



Blue Max Aces

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

Editor – Bradford Walters

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July 2008

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Next meeting
July 21 at
St. Thomas School.
Start time - 7:00 p.m.



Fun Fly – July 20
Black Jack/21 Event



Starter Stands are
not first come first
serve. They need to
be shared.

Gene's Lowdown

by Gene Zerega - President

I hope everyone had an enjoyable and safe 4th of July holiday. I was at the field that weekend, and judging from the small number of flyers, I am sure many of the regulars were enjoying family activities. The 4th is a great time to share with the family.



Speaking of family activities, we decided at the last meeting to hold the Blue Max picnic on August 10th. **Carl Will** is once again the picnic chairman this year, and he promises to outdo himself. He is currently planning some of the activities, and we will discuss them in

more detail at our next meeting. It should be a lot of fun for the entire family. As a reminder, the GAS club picnic is also just around the corner on July 19.

We had a very productive discussion in our last meeting regarding our student flyer program. The main concern from the floor was how can we do a better job of pairing new student flyers with instructors. A number of excellent suggestions were raised and after careful consideration, **Bob Davit** agreed to call all the current instructors and students to explain our new program. From what I have witnessed at the field and heard first hand from some of the students, the new program is an overwhelming success. A big thanks to **Bob Davit** for all his help.

Our next meeting will be held on July 21st and our guest speakers will be **Bob Davit** and **Rudy Krolopp**. They will discuss in detail their recently completed Top Flite, Giant Scale P47 Thunderbolt project. Knowing Bob and Rudy, it promises to be an exciting presentation. DON'T MISS IT!

This month we will raffle off two Venture Hobbies gift certificates. The first prize will be \$100 and the second prize will be \$50. I look forward to seeing you at the next meeting.

Gene Zerega

President
Gene Zerega

Vice President
Pete Sidor

Editor
Bradford Walters

Board of Directors

Steve Haas
Murry Randell
Carl Will

Ron Petterec

Secretary
Murry Randell

Treasurer
Duane Lang

Webmaster
Pete Sidor Jr.

COMMITTEES

Banquet
Tom Jetson
Frank Stillson

Field Marshal
Matt Hauser

Flying Proficiency
Ron Petterec

Fun-Fly
Pete Sidor

Ground Crew
Gene Zerega
Matt Hauser

Noise
Frank Stillson

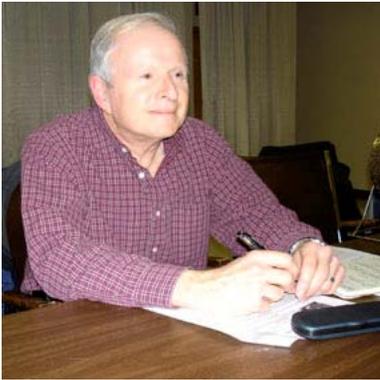
Picnic
Carl Will

Program
Rudy Krolopp

Safety
Carl Will

MEETING MINUTES

by *Murry Randell, Secretary*



Blue MAX R/C Flying Club
June Meeting Notes
 Meeting Date: June 16, 2008
 Secretary: Murry Randell

The June 16, 2008 meeting of the Blue Max RC Flying Club was called to order at 7:09 p.m. by President **Gene Zerega**.

Welcome Guests

There were no guests at the meeting.

Pilot's Briefing

Rick Butler, 767 Captain at American Airlines. Rick spoke about his career in aviation from his first flying lesson to the present.

Around the Hangar

President Report: Gene Zerega – Dusty Edmonds has suffered a stroke and is at the Chicago Rehabilitation Institute. Club members signed a card to be sent.

Secretary Report: Murry Randell- May minutes were accepted as published in the newsletter.

Treasurer Report: Duane Lang – Pre-meeting balance is \$4985.21.

Committee Reports:

- ✈ **Banquet: Frank Stillson** – Primary date will be Feb. 7, 2009. Secondary date will be Feb. 28, 2009.
- ✈ **Field Marshal: Matt Hauser** – No report.
- ✈ **Fun Fly: Pete Sidor** – Fun Fly was postponed due to weather. Fun Fly participation will now be by the proficiency level of the participants.
- ✈ **Newsletter: Brad Walters** – No report.
- ✈ **Noise: Frank Stillson** – If you have a really loud airplane, tone it down.
- ✈ **Picnic: Carl Will** – Blue Max picnic will be held on Aug. 10, 2008. GAS club picnic will be held on July 19, 2008.
- ✈ **Proficiency: Ron Petterec** – Not too much student participation yet this year. Weather has been a factor.
- ✈ **Program: Rudy Krolopp** – No report.

