



# Blue Max Aces

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

Editor – Bradford Walters

Volume 16 – Issue 10

October 2009

## Inside This Issue

Gene's Lowdown	1
Meeting Minutes	2
Meeting Location	5
Instructors	5
Editor's Page	5
Blue Max History	7
Birthdays	9
Blue Max Wear	9
Frequency Chart	9
Coming Events	10



**Next meeting  
October 19th at  
St. Thomas School.  
Start time - 7:00 p.m.**



**Don't miss the Fun  
Fly on Sunday, Oct  
18th at 10 a.m.  
(Depending on  
weather.)**



**When flying, carry  
your AMA card.**

## Gene's Lowdown

by Gene Zerega

October is upon us, and it is time for our annual club nominations. If you have the desire to actively participate in helping set the future direction and priorities of the



club, this is your opportunity to step up and put your name in for nomination. We will be nominating fellow club members for the positions of President, Vice President, and the four Board of Directors positions. If you do not care to hold an elected position there are plenty of other opportunities to help the club by participating on one of the many committees. If you are interested in holding a position, elected or otherwise, but are unable to attend

the October meeting, please get back to me directly via email or phone before the meeting. I will be glad to place your name into nomination. Actual voting will take place at the November meeting, and new and repeat appointees will be installed at the close of the December meeting.

As most of you know by now the Deer Grove Flying Field has a newly paved black top runway. Don Linder, President of the GAS Club, wrote a very nice commentary in his October Newsletter. I have included a copy below.

*"Deer Grove Flying Field Paved*

*The recently discussed feasibility of a hard surface runway has been solved. After the Forest Preserve resurfaced our driveway they asked if we wanted to have a hard surfaced runway. Many fliers were skeptical that it would really happen. An unofficial response of the Gas Club and Blue Max was split on whether the pilots wanted to have the hard surface runway installed. On Monday evening, September 21, a show of hands of the Blue Max members present indicated a preference for status quo. Blue Max intended to send out a questionnaire to get a more complete reading of member opinion. However, on Thursday, September 24, equipment was on site preparing the ground for the 170' x 30' runway!*

*A high school cross-country track event took place on Saturday delaying the black top trucks getting in and out of the area. In spite of the delay, Power Paving of Bellwood finished the job by that evening.*

- President**  
Gene Zerega
- Vice President**  
Pete Sidor
- Editor**  
Bradford Walters
- Board of Directors**  
Bob Davit  
Rudy Krolopp  
Duane Lang  
Don Linder
- Secretary**  
Murry Randell
- Treasurer**  
Duane Lang
- Webmaster**  
Pete Sidor Jr.

## COMMITTEES

- Banquet**  
Tom Jetson  
Frank Stillson  
Kurt Schmitt
- Field Marshal**  
Matt Hauser
- Flying Proficiency**  
Yohay Hahamy
- Fun-Fly**  
Pete Sidor
- Ground Crew**  
Gene Zerega  
Matt Hauser
- Noise**  
Bradford Walters
- Picnic**  
Carl Will
- Programs**  
Bob Davit  
Rudy Krolopp
- Safety**  
Don Linder  
Sam Rimer

*The runway was inaugurated on Sunday with a few props and gears damaged due to the “lip” getting on and off of the hard surface. A number of pilots showed up on Monday to spread dirt around the edges to alleviate the problem. On Sunday a light SW wind set the pattern for takeoffs and landings toward the easier ‘uphill’ direction. Several pilots were able to take off from the strip, while others used the grass. Landings intended for the strip were successful a percentage of the time. Steering during takeoff is more responsive than on grass, so you might want to program exponential control into your rudder. Wheels roll so much easier on a hard surface. Your idle speed has to be very low or be ready to fly once your plane is on the runway! Landing on 170’ typically ends by rolling off the end into the grass to slow down. Wednesday the NE wind called for downhill landings. This was more challenging.*

*Don Linder, President”*

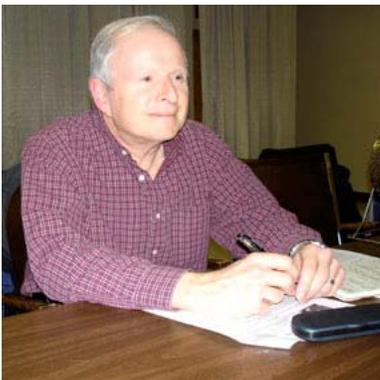
Our next meeting will be held on October 19. I look forward to seeing you at the next meeting.

