



PLANE TALK

PROP MASTERS R/C NEWSLETTER



AMA CHARTER CLUB #397

NAPERVILLE, ILLINOIS

APRIL, 2024

Greetings everyone! Hope everyone is healthy, and preparing for another good flying season!

The biggest news item for this month is the completion and review of our Club sponsored Snag-A-Deal auction, which was held on March 19.

Even though attendance was far less than last year, revenue was higher. We collected revenue exceeding \$1,000.00, which represents an increase of more than 20%. On April 23rd, we had a core group meeting, and discussed ways of increasing attendance and maintaining/increasing revenue goals. The money made from this event goes directly to the treasury, and can be used as we see fit. Generally, it provides additional funding for our club Christmas Auction. We will be discussing other uses at our club meetings throughout the year, as this amount allows us more flexibility than we have had in the past, so be thinking of things we can do that would benefit and be fun for all our membership!

Another news item is that there will be a Board Meeting immediately following our April 30th club meeting. We will be reviewing our Training program, Safety Program, and committee Chairs among other things. Board recommendations of significance will be presented to our membership for comment.

The final news item is that the new safety benches have been constructed and installed at the field. Member Darrell Zeri constructed and installed the benches almost single-handed!. Workmanship and quality of material is outstanding, so everyone needs to give Darrell a big "Thank You" next time you see him.

Hope to see everyone at the field soon!

Your President

Michael D. Pfeifer





Financial Report

Bill Hickey



Financial Report March 1, 2024 to March 31, 2024

Description	Operating Fund	Field Fund	Total	Comments
Balance March 1, 2024	\$745.62	\$4,197.90	\$4,943.52	
Income:				
Dues	95.00	80.00	175.00	40 paid members to-date.
Swap	1,252.00		1,252.00	Snag-A-Deal door receipts, Club sales, concessions, and post-auction sales.
Total Income	1,347.00	80.00	1,427.00	
Total Cash Available	\$2,092.62	\$4,277.90	\$6,370.52	
Expenses:				
Swap	168.09		168.09	Snag-A-Deal "pre-cash, paddles.
Board Expenses	87.60		87.60	Google Workspace to April 2025.
Total Expenses	255.69	-	255.69	
Balance March 31, 2024	\$1,836.93	\$4,277.90	\$6,114.83	

Bill Hickey, Prop Masters Treasurer

305 White Oak Drive Naperville, Illinois 60540

treasurer@propmastersrc.org

Dues are due

When paying your dues, please complete an updated membership form if any of your contact information has changed and either mail the form with your payment to me or turn it in with your payment at the meeting. A copy of the membership form is included with this newsletter.

Checks should be made payable to Prop Masters R/C Aero Club and sent to the address shown above.

Alternatively, you can send the funds to my PayPal account treasurer@propmastersrc.org. Please send them as "Friends & Family" and include a short note with your name so we know whose dues are being paid.

Many thanks!



Meeting Minutes

Jeff Cowan



Meeting Minutes – March 26, 2024

Opening:

The meeting began at 7:30 PM at Community United Methodist Church, 20 N Central St, Naperville IL. 21 members and 1 guest were in attendance. President Mick Pfeifer presided. The February 27 meeting minutes were approved as published in the March Newsletter. The March financial report was read and approved.

Committee Reports:

Safety	Darrell Zeri: Story told of an RC plane that literally burned up when pilot decided to try a LiPO battery significantly larger than the plane was designed for. Don't do this. Ron Angle: Reminded us that RID rules are now being enforced by FAA. Must now be flying with an operating RID module or at a FRIA designated field to be in compliant.
Forest Preserve	Tom Camp: Still no word from FP regarding approval to install a new storage box at the field. Tom suggested we just proceed and see what happens. Also determined that FP will work with us when need to transport new safety benches to the field and get rid of the old ones. They just need to be notified at time of transport and disposal activity.
Publicity	No report.
Raffle	No raffle.
Newsletter	Ray Luchetti: All OK.
Website	Jeff Cowan: All OK/current. Snag-A-Deal promo removed. Latest newsletter added. Website feedback requested from new members.
Library	Bill Hickey: Library content and how to access it reviewed for new members.
Instruction	Tom Camp: Hoping to start the regular instruction program mid-April, pending weather.
Fun Fly	No report. No March fun fly.