July – Bob Davit and Rudy Krolopp with their Top Flite Giant Scale P47 Thunderbolt project

August – Dennis Crooks, his P38 Lightning took 1st place in the 2007 Master's Scale Competition

September – Bob Walker, founder of Robart Mfg. & AMA Assoc VP, Dist VI, St Charles

October – Eric Karl, Robart design engineer & competition turbine jet pilot

November – Rudy Krolopp & Bob Davit, experiences in building their P-47

- ✈ **Refreshments: Carl Will** – Thanks to **Yohay** for refreshments.
- ✈ **Safety: Carl Will** – No report.
- ✈ **Webmaster** – No report.

Old Business

None.

New on the Radar

Extensive discussion was held on how to improve the instruction program. **Bob Davit** volunteered to pair up students with instructors. He will coordinate both the ground crew and the instructor program.

Unhappy Landings

Brad Walters – Gust of wind picked up plane while in the holder in the pits and twisted the whole tail section off.

Yohay Hahamy – Was doing inverted loops. Pushed elevator wrong way and plane went in.

Duane Lang – Crashed in the swamp. Later test showed only a 50 ft. range on the receiver.

Ron Petterec –Lost a Somethin' Extra at Sig. Looked away and picked up the wrong plane.

New on the Runway



Rick Butler showed a B-17 wing from a kit he is building.



It will have 4 RVC .60 size engines on it.

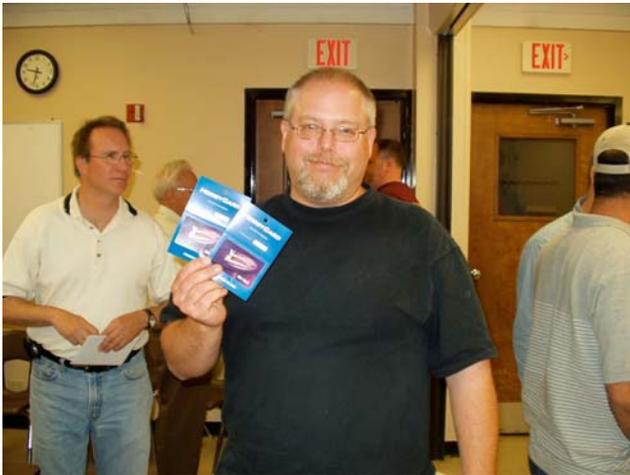


Don Linder showed a Sig Somethin' Extra ARF.



Rich Frost showed a kit built sailplane.

Top Gun



Les Magid won a \$100 and a \$25 Venture Hobbies Gift Certificate.



Pete Warenski won a \$50 Venture Hobbies Gift Certificate.

The meeting adjourned at 9:32 p.m.

Sound and 2009 Winter Banquet— Frank Stillson

Just returned from several very busy weeks. I was in charge of a Regional Electronics Convention with over 120 participants, in Peoria. From the convention, we then proceeded to North Carolina to visit my sister-in-laws, one of which is 95, in a nursing home with dementia. When we returned, I had my second cataract operation. Now maybe I will be able to see when I attempt to fly!

As far as sound suppression at our field, the persons that have the loud airplanes know who they are and need to work on reducing the amount of sound that they generate. There are many ways to accomplish this and many articles have addressed the ways to reduce sound in the past.

In the past, and still some today you would install straight-thru pipes on your cars and it sounded “neat”, until the police stopped you. It did not make the car go faster, just louder. The same thing holds true for our airplanes. We do not need to be hurting our hearing and bothering the neighbors.

Now for the 2009 Winter Banquet, we have secured the Buffalo Grove facility again and will have the fine band from last year for great dining and dancing. Mark your calendar for February 7th, 2009 for this annual event.

Meeting Place

Meeting Room #1 (MR 1)
St. Thomas of Villanova School
1141 East Anderson Drive
Palatine, IL 60074

Our meetings are on the 3rd Monday
of each month and they
start at 7:00 p.m.

Meet Your Unlimited Instructors

The Blue Max RC Flying Club currently has 4 instructors that have obtained an Unlimited Rating. These instructors are highly experienced flyers who have completed the Pilot Proficiency levels through “Sport Pilot”. Each have a great deal of experience with advanced aircraft and flight characteristics and are fully qualified to conduct maiden flights on highly aerobatic, large scale, or any other type of advanced aircraft. They are also fully qualified to train & test beginner and advanced level students. Each of them was asked five questions and during the next few months, we will bring you their answers.

This month meet Bob Tomasulo.