*Gene Zerega*

---

## MEETING MINUTES

by *Murry Randell, Secretary*



**Blue MAX R/C Flying Club  
September Meeting Notes**  
Meeting Date: September 21, 2009  
Secretary: Murry Randell

The September 21, 2009 meeting of the Blue Max RC Flying Club was called to order at 7:07 p.m. by President **Gene Zerega**.

### Welcome Guests

**Lee Bergstedt, Jim Audo** and **Sig Fertig** were guests at this month’s meeting.

### Welcome New Members

**Rick Schleicher, Lou Matich, and Mark Cassidy.**

### Around the Hangar

**President Report: Gene Zerega** – No report.

**Secretary Report: Murry Randell** – Minutes of the August meeting were accepted as published in the newsletter.

**Treasurer Report: Duane Lang** – Balance is \$3531.00 after all expenses.

### **Committee Reports:**

✈ **Banquet: Frank Stillson** – Deposit has been paid. The cost will be \$30.00 per person. Invitations will be sent out. Volunteers to bring equipment will be greatly appreciated.

✈ **Field Marshal: Matt Hauser** – No report.

✧ **Fun Fly: Pete Sidor – Mail Run**1st place – **Ron Petterec-Sport-36**4th place – **Gene Zerega-intermediate-63**2nd place – **Don Linder-Sport-50**5th place – **Andrew Gebhard-Solo-64**3rd place – **Bradford Walters-Sport-60****Duane Lang-Sport-60**

Also participating were **Matt Hauser, Bob Wisinski, Bob Breckler, Steve Haas, Yohay Hahamy** and **Dan Deitemeyer**.

Fun Fly Scores:**Ron Petterec – 35****Marv Green – 12****Steve Haas – 32****Yohay Hahamy – 12****Bob Wisinski – 27****Matt Hauser – 12****Gene Zerega – 26****Andrew Gebhard – 10****Dan Deitemeyer – 26****Ed Der – 9****Bradford Walters – 25****Carl Will – 8****Don Linder – 22****Dan Elekman – 4****Duane Lang – 22****Bob Breckler – 4**✧ **Newsletter: Bradford Walters** – Going great.✧ **Noise: Bradford Walters** – All club members are within AMA limits. 88-89 Db on average.✧ **Picnic: Carl Will** – No report.✧ **Proficiency: Yohay Hahamy** – Everyone should try to advance at least one level. **Dan Deitemeyer** is our newest instructor.✧ **Program: Rudy Krolopp/Bob Davit** – No report.✧ **Refreshments: Carl Will** – Thanks again to **Carl**.✧ **Safety: Don Linder/Sam Rimer** – A spotter would be a big help in watching when people are on the jogging path. Maneuvers should be done over the field. No one should taxi out onto the field when someone is on the field.✧ **Webmaster: Pete Sidor Jr** – No report.✧ **Membership: Pete Warenski** – No report.Old Business

None.

New Business

1. A discussion was held on the pros and cons of a paved runway at the field. An inconclusive vote was taken.
2. Don Phillips and George Gaynor (new hobby shop owner) attended the meeting. The new name for the shop will be AdVenture Hobbies. Competitors' prices will be matched as much as possible. Inventory will be brought back to normal as soon as possible.

Unhappy Landings

None.