Old Business:

- Snag-A-Deal: Reviewed attendance and financial results of the 3/19/24 auction. An overall financial success, though lighter attendance than last year. Lots of club inventory that we did not have time to auction off during the event. Mick discussed the effort to sell/auction this inventory by other means. Further discussion/planning deferred to the auction committee.
- Safety Bench Replacement: Jeff Cowan presented his completed design document and ¼ scale model of a bench built to that design. Approval granted to proceed with building 4 new benches to be installed on the east end of the field, displacing 4 benches in best condition to replace 4 of the oldest/worst condition benches on the west end. Darrell Zeri volunteered to lead the effort to build and install the new benches, get rid of the old ones.

New Business:

- Bill Hickey led a discussion about the club purchasing a bungee launcher that might be kept at the field. Lots of ideas and considerations shared from those interested in pursuing this. No action taken to pursue it further at the meeting.



Meeting Minutes

Jeff Cowan



- The idea of a club build project was raised with lots of discussion. Lots of interest in this. No action taken to pursue it further at the meeting.

New Members & Guests:

The club welcomed guest Gary Watson.

Society of Aircraft Demolishers (SAD):

SAD patch awarded to Mick Pfeifer who recently crashed his RC plane doing slow/low pass in a crosswind. A gust flipped it over. Too slow/low to recover.

Show and Tell:

Arsh Saxena	Ziskawerks pylon racer purchased at Snag-a-Deal. GP – EP conversion. red.
Chris Hopwood	Weize 100AH LiFe 12v Battery
Arjav Jain	P47 Thunderbolt purchased at Snag-a-Deal, EP, silver.
Joe Bartek	Foamy 3D RC plane. Home restored auction find. EP, white.
Arjav Jain	DuraPlane kit plane, GP .40, blue/white.
Ron Angle	Dronetag RID Beacon
Mick Pfeifer	balsa RC plane kit (in box), Midwest Mach I, pattern plane, auction find
Pete Fales	SIG Four Star rebuild, GP, yellow
Darrell Zeri	Story of dog-assisted missing wing bolt search (found it!)
Jeff Cowan	Starter bench prototype

Raffle:

No raffle.

Closing:

The next meeting will be held Tuesday, April 30, 2024, 7:30 PM at Community United Methodist Church, 20 Central St, Naperville IL.

Newsletter Contributions

Send newsletter contributions to the
Newsletter Editor at
editor@propmastersrc.org

The deadline for submissions is the second
Tuesday of the month.

Club Newsletters are posted at the club
website: www.propmastersrc.org.



March 26th. Meeting Photos

Ray Luchetti



Arsh Saxena – Ziskawerks pylon racer purchased at Snag-A-Deal.



Chris Hopwood – Weize 100AH LiFe 12volt battery.



.Arjav Jain P47 Thunderbolt purchased at Snag-A-Deal.



Joe Bartek – Foamy 3D RC plane. Home restored auction find.

Prop



March 26th. Meeting Photos

Ray Luchetti



.Arjav Jain – Duraplane.



.Ron Angle – Dronetag RID Beacon.



Mick Pfeifer – Midwest Mach I balsa kit.



Jeff Cowan – Starter bench prototype.

Prop



March 26th. Meeting Photos

Ray Luchetti



Pete's relationship with his Sig Four Star Forty is interesting. It reminds me of the Phoenix bird from Greek mythology. The Phoenix is an immortal mythical bird with magical powers that is known for its ability to regenerate itself. At the end of the Phoenix's life, it spontaneously bursts into flames, only to be reborn from the ashes as a young phoenix, ready to begin a new life cycle all over again. Ray Luchetti, Editor