1. How and when did you get started in the hobby?

I started in RC, in Brooklyn, New York around 1960, as a child of 10-12 years old. My first RC airplane was a single channel Midwest Esquire, covered in silk and doped (my mother complained of the smell incessantly), used a Kraft receiver, replete with a vacuum tube, and a rubber band powered Bonner Escapement to control the rudder. The engine was a glow Enya .09, which was very popular at the time. The Bonner Escapement used the wound-up rubber band as the sole source of power to move the rudder!

At the time, the equipment we used was on the 27 Mhz band, and the bigger the transmitter the better! You were competing with CB'ers and Taxi's, which both had portable equipment installed in vehicles.

To turn the airplane, you clicked on the transmitter button once for left, and twice for right (or the reverse, can't remember anymore). That's it! That's the only control you had! Take-offs were mostly, no always, hand launches. At that time many were flying multi-channel reed systems, but my dad and I could not afford the expense.

As the years went on and I discovered girls and was invited to join the military (as if anyone at the time was invited!), I gave the hobby up for a while. I returned to the hobby briefly, in or around 1971, just in time to be introduced to a new fangled radio system, Proportional Control. I purchased a 4-channel, AM, MRC radio and a trainer. I flew this for a season and once again other interests diverted my attention. In 1994 or 1995, I once again became an active RC enthusiast while living in Chesapeake, Virginia, and then later Palatine, and still am active, albeit more occupied with retirement planning than RC at the immediate moment.

2. What are some major changes you have seen in RC flying?

Some of the major changes I've seen in RC through the years have been the advent of Proportional Control (PWM, PPM), the move to our own frequencies from 27 Mhz, the switch to FM from AM, and now Spread Spectrum.

I've seen the hobby transform from smallish glow-powered aircraft to quite large gas-powered aircraft. Let's not forget the advent of Turbines...

3. What is the best advice you could give to a new pilot?

Persevere! Listen and learn. There's a wealth of information out there, particularly on the Internet. During the non-flying months, practice on a simulator at home. Lastly, never fly too far beyond your current abilities. That's probably the hardest advice to take. It's hard to resist that Extra the week after you've soloed I know...but resist you should, else you'll soon be very frustrated.

4. What is it like for you as an unlimited instructor to fly the unknown?

Hmm, that's a tough one...Usually the same butterflies that afflict the builder/owner of the airplane afflict me. In addition, you have the added pressures of knowing that you're entrusted with this guy's new toy. Oh brother! Having said that, you can only be prudent in the pre-flight, make sure everything wiggles in the right direction, the CG is right, range test, and then go for it.....

5. Share one of your funniest or most interesting experiences.

When in Virginia, as an instructor, I took on the club "problem student". You know, the guy that's been at it for a few years and just can't seem to get it right. Well, I was determined to solo this guy. It was my mission. Finally, after two seasons, I thought he was ready. NOT! He took off from the runway, full throttle, crossed the fence line into the pits, chased a couple of guys in the pits, turned his airplane around somehow, and headed straight for us!

I dove for the deck, and he took the full force of his Trainer 40 wing into his thigh, broke his tranny antenna (it was limp, having been broken in two), and the aircraft was destroyed in front of him, just a few inches away. He was not hurt, but he just stood there as though in shock, staring at his crumpled trainer.

I was humbled by the entire experience.

INSTRUCTORS

UNLIMITED

Yohay Hahamy
Tim Niemiec
Ron Petterec
Bob Tomasulo

PRIMARY

Paul Barsamian
Ed Der
Steve Haas
Duane Lang
Don Linder
Del Peral
Jim Speers
Frank Stillson
Carl Will

BASIC

Steve Tomczyk
Bradford Walters

GROUND CREW

Matt Hauser
Gene Zerega

Editor's Page



FOREIGN ARFS

BASS Newsletter, October 2002

As published in "SPEAR IT OF '77" By Bill Cavanaugh

Did you ever hear of NAFAR? I found out about it by accident. I was having one of my several telephone calls to the dealer from whom I bought my latest ARF kit, and it sort of slipped out during the conversation. I asked him what it stood for, and he was somewhat evasive, but finally told me it was the National Association of Foreign ARF Retailers, a trade association for such dealers. I found this fascinating that already there was a trade association for this relatively new class of model airplane dealers, and determined to get more information about NAFAR and pass it on. We all should know what is going on in our hobby and I felt it my duty to keep my fellow modelers informed of the latest wrinkles.