New on the Radar



**Marv Green** – Hanger 9 Twist



**Rich Frost** – Lanier Caprese C.



**Don Linder** – Great Planes Minnow. Fiberglass fuselage, build up wing. Saito 100-four stroke.

Top Gun



Twist 40 ARF won by **Murry Randell**

Meeting adjourned at 9:06 p.m.

## Meeting Place

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

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

## INSTRUCTORS

### GROUND CREW

Dan Deitemeyer

Duane Lang

Shlomo Rimer

Steve Tomczyk

Matt Hauser

Ed Der

Don Linder

Aviv Shov I

Bradford Walters

Gene Zerega

Steve Haas

Del Peral

Jim Speers

Carl Will

Yohay Hahamy

Ron Petterec

Frank Stillson

## Editor's Page



### THE ANSWER TO SEPTEMBER'S NAME THAT PLANE

The name of the plane is the Mikoyan-Guryevich Mig-21F-13. Dan Deitemeyer was the first to answer it correctly and will receive a free raffle ticket at this month's meeting. As over 13,500 were built, this plane is the most widely produced combat aircraft of the cold war. Designed as a short-range, clear-weather, supersonic fighter, the first production left the factory in late 1959. The cockpit of the plane was unpressurized, so pilots wore a partial-pressure anti-g suit and sealed helmet. A separate control on the right console heated the helmet for comfort and defrosted the faceplate. A clear, armored canopy/windscreen hinged forward for access from the ground; as the canopy closed, it depressed a plate behind the pilot's head, arming the ejection seat automatically. The canopy also hinged forward and left the aircraft with the seat to protect the pilot from wind blast during ejection. See picture below.



### OCTOBER'S NAME THAT PLANE

First unveiled in the mid-thirties, this plane marked a new standard in fighter design. One of the first modern military aircraft, it was a monoplane featuring aluminum framework, fully retractable landing gear, retractable flaps, and an enclosed cockpit. A newly developed engine gave it a top speed of more than 300 mph in level flight. It carried eight rifle-caliber machine guns at a time when most carried only two. By late 1940, it mounted 12 machine guns; and in early 1941, it introduced four 20mm cannons.

Send all responses to Bradford Walters at [Bradford@thehoverzone.com](mailto:Bradford@thehoverzone.com).

### AVIATION MOVIE TRIVIA

**Rich Frost** has submitted some Aviation Movie Trivia questions. Here is the one for this month.

**The hint is “Tacka, tacka, tacka” and the movie is .....?**

The September answer is: “Ernst Kessler” and the movie is “The Great Waldo Pepper”.

**Pete Sidor** had the correct answer.

Send all responses to Bradford Walters at [Bradford@thehoverzone.com](mailto:Bradford@thehoverzone.com).

### BLUE MAX FLYING FIELD



# THE ORIGINS AND HISTORY OF THE BLUE MAX FLYING CLUB OF BUFFALO GROVE

WRITTEN AND SUBMITTED BY FRANK STILLSON

## PART 2

**1978** again started with an open field which we leveled, planted seed, and then waited for the grass to become good enough for us to fly on it. The location was on Aptakasic Road in Long Grove, in a portion of a nursery that was not in use at the time. This field had lots of wide-open space, a large square area and only one obstruction. Just to the south of the field, in a low swampy area, was a very tall cottonwood tree. It required care not to fly into it. One morning when we arrived at the field this cottonwood tree was very nicely lying down in the swamp. It sure improved our landing pattern.

- This was the first field that we laid carpet in the pits.
- The first helicopter was flown at this field. This type of aircraft was discouraged due to the differences in the flying pattern that helicopters require.
- The first winter banquet was held at an Italian restaurant in Prospect Heights.
- The flying proficiency program was introduced; modeled after an article in one of the model magazines.

Everything was going along fine until we had a visit from the owner of Oman's Flower Farm. It seems that he had a FAA approved landing field for full-scale aircraft just to the north of our RC field. He was not pleased that we were flying into his air space, even though he hardly ever flew and always stayed away from where we were flying.