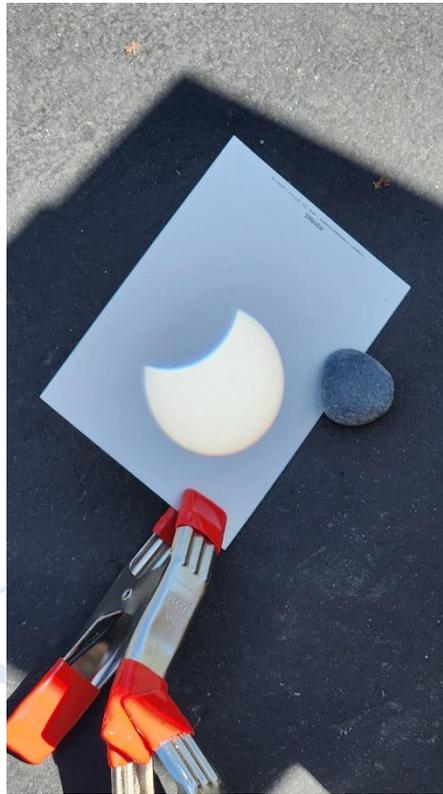
My Four Star 40 – Peter Fales

Some more details on the re-re-rebuilt Sig 4-Star. The latest version is ready to fly! While it is nothing special, but there are several things I was quite pleased with: 1) Over the years, I've replaced the wing several times, and the fuselage several times, and I think even both at once in one case. So, there is pretty much nothing that was on the original. But in my mind this "Ship of Theseus" (Google it!) is still the same plane. When I originally got it from Ray and Harlan, it had this color scheme with the yellow covering, the imitation exhaust pipes on the cowl, the USAAC Roundels, and the Lafayette Escadrille logo on the tail. I'm tickled to think that it's now back to the way it was at the beginning! 2) In the last crash, the canopy was badly cracked. Even if I were willing to spend the \$25 or so to get a replacement from Sig, they are out of stock and not even available at all right now. So, what to do? It seems that lots of folks on the internet don't like the non-streamlined "bubble top" look of the original canopy so they have improved it by cutting down the original to make a smaller, sleeker looking canopy. There was enough of the canopy left to make a cut down version, and I was very happy with the result. 3) The wing is left over from a previous iteration. It's not actually from a 4-Star, but it's about the right size and, more importantly, the camber of the top surface is almost an exact duplicate of the original wing. So it took only minor modifications to get it to fit snugly against the curved bottom of the fuselage. 4) The fuselage is a "fuselage only" kit from Sig that was purchased quite some time ago and then never built (until now, because I found something from a swap meet instead) (The second photo is the only one I could find of the original airplane. Amazingly, that in-flight structural failure did **not** result in a crash!) (edited)



Shots at the Field

April 2024
Dave Cairns





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Shots at the Field

April 2024

Dave Cairns



Prop Masters RC



Remote I.D

Ron Angle



Remote ID: When and where do I need it?

- If the only place you ever fly is the field at Springbrook Prairie, you do not need to have a remote ID capable aircraft. That is because it is a FRIA.
- FRIA's are FAA Recognized Identification Areas where you can fly as a recreational pilot with no remote ID required.
- If you want to fly at another club site, make sure it has been designated a FRIA site. Confirm this at the AMA website or on the various apps that replaced B4UFLY.
- If the site is not a FRIA, you must have remote ID if your aircraft weighs more than 254 grams (.55 pounds).

Remote ID requirements are finally here. In September of last year, the FAA postponed enforcement of Remote ID because it recognized that there were not enough modules available for all the aircraft needing them. They came out with a statement that in effect said they would look the other way until March 16, 2024. They also said they reserved the right to enforce the rules in case someone did something especially heinous.

March 16th has passed, and model aviation still continues. This is due to a couple items.

When remote ID was introduced as a concept, AMA and the FAA had a lot of discussions. One of the items that came from those discussions and our comments on the proposed rulemaking was the concept of the FRIA (FAA Recognized Identification Area). As originally conceived, this was to be a round area around the model aircraft field looking like a control zone around an airport. The FAA soon found out this was not practical, and the zones are all different shapes today.

More importantly, what does a FRIA mean? In simplest terms, it is an area associated with a model aircraft club and field where participants must follow a given set of rules. These rules are defined by a Community Based Organization that has been recognized by the FAA. In our case, our CBO is the AMA. Others have used a group put together by the people at Flightest. For our club, this means we stay within the limits of the FRIA and follow the AMA rules. Probably also a good idea to follow the Park District rules while we are at it.

