



# Pilot's Log...

April 2006  
Volume 1, Issue 4

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**107<sup>th</sup> Aero Squadron**  
c/o Joe Synal, Editor  
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### Club Announcements:

1. We need a name for our newsletter. Up until now we've been "borrowing" one and it would be best if we had one unique to us. I came up with a couple but it was pointed out that I was being illegal---again! So start scratching the dandruff and submit your suggestions at the next meeting or send an email or carrier trainer! Let's see if we can't get this resolved at the next meeting.(I hope, I hope). I'm sure Jeff will think of a suitable reward for the "lucky" winner. Promise! It won't be too painfully.
2. One of the things that came up, from time to time, in the past is that many of the members weren't getting recognition for one thing or another. Jeff is on track in wanting to change this. Please give us your suggestions, preferably at the meeting, so that they can be discussed and implemented. My two cents goes something like this. I would like to start a member recognition portrait section, at least until we run out of portraits. Here's the scoop. I'd like for each member to take a picture, either with a digital camera or a film camera of themselves and their entire fleet of aircraft ("family portrait"). This photo would then be published in the newsletter along with your name (some of us don't know you by name) and the names of your aircraft (your opportunity to do a little thumpin'). Think it over and we'll discuss it at the next meeting.
3. The "Prez's Page will be a regular of the newsletter as will the Secretary's report. Much of the rest of the newsletter will depend on your input. Please be generous with your submissions. If you don't type or have lousy handwriting just take a piece of paper and start printing. The members in this club, and others, will greatly benefit from your knowledge and even your opinions. Such a large part of our sport/hobby is, simply, sharing. So, uncork the Genie and work some magic!

And now, on with the Newsletter

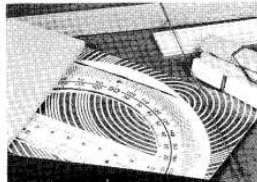
The next meeting of the 107<sup>th</sup> Aerosquadron will be at the Bridgeview Community Center at West 79<sup>th</sup> St and Oketo Ave. at 7pm on April 10, 2006---  
-See you there!

## Wing Incidence Gauge

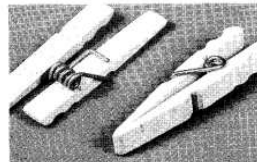
The following is a nifty gauge that really works. If you find yourself without one or yours is busted give this one a try.

Hope it works for you! *Editor*

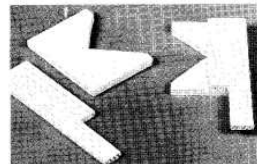
THE ANGLE BETWEEN an airplane's wing and its horizontal stabilizer is quite important to performance. Depending on the type of airplane and its wing airfoil, this angle can vary from a negative number to more than 6 degrees positive. The pictures show a simple, inexpensive way to measure it.



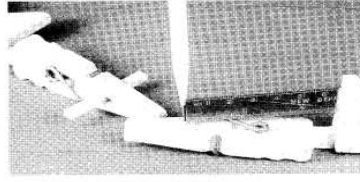
1. You'll need an 18-inch-long piece of 1/4x1-inch hardwood for a crossbar; two 3-inch pieces of 1/4x1-inch balsa or hardwood; two clothespins; a 4-inch piece of 1/8-inch music wire; a 4-inch-long piece of 1/4x2-inch balsa; a protractor; three 1/4-inch no. 4 wood screws; glue; and a ruler.



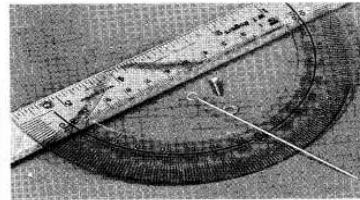
2. Take each clothespin apart and reassemble the halves as shown. They will serve as clamps that work very well for this application.



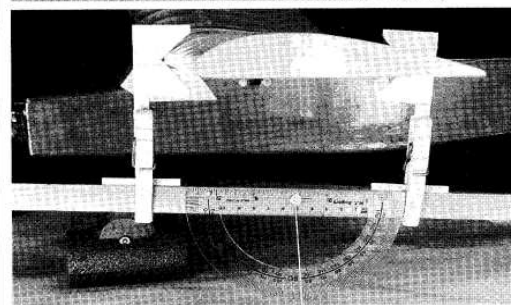
3. To make the self-centering jaws, cut the 4-inch-long, 1/4x2-inch balsa into two 2-inch squares. Then cut a 45-degree wedge out of each square. Discard the wedges and glue the balsa pieces to two, 3-inch "backbones" of 1/4-inch wood. Trim the bottoms of the backbones to match the width of the clothespins.