**1979** and another new field was built out of nothing. This one was one mile east of the previous site on Aptakasic Road, on what was then known as Liekum's farm. (Now all houses.) This runway was cleared out of the edge of a swamp! This was another "L" shaped field. The land around was planted in soybeans, which was not bad because they do not grow very tall, but are very dense. (Made it difficult to locate a downed airplane late in the year.) To the east was a swamp with 6 to 7 feet tall vegetation, along with ground conditions like a soft, wet sponge. Once we held a raw egg drop. (Put an egg in a cup on top of your aircraft and try to hit a target.) The ground was so soft the eggs would not break when they hit the ground. Instead, they bounced!

- A flying safety program was started as there were too many careless happenings and close calls. Fortunately, no one was ever hurt.
- The first frequency control board was installed.
- Safety fencing was installed.
- There was a 75-member limit in the club.

During the early **1980's**, Blue Max hosted four AMA sanctioned Fun Fly's at the old Nike site in Libertyville. They were held in honor of Paul Suwalski, one of the founding members of the club who passed away from a fast acting cancer.

In **1985** we moved again; this time to the Forest Preserve Park District flying site in Deer Grove that we are currently flying at today. There have been some times, at first, that this field looked rather risky also. The owners of the condominium complex, just to the east of the field, were not happy with the aircraft flying near them and making all that noise. One summer we had a Forest Preserve District police officer monitoring our flying habits. This was in response to a lawsuit that some of the condo owners were considering. Ultimately, due to the monitoring and improved flying on our part and the cost to sue the forest preserve, the lawsuit was dropped. To date, we have been free of complaints from that sector. In the late 1980's quarter scale aircraft began appearing.

In the early **1990's**, Ed Der began an improved newsletter.

The four station flying locations were incorporated at this time to help with noise reduction.

Flying contests were held during annual picnics and had as many as 30 contestants.

A new and improved frequency board was built and installed.

The Forest Preserve District cut the grass most of the time.

The flight-training program was upgraded to better identify proper instructors.

Flying demonstrations replaced the contests at annual picnics.

In **1999**, a web site was started for communicating with the members. The newsletter was incorporated into the web site.

In **2000**, The Blue Max Flying Club became a non-profit corporation, thus shielding the members from any litigation that might arise in the future. A board of directors now runs the club, along with the elected President and Vice President.

The old carpet was replaced with a good drainage system, along with outdoor carpeting that improved the flying conditions in all kinds of weather.

An improved frequency board along with storage facilities was installed.

Membership exceeded 150 at times during this period.

Family picnics were held on the field each year, with much more than hot dogs and hamburgers.

The latest additions are the assembly tables for our aircraft, so there is no need to kneel when assembling the aircraft.

There have been many changes in miniature aircraft since the beginning of this club in 1970. The technology of radios, engines, propellers, airframes and technology in general have created many new fields of enjoyment in Miniature Radio Control Flying. Indoor flying has come of age in the past few years and many of the members participate when the weather is not good for outdoor flying.

Written by Frank Stillson AMA #94665.

Member since 1970

## **APPENDIX**

Frank Stillson, charter member of the Blue Max Flying Club joined in 1970.

Frank held the following positions during the past 30 years.

Secretary

Treasurer

Vice President

President

Flight Instructor

AMA Contest Director

Liaison to Buffalo Grove Park District

Refreshment Chairman

Safety Chairman

Club Contest Director

Noise Abatement Chairman

Banquet Chairman

Frank has been responsible for developing:

Flying Proficiency Program

Flying Safety Program

Helping to develop three flying fields

Marv Green joined the Blue Max Flying Club in 1975 and has been a very involved member for all these years. He became the premier flying instructor for over 27 years. He sat on the board in different positions many times. He also helped develop three flying fields.

# BLUE MAX WEAR

Caps \$10

Sweatshirts \$20

Sizes: Small to 3X

T-Shirts \$10

Available Now!