For most of the people in the group, that is really all you need to know, but for those that fly at other fields or off on their own, here's some more information.

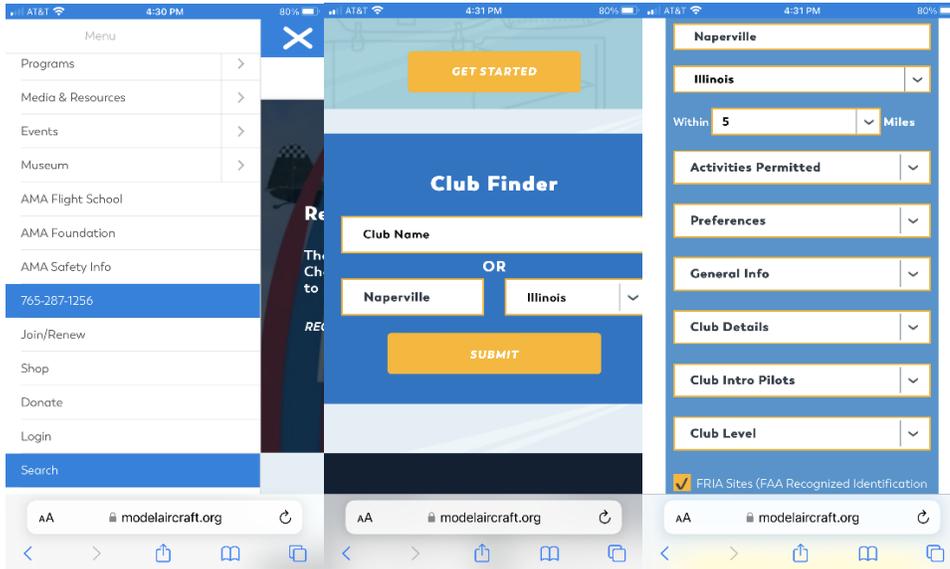
You have decided to take a vacation and want to fly while out on the road. Sounds great, but you need to prepare yourself with a few tools before you leave.

If you're going to be flying at model aircraft sites, I recommend you become familiar with the AMA website and how you search for clubs. It is simple. Navigate to www.modelaircraft.org and find the Search on the menu. Then when the next screen comes up, you can search for clubs based on a city or by name. Choose the city and state and submit. A new screen appears and on it you can select mileage from the city and at the bottom you can choose only FRIA sites. This would be the simplest way to find them.



Remote I.D

Ron Angle



If you are going to be flying on your own at your house or on the road, most likely you will need to have remote ID if your aircraft weighs more than 254 grams (.55 pounds). When doing this, I always recommend having one of the replacement apps for B4UFLY handy. The primary item here is making sure you stay out of controlled airspace. I personally use Air Aware and it shows all the FRIA's on its map.

In terms of modules for your aircraft, there are several sub \$100 options out there. I have not experimented with them so I cannot recommend one over another. Unfortunately, the only one I do have experience with is the Dronetag Beacon, and it is \$200+.

One important note here ... all of this is written from the recreational perspective. If you are flying commercial, the rules change. If you want to know more, feel free to reach out to me at a meeting.

Ron Angle



Hi-Start Basics

Joe Bartek



While Hi-Starts, the common name for catapult launchers using elastic bands for energy, are used for launching sailplanes, they can also be used to launch ducted fan models of jets or any plane needing a boost to reach flying speed. To get information on these, the first place to look is the Sailplanes Forum on RC Groups.

<https://www.rcgroups.com/aircraft-sailplanes-95/>

In the Sub-Forum called “Thermal Soaring”, you will come upon a Sticky Thread called “**Learning to use a Hi-Start-Help for New Pilots**” moderated by “aeajr”.

