

show Blue Max Aces

The Monthly wsletter of Blue Max R/C Flying Club

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Cleared for Take-Off...

By Jim Ackleson



Hello Everyone,

I don't know about you guys, but I really enjoyed last month's tech-talk about signal loss. Having lost a couple of planes in the not-too-distant past to what I chalked-up as "signal loss" I was fascinated to learn of the capability that today's transmitters have to track signal degradation during flight. In fact, I find that I am now flying with the 'signal packet loss' screen

displayed at all times so that I can see if it seems to be an issue during flight. Thanks so much for the mini-seminar Dan.

Along the same lines, I want to share an incident that happened to me a couple of weeks ago. I have been flying an FMS Super Cub (1700mm) on a 6S battery pack. It comes out-of-the-box as 4S ready and always seemed under-powered to me. I didn't change the ESC (which I was told was a 60 amp...I admit that i didn't check) and so I tried a couple of flights without using full throttle and then borrowed a watt meter to measure the peak current draw during a couple of full-throttle vertical climbs to see what the ESC might be experiencing. The result was about 67 amp max, which I thought was close enough since I would only be using full-throttle in short bursts. Well, after about 50 or 60 flights, we get a nice weekend just after Christmas, and it was a beautiful flying day. I hadn't flown for a couple of months and was really enjoying the opportunity (probably a bit more enthusiastically than usual). On the third flight of the day, the ESC decided that it had enough and left a very impressive trail through the sky. I have only had one ESC give-out before and on that occasion it left the BEC circuitry intact, so I had control to land. I was not so lucky this time and the plane was a write-off. I'm glad that it was only a \$300 foamy as opposed to something that had many hours of labor and hundreds of dollars in equipment. In retrospect, when I researched after the fact, the standard ESC for this model

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COMMITTEES

Winter Banquet

Steve Gelman

Field Marshal

Jim Kaufman

Flying Proficiency

Steve Gelman

Fun Fly

Dan Trocke

Noise

Leo Hanula

Picnic

Steve Gelman

Programs

Open

Safety

Chris Mays

was rated for 45 amps. Lesson learned, and in the immortal words of Ronald Reagan: “trust, but verify.”

Meanwhile, we agreed at the last meeting that we would conduct the January and February club meetings by Zoom. Look for a link to arrive shortly and see you on-line at 7:00 pm, Monday January 16th.

Fly safe.

Jim

This is NOT what an ESC should look like



December 19, 2022 Meeting

MEETING MINUTES By Leo Hanula, interim Secretary

Around The Hangar

Presidents Report – The meeting was called to order at 7:05 pm By Jim Ackleson

Secretary Report – Murry Randell: Minutes as appearing in the newsletter were approved.

Treasurer Report – Jim Kaufman: Balances were reported and are available to club members on request. To date we have 60 members. We can now pay dues on Venmo

Newsletter Report – Please send pictures and For Sale items you would like to include in future newsletters to leohanula@sbcglobal.net no later than 10th of each month.

Webmaster Report – Larry Bochenko: The domain was renewed.

Committee reports:

Winter Banquet – Steve Gelman: No Report

Field Marshal – Jim Kaufman: Field is looking good

Club Skill Challenge – Dan Trocke: The next fun fly will be in the Spring.

Noise - Leo Hanula: No issues to report.

Proficiency – Steve Gelman: Nothing to report

Safety – Chris Mays: Don't rush when flying in cold weather. Follow your checklists. Remember batteries will not last as long in cold weather.

Program – Dan Trocke made a presentation on power and signal diversity, evaluating signal strength and setting alarms.

Crash Report – Pete crashed his new twin engine foamie on maiden flight. Right and Left propellers were reversed. Damage to plane was repairable.

New Business – Brian Sokol will become the new webmaster in 2023. Thanks to Larry for his many years as our webmaster.

Indoor Flying –

"Come Fly Indoors With Us"

If you want to learn how to fly RC airplanes, or if you are a seasoned veteran and want to hone your skills during the winter months this is a class for you. Our “classroom” is the field house where we fly small to medium sized, electric RC planes in any weather. Most of our students are “repeat attenders” and have become good friends who enjoy sharing their knowledge with newcomers. So, if you are just starting out and need some help, or if you are looking for a comfortable place to fly during the winter, join us for fun and fellowship.

Location:

Forest View Educational Center : Field House
2121 S Goebbert Rd (Enter door 31 register)
Arlington Heights, IL 60005
(847) 718-7700

Mondays, Jan 9th – Mar 20th
3:30 - 6:30 PM
No Class Jan 19th & Feb 20th

Price: \$ **89.00** (less with a gold card ie. district 214 resident)

Canlan Sportsplex – 28156 W. North Pointe Parkway, Lake Barrington

Fridays 11am until 2 pm. Cost is \$16 per session

For more info or directions call 847-382-3433

While Carl was involved in a mid-air collision at Canlan, he was also involved in one while taxiing back to the pit.



Strictly RC-Norrige is offering club members a 10% discount on items over \$20.

Wanted – Mike Melendy is looking for a Pitts Style muffler for an O.S. .46 2 stroke

For sale – Hangar 9 Extra 300 Carden Edition. DLE 60 twin. Hitec HV servos. Only flown once. Contact Carl Will. carlkwill1971@gmail.com



Bruce Volocyk Aeroworks

Bruce is working on several kits this winter. These are some pictures of his second Four Star build.