4. Complete the jaws by gluing a backbone to one side of each clothespin, just behind the spring. Glue a scrap of wood at a right angle across the same clothespin arm, about an inch from the end. This crosspiece must be exactly the same distance from the center of the jaws on each clamp. Measure carefully.



5. Drill a small hole at each end of the protractor, in line with the hole in the center. Make a pointer by bending a loop in the end of a 4-inch piece of 1/8-inch music wire. Use the wood screws to attach the protractor to the center of the 18-inch-long hardwood crossbar. Put a washer between the protractor and the pointer, and mount the pointer in the center hole; it should swing freely.



6. To use your incidence meter, place a small level on top of the horizontal stabilizer, and block up the airplane until the bubble centers in the level. Clip the clothespin clamps to the crossbar, one on each side of the protractor, and adjust them until the jaws center firmly on the wing's leading edge and trailing edge. Read the incidence angle on the protractor under the pointer (in this case, 4 degrees positive).

A word from one of our members, a really GOOD word! If you have stories of how you got into the hobby or of experiences to do with the hobby let's hear from you.-----*editor*

Dear Fellow Pilots and Friends of 107<sup>th</sup> Aerosquadron,

Welcome if you are new and how ya doin' if you are old. I'd like to take this time to tell a little bit about myself and my flying history. My dad was a pilot in the second World war and he flew in Guam . He flew over 500 hours, 250 solo and 250 dual rates as he would say. I used to say Dad how do you fly an airplane and he would say," By the seat of your pants." He said after a while it's like driving a car, all automatic. He flew a Cub first, then a Stearman and a Stevens and eventually a PB.Y.

When I was 12 years old my dad for my birthday, bought me a model plane and I was thrilled. It was a Stuka w/ a Cox engine and I crashed it the first time out. My dad said that the crash was his fault because it was to windy that day, but honestly I didn't have a clue. I was 12 years old. I was in my 20's and got a motorcycle and used to stop out at the field and just watch them fly and I asked a guy who was flying there , " How much does it cost?" and he said , \$1000 dollars," and I said," That's way to much for me," and wrote it off. In 1985, I started working with a guy named Ray and he got into the hobby and told me all about it and that if I bought used equipment I could get all I needed at a reasonable cost, cheap. I kept saying , one of these day

I'm going to learn to fly and his comment was , you'll never do it , well being a stubborn male that I am, I had to prove him wrong. My second child was being born and my wife said that I couldn't come near her for 6 weeks after the baby and I went to the hobby store. I picked up a Aerostar 40 and went to work. In two weeks time , a little each night, I managed to frame up the plane and then somehow lost the plans. A year and a half later I found the plans in the bottom of the toy box and started to work again. My dad kept after me to finally finish the plane. He said,"I want to see your plane fly!" I bought my first Radio, used, a Futaba and an K&B 40 engine for \$125 dollars. The plane was on sale at the hobby store for \$69, a whole lot cheaper than a thousand dollars. Four years later, after I started on that Aero-star, I was finally ready for the maiden voyage of the first kit plane that my hands built and I was excited!

My brothers brought my dad out to the field in a wheel chair and he saw my first model fly that day .I'll never forget that day because dad has passed on , almost four year ago now. I was to nervous to fly that day and to shy to ask someone to help me, so my wife asked for me. I was happy she did because I would have crashed for sure! I found out later that the guy was the president from the Palos Club, a nice guy. Dad also told me to join a club. , I asked why and he said that the things I could learn from other guys in the club would be well worth the membership and he was right .I've picked up a lot of info and also some great friends that share the same interests that I have and love.

I love to fly,I think it's in my blood.