<https://www.rcgroups.com/forums/showthread.php?155353-Learning-to-use-a-hi-start>

I won't copy the whole thread here, since it is easy enough to get to, but I will extract a few quotes so you can get an idea of the parameters that need considering

“You want a pull of at least 3X the weight of the glider. I have launched at as much as 7X the weight of the glider for my stronger gliders”

“a "full size" hi-start” “probably has 30 meters/100 feet of elastic and 100-120 meters/300-400 feet of line”. “An up-start” “is 5-15 meters/15-50' feet of elastic plus 15-50 meters/50-150 feet of line which can be used in a smaller space” “If you start small, say 10' of elastic and 30' of line it will be a lot easier to control, and the launch will be lower and the energy smaller.”

The MIT club, Charles River RC, has an article on Hi Starts with a handy table of glider weight versus rubber size. The rest of the article is good, if you can stand the physics.

<https://charlesriverrc.org/articles/design-and-construction/aircraft-design/general/simple-physics-and-dimensions-for-hi-starts/>

There is another on line reference which shows the anchor stake and the key ring fittings you'll need to make the set-up work. The pictures are helpful.

Model Glider Bungee Launcher <https://www.instructables.com/Greenest-Way-to-Fly-RC/>

I had used Latex tubing in the lab, but I wasn't familiar with sources for it outside lab supply houses when I made a Hi-Start for my Sig Riser sailplane (2-meter wingspan), I found the tubing at US Plastic.

[Latex Tubing | U.S. Plastic Corp. \(usplastic.com\)](https://www.usplastic.com)

<https://www.usplastic.com/catalog/item.aspx?itemid=24741&catid=623>

You can also search for “**Flexible Latex Tubing**” on the Grainger website <https://www.grainger.com/>

1/4" ID x 1/16" Wall Amber Latex Tubing Sold by U.S Plastic in 50-foot rolls. This 3/8 inch outside diameter tubing is likely strong enough for 2 meter wing span sail planes weighing about 2 pounds.

(0.0614 sq in rubber cross section)

1/8" ID x 1/16" Wall Amber Latex Tubing Sold by U.S. Plastic in 50-foot rolls. This 1/4 inch outside diameter tubing is likely half as strong as the larger tubing above. A roll might make 2 up starts.

(0.0369 sq in rubber cross section)

(**Note:** 1/8-inch diameter round core for a bungee cord has 0.0123 sq in cross section.)

Hi-Starts for Smaller Gliders

My friends at Flying Aces Club fly gliders at the lower end of the weight spectrum, nearer 2 ounces for scale gliders of 36-inch wingspan. They will have a one-design competition for this sized model of the Schweizer SGU 2-22 vintage sailplane this September at Muncie as part of their Outdoor Champs Meet. They are settling on a Hi Start using 1/16-inch rubber for launching at that meet. The Bird of Time with a 48 inch wing span is at the 4-ounce end of that weight range, without radio gear, and should need a stronger Hi-Start.



Hi-Start Basics

Joe Bartek



The Hi-Starts for light Gliders (2-4 ounces) for Free Flight without radio gear are available at RetroRC.com. They sell kits for Hi-Starts with rubber from 1/16 to 1/8 inch wide to cover that weight range. They use standard FAI Tan Super Sport Rubber that turns propellers in free flight planes. The 1/8-inch rubber strip weighs about 1 gram per foot. It is about 1/24 inch thick, so cross section is about 0.0052 sq in, and density is a bit over 2 grams/ cu in. This makes it about 1/12 as strong as a Hi-start for 2-pound planes. The RetroRC Hi-Start uses 25 feet of this rubber, about \$3.00 worth. They also sell a kit for a storage reel, with laser cut plywood parts, for such Hi-Starts.

I'd recommend using at least 3/16-inch-wide rubber strip to launch a Bird of Time. Whatever you use, check the launch tension with a Fisherman's Scale, and start with no more than 3 X the glider's weight. Repairing a wing after a break on launch is no fun.