It took quite a bit of searching but I did find NAFAR's address and telephone number, and proceeded to call them. A young lady answered, whose first language was not English. She politely told me that information was available only to those who qualified as a foreign ARF kit retailer. To qualify, one must have a dealer relationship with a foreign ARF kit manufacturer, and send a letter requesting membership. So I wrote a letter and did what any good investigative reporter would do: I lied.

My letter said I had a dealer relationship with an ARF manufacturer in the Czech Republic, whose name I made up, on the theory that they couldn't have the names of every Czech Republic ARF manufacturer handy here in the U.S. I provided some other phony but plausible details, such as a partner with an unpronounceable name. They must have been convinced that I qualified for membership because in due course I received a packet of information from them.

The information included an application for membership, a mission statement and a marketing guide. The mission statement contained a number of high sounding goals about serving the North American modeler, but the last one got to the crux of the matter, "... and to maximize retailer profit."

The real interesting document was the marketing guide, which I have reproduced here in full for your edification.

NAFAR MARKETING GUIDE

GENERAL PRINCIPLES TO BE FOLLOWED

Our studies have shown that in marketing Foreign ARF kits to the American modeler, greatest success will be achieved if these principles are followed. It is to be remembered that the American modeler thrives upon challenge, and will not be intrigued by kits that offer no challenge whatsoever.

1. **Advertising is the key to success.** Ads should be full page, in color if possible, and should imply that the retailer is a large well-established company, even if it is a one or two person operation out of a garage.
2. **All delivery quotes should be two to four weeks,** even though four to six weeks would be the norm to order a kit from overseas, receive it and reship it to the customer. Two to four weeks will be accepted by the average modeler and he will not cancel until after six weeks if a reasonable excuse is provided (e.g. the manufacturer received a large order from Germany just before yours). This procedure avoids the necessity of stocking kits in advance of sale, eliminating inventory costs.
3. **Do not provide plans.** Since the airplane is built, the modeler does not need plans. Also plans would enable a modeler to easily repair his model and the most profitable procedure would be if he ordered a new part rather than repair the old one.
4. **Instructions should be minimal.** A few diagrams and brief paragraphs in a small type font will suffice. You must not remove the challenge (see introductory paragraph above).
5. **Do not translate instructions into English from the manufacturer's native language.** Many modelers are bilingual and can translate themselves. Those who cannot usually have access to the language department of a local college, where the students will be happy to translate as a class exercise.
6. **Always be sure there are one or more parts missing from the kit.** This will provide some challenge that the modeler must have. Help local hobby shops by referring customers to them to replace missing control arms, clevises, etc. Local hobby shops provide a real service providing 59 cent parts to go with your \$200-\$300 ARF kits.
7. **Whoever answers your company phone should not have English as a first language.** It is not a good idea to make verbal communication too easy. Most modelers will give up after a few calls. This will save you much grief explaining late delivery, missing parts, etc.
8. **Always promote the virtues of ARF to your modeling customers.** The phrase, "Just drop in your radio and go flying" should be used at every opportunity. This will promote your own business and the ARF industry business in general. ARF is the next big thing in modeling and you are poised to profit on the crest of the movement.

There you have it; now you know what to expect when you buy a foreign ARF kit.

I just want to make an observation about item 8. "Drop in your radio" seems to say that if you hold your receiver, servos, battery and switch harness in your hand above the fuselage opening, and let go, these components will magically, on their own, drop into their appropriate location in the fuselage and fasten themselves in. The switch harness will connect and the control cables will cut themselves to the proper lengths and connect to the servos and control surfaces. Frankly, I have never had this most desirable experience. Radio and control installation has always been the most difficult part of RC model construction, and my ARF does not eliminate this task. In fact, construction of the wings and fuselage – that is eliminated by ARF – is the most satisfying part of construction for me. Seeing the model taking shape on my workbench gives me some pride in my building ability. This is the "challenge" I relish. But, then, maybe I am trying to hold back the inevitable.



Club Picnic

August 10th

11:00am-???

RC EVENTS:

Limbo

GAMES FOR KIDS 11 & UNDER

FOOD

Hot Dogs

Brats

Hamburgers

Chicken

This year's picnic will be pretty much the same as last year's with members supplying food according to the first letter of their **LAST** name:

A -G Desserts

H -M Chips & Dip

N -S Cold Food

T -Z Hot Food

Like last year, Blue Max will supply the meat, buns, condiments, silverware, plates, cups, drinks, and napkins

****Please get back to me and let me know how many adults and children are attending and WHAT FOOD you are bringing so I have an idea of what we need...****

Thank you,

Carl Will

1971nano@sbcglobal.net

BLUE MAX WEAR

Caps \$10

Sweatshirts \$20

Sizes: Small to 3X

T-Shirts \$10

Available Now!