## UPCOMING BIRTHDAYS

### October

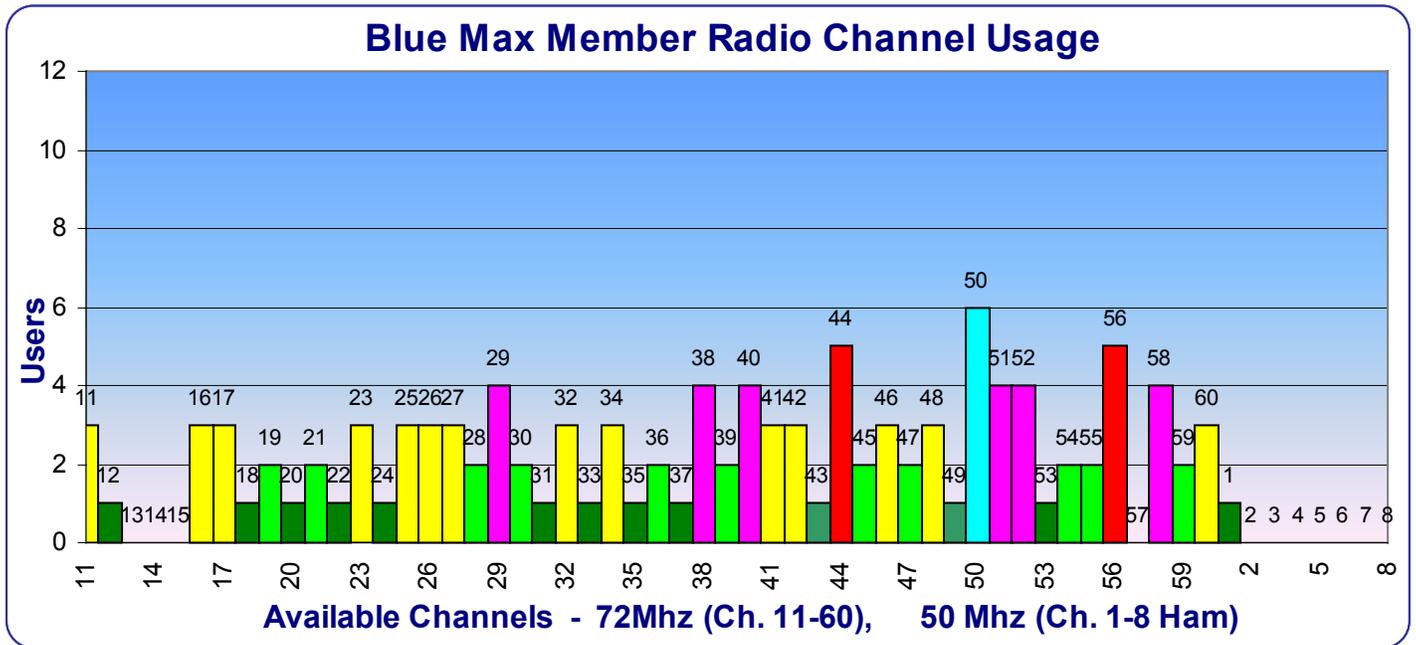
Christine Heermann 10/24  
 Scott Zeliar 10/25  
 Brian Kueker 10/27

### November

Marvin Gino 11/9  
 Hailey Matich 11/16

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 ([bradford@thehoverzone.com](mailto:bradford@thehoverzone.com)) 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](http://www.BlueMaxRC.com)**

**Look on the web for the newsletter in color.**

**UPCOMING EVENTS FOR  
October 2009 – December 2009**

**October 2009**

- 18) Fun Fly (depending on weather) – 10:00 a.m.**
- 19) Monthly Meeting – 7:00 p.m.**

**November 2009**

- 16) Monthly Meeting – 7:00 p.m.**

**December 2009**

- 21) Monthly Meeting – 7:00 p.m.**



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