<http://retrorc.us.com/glidersaccessories.aspx>

<https://www.faimodelsupply.com/product-category/tan-super-sport-rubber/>

Length vs Weight for various sizes of FAI Tan: 1/16 rubber - 230ft/4 oz; 3/32 rubber - 160 ft/4 oz;
1/8 rubber - 115 ft/4 oz; 1/4 rubber - 226 ft /16 oz

Joe Bartek

Prop Masters R/C Aero Club



Fun Fly Committee



2024 Calendar

Date	Event Type	Event Details	Notes
January 1 st .	Special Event	Polar Bear Fun Fly	
January 30 th .	Monthly Meeting	Annual Christmas/Points Auction.	
February 3 rd .	Special Event	Pop-up Fun Fly	
February 27 th	Monthly Meeting		
March 19 th .	Special Event	Snag-A-Deal Auction	
March 26 th .	Monthly Meeting		
April 30 th .	Monthly Meeting		
June 1st & 2nd	Special Event	Clow Cavalcade of Flight	First weekend of June

Prop Masters R/C Aero Club



Prop Masters Organization & Contact Information

Board of Directors/Officers

Position	Name	Email address
President	Mick Pfeifer	president@propmastersrc.org
Vice President	Peter Fales	vice-president@propmastersrc.org
Treasurer	Bill Hickey	treasurer@propmastersrc.org
Secretary	Jeff Cowan	secretary@propmastersrc.org
Safety Officer	Mike Pettinger	safety@propmastersrc.org
Board/At Large	Tom Camp	board@propmastersrc.org
Board/At Large	Dave Engel	board@propmastersrc.org
Board/At Large	Esther Bourassa	board@propmastersrc.org
Board/At Large	Ray Luchetti	board@propmastersrc.org
Board/At Large	Harlan Davis	board@propmastersrc.org

Committees:

Fun Fly

funfly@propmastersrc.org

Jack Macpherson, Chairman

Dan Nosek

Dennis Grillo

Publicity

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Harlan Davis

Nominating

nominations@propmasersrc.org

Harlan Davis

Forest Preserve Relations

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Tom Camp, Chairman

Dave Cotton

Raffle

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Harlan Davis, Chairman

Mick Pfeifer

Membership Relations

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Harlan Davis

Instructors

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Tom Camp, Chief Flight Instructor

Mick Pfeifer

Ron Monsen

Mike Pettinger

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Harlan Davis

Librarian

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Bill Hickey

Webmaster

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Mike Pettinger

Newsletter Editor

editor@propmastersrc.org

Ray Luchetti

Air Show

airshow@propmastersrc.org

Tom Camp

Dave Engel

Visit the Prop Masters R/C Club Web Site at <http://www.propmastersrc.org>

Support your local Hobby Shop

Leisure Hours Hobbies
16300 South Lincoln Highway (US Rte. 30)
Plainfield, IL 60568
815-439-1477

Walt's Hobby Shop
2207 Plainfield Road
Joliet, IL 60435
815-741-0043

HobbyTown USA - Orland
15551 South 94th Avenue
Orland Park, IL 60462
708-349-8697

Strictly R/C
7713 West Lawrence Avenue
Norridge, IL 60706
708-456-9100

HobbyTown USA
341 N. Randal Rd.
Batavia, IL 60510
630-587-1256

Next Meeting:

Next meeting Tuesday April 30th. at the United Methodist Church, 20 N Center St, Naperville IL, 60540, Fellowship Hall.

Prop Masters R/C Aero Club Membership Application

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Phone #: _____

AMA #: _____

In addition to Academy of Model Aeronautics (AMA) membership, a valid DuPage Forest Preserve Permit and Federal UAS registration is needed to fly at the Springbrook Prairie Model Airplane Field. The Club will gladly explain and assist with these requirements.

Please Choose Between:

- Youth Membership (Age 1 to 21): \$15.00,
- Full Membership (Age 22 or Older): \$40.00, or
- Family Membership (Two or more living at the same residence): \$50.00

Additional Member Name(s): _____

Additional Member AMA #: _____

There are two ways to pay your dues:

1. via personal check payable to **Prop Masters R/C Aero Club**

Please mail check to Treasurer – Prop Masters R/C Aero Club
305 White Oak Drive
Naperville, IL 60540

2. or via **PayPal** payment to “treasurer@propmastersrc.org”

Please make PayPal payments as “Friends & Family” (that is, no fees to Club) and also email your application form to treasurer@propmastersrc.org

DUES SHOULD BE PAID BY April 1st,

dues paid after October 1st carry over to following year.