UPCOMING BIRTHDAYS

July

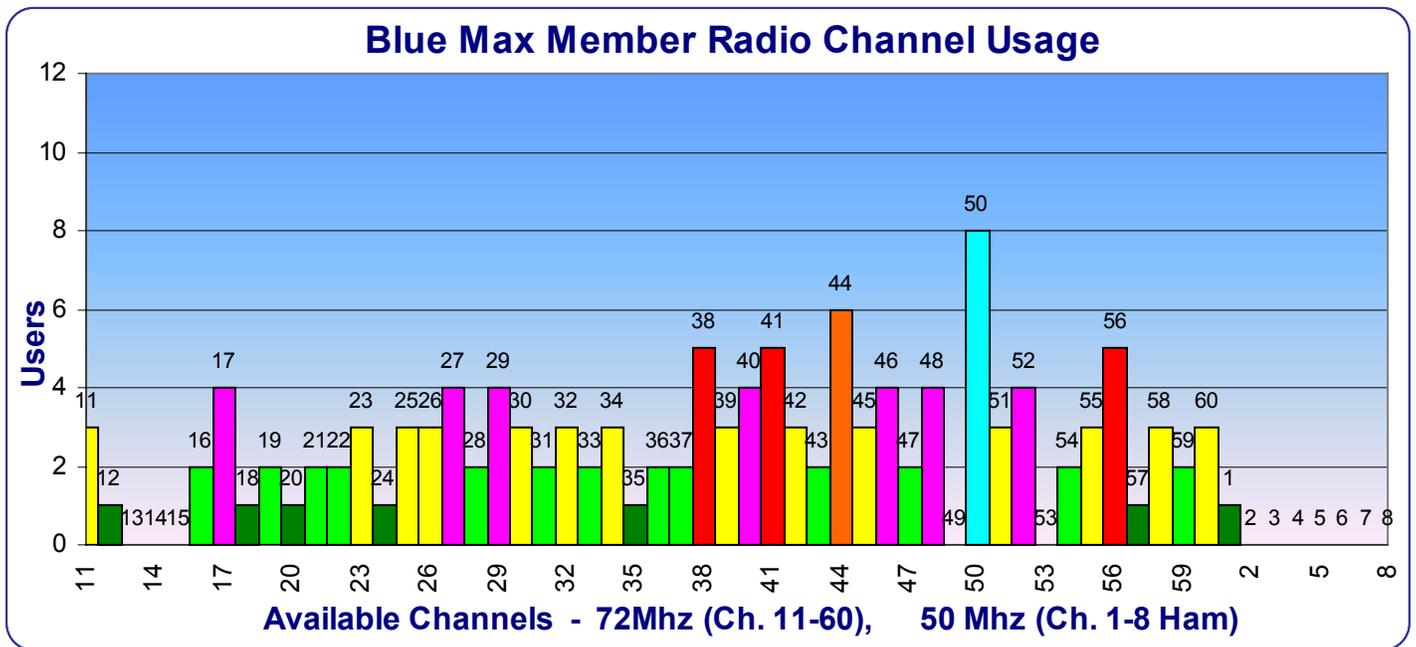
| | |
|-----------------|------|
| Gerald Anderson | 7/23 |
| Mike McGee | 7/26 |
| Ed Der | 7/27 |
| Kyle Der | 7/30 |
| Michael Racine | 7/31 |

August

| | |
|-------------|------|
| Don Cameron | 8/16 |
| Don Linder | 8/17 |

Show your Club Pride at the field!
 Wear your Blue Max caps, T-shirts, and sweatshirts.
 Caps and sweatshirts are now in stock and available at the meetings.
 See Don Linder.

FREQUENCY CHART



Please contact Bradford Walters at (thehoverzone@ameritech.net) with the following information to add or change radio channel numbers.

1. Your name.
2. All transmitter channels (example: 16, 44, 58 and 50Mhz 4).
3. Any other comments.

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

Look on the web for the newsletter in color.

**UPCOMING EVENTS FOR
July 2008 – September 2008**

July 2008

- 20) Fun Fly – 10:00 a.m.**
- 21) Monthly Meeting - 7:00p.m.**

August 2008

- 10) Club Picnic – 11:00 a.m.**
- 18) Monthly Meeting – 7:00p.m.**

September 2008

- 15) Monthly Meeting – 7:00p.m.**



Blue Max R/C
PO Box 7803
Buffalo Grove IL 60089-7803