests. Be sure to come out and participate.

Remember there are only two fun flies left this year! Good luck and hope to see you there.



SOUND RESOLUTION

by Frank Stillson

Over the years the Blue Max Flying Club has promoted sound reduction as an on-going practice. We began when no mufflers were required. Then we voluntarily began the program of sound suppression. First we required a "muffler". Anything could qualify, and frankly some of the early designs did not reduce noise levels very much. At this time readings of 110 db, and higher, were common. At this noise level serious hearing problems will develop.

Over the years the engine manufacturers have developed better mufflers, along with much better engines. Sound suppression has followed with improved mounting techniques and much better propeller design.

All of this, put together in the modern aircraft with improved engines (more power), improved engine mounting, superior propeller design, and well built aircraft, have produced the potential for a quiet airplane with all the power you can use.

It does not have to be loud to be fast and powerful.

There are still those who insist on having a loud, noisy aircraft. You do NOT need to be loud to have a high performance aircraft, especially on our field. There is no need to have aircraft noise levels exceeding 95 db, and levels under 90 db's are very achievable.



Noise Meter

UPCOMING BIRTHDAYS

September

9/22 — Thomas L. Jetson
9/28 — Alexander Gutierrez
9/30 — Cas Dabrowski

October

10/1 — Mark Giannis
10/3 — Tim Niemiec
10/7 — Duane R. Lang
10/9 — Max Stinson
10/18 — Clay Smith

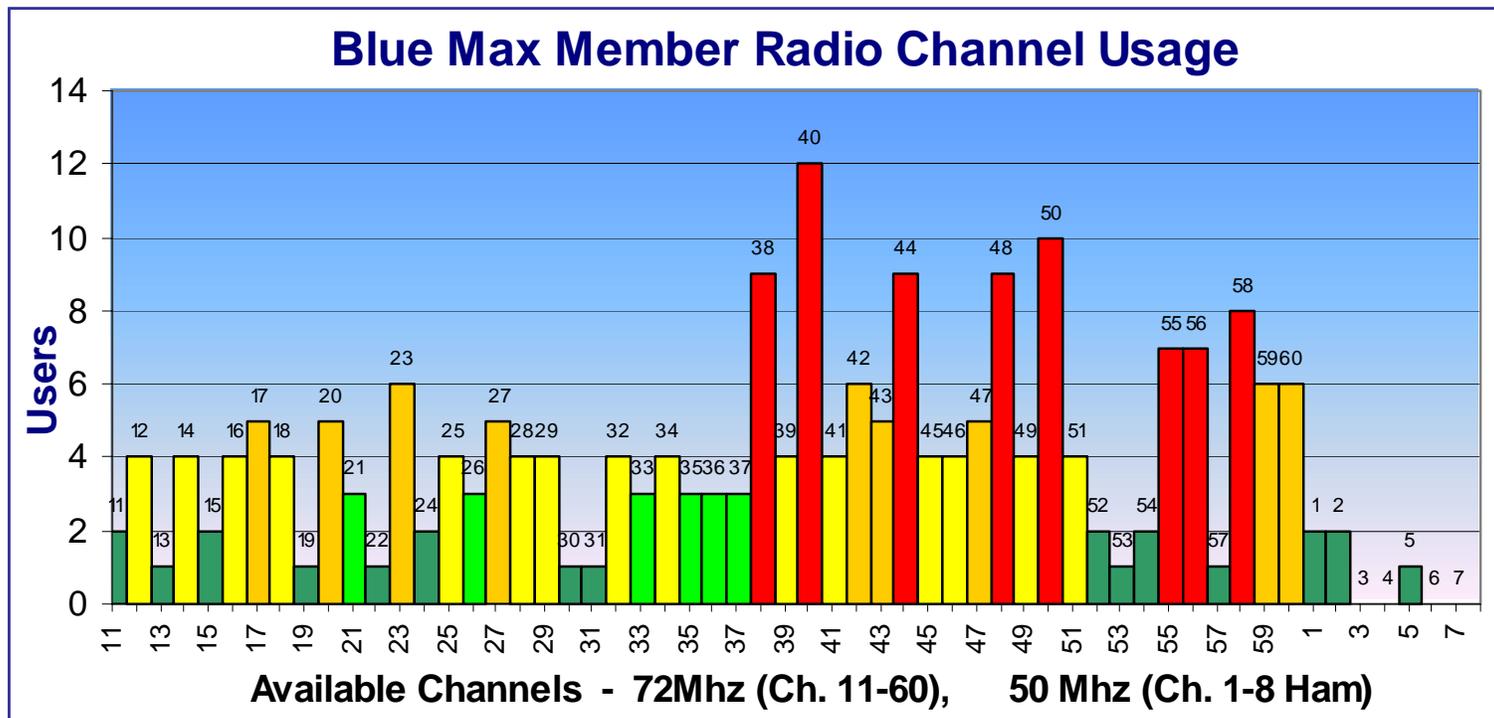
By being a considerate member of the flying fraternity and developing low level aircraft noise emissions, all will benefit from your efforts.

Unfortunately we cannot prevent nonmembers from bringing noisy aircraft to the field. What we can do is, talk to the them, nicely, and see if we can convince them that bringing quieter aircraft is good for everyone, including them. We cannot stop anyone, but maybe quiet pressure, or gentle persuasion will help.

Club members, you have been very good regarding noise reduction! Some could still do better, but by just a little effort on your part, sound levels of 90 db or less, can be achieved and maintained.

Have a quiet, fun time at the field.

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.

BLUE MAX WEAR

Want to look good at the field? Need a gift for a special friend? How about a nice comfy Blue Max Sweatshirt and hat? See Ira at the field or club meetings.



T-Shirt \$10



Hat \$10



You too can be this happy, just by wearing a Blue Max shirt!

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



Sweatshirt \$22

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 Gibsch, Geegib23@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.



SIG Rascal 40 with engine

Includes: servos, engine
Engine is an OS 52 Surpass
Servos are JR517 or Hitch 425

Price: \$250.00

Contact: Don Wolfe at dwolfe@insightpd.com or call (847) 721-5035

Hangar9 CAP 232 - **Read to Fly**



Includes:

- * Airframe with Hitec dual BB HS605BB servos
- * Saito 1.80 4-stroke engine, lightly used
- * Prop and spinner
- * Futaba 8 channel PCM receiver FP-R138DP
- * NiMH battery (trickle charged)
- * Spare cowl

This airplane is ready to fly as-is! Just put in a new crystal for your frequency, set up your radio, add fuel, and you are ready to go. I prefer to sell the whole airplane, but if you only want parts make an offer.

Price: \$1000 for everything!

Contact: Clay Smith at geekus@comcast.net or call (847) 229-1365

WANTED TO BUY

Buddy Box

Contact: Todd Tiegler at ttiegler@yahoo.com

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

UPCOMING EVENTS FOR
August, September, and October 2004

September 2004

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

October 2004

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

November 2004

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