John Chesna

# The Prez's Page

Ahhhhh..... Flying season is upon us. I thought it (would) never come. If you missed the last meeting, and judging from my count (***I still had plenty of fingers and toes left***) many of you did. If that's the case, you might not be aware that April 4<sup>th</sup> officially starts the club flying season. This means that Tuesdays are now in session! (That is if the weather cooperates. Please use your better judgment.) If your reading this then make sure you also check out the club schedule for our Sunday club Fun Fly's posted elsewhere on this web site. If you look at the schedule, we will have the same amount of dates as last year. I personally would like to see more attendees than last year. We started out strong, but towards the end, we really had sparse turnouts. Why this is, I don't know, but I feel that if we can ***improve*** our turnout ratio, I would not have a problem fighting for some of the open dates that now exist on the schedule. To be honest, right now I don't see a point in stirring the pot if we don't have the participation. Also note that I'm still looking for ideas to improve our Fun Fly's. I will not be trying to change our fun fly's into what I call specialty events such as pattern contests or scale events. I do believe if we have enough interest, we could incorporating these into our Fun Fly's and still allow everyone who wants to fly, the opportunity to fly. With a little bit of spit and polish this could be one of those ideas that turn into a shinning star!

On a personal note, I would like to ***THANK*** all you folks that have been helping me out. There really are too many to mention here, but without your help I would still be clueless (***My natural state of mind.***) I ask all of you to keep inputting your ideas. Without those ideas, our club will not continue to improve.

Just a reminder... When you plan on flying ..... make sure to wear your club shirt, hat or both. Lets try to show a stronger presence at the field. And remember that during the week, the only day that is taboo is Thursdays. This is the Palos R/C club day. That leaves a lot of time to go to the field and do some flying. So if you plan on heading out to the field, give one of your buddies a jingle and head on out to the field to strut your stuff. Oh ... by the way. If your in need of a new hat or shirt, talk to Bob Quitter. He'll be glad to assist you in obtaining some mighty fine apparel.

On a closing note, when you do head out to the field. Make sure your plane is ready. There's nothing more aggravating than getting to the field only to find that you have to spend a significant amount of time working on your airplane. Trust me on this one. I seem to never learn this lesson. But then again, sometimes I'm using my airplane as an excuse to lay down and take a siesta. That's it for this month folks. See ya at the field and remember ... if you want it to fly right .....

keep it light! ***Jeff W.***



## 2006 Field schedule

April 4<sup>th</sup> Tuesday club nights Begin  
April 23 Palos Combat  
April 30 Palos Glider

**May 7 107<sup>th</sup> Fun Fly**

May 14 Open Field - Mother's Day  
May 21 Palos Scale Airshow

**May 28 107<sup>th</sup> Fun Fly**

June 4 Palos Pylon  
**June 11 107<sup>th</sup> Fun Fly**  
June 18 Open field  
June 25 Palos Air Show

July 2 Open field  
**July 9 107<sup>th</sup> Fun Fly**  
July 16 Palos Electric Fly  
**July 23 107<sup>th</sup> Fun Fly**  
July 30 Open field

**August 6 107<sup>th</sup> Fun Fly**  
August 13 Palos Pylon  
**August 20 107<sup>th</sup> Fun Fly**  
August 27 Palos Military Air show

Sept. 3 Open field  
**Sept 10 107<sup>th</sup> Picnic/Fun Fly**  
Sept 17 Palos Combat

**Oct. 24 Last of Tuesday club nights**

You're on what channel?

We're updating the list of channels that all of our members are on. At the next meeting or in an email give us a list of all the channels that you're using, if you haven't already done so at the last meeting.----*editor*

**107<sup>th</sup> Aero Squadron**  
Meeting Minutes

3-13-06

*Location:* Oremus Community Center  
7900 Oketo Avenue  
Bridgeview, IL.

*Next meeting:* 4-10-06 @ 7:00PM, Oremus Community Center

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**I. Call to Order & Announcements**

Jeff called the meeting to order at 7:03 PM. 21 club members were in attendance. The Frequency Chart was passed around to update the frequencies that are being used, and the chart was also used for attendance.

Bob Quitter indicated that he had secured a new “sponsor” for the club, and that Steve Noel from Hobby Town (167<sup>th</sup> & Harlem) might be visiting the meeting later in the evening.

Bob Boen announced that March was the last month for the special discount coupons from Al’s Hobby (for the Saito 125 and the Evolution 26GT and 35GT engines), and that the promotion would end March 31<sup>st</sup>.

**II. Secretary’s Report**

The minutes from the February 13<sup>th</sup> meeting were read, and approved by acclamation.

**III. Treasurer’s Report**

Ron King gave the Treasurer’s report, indicating that our cash on hand as of 3/12/06 was \$1703.55, which reflected dues from 29 club members (about \$600.00) coming in since the February meeting. Ron’s report was approved and accepted by acclamation.

**IV. Old Business**

Bob Quitter announced that the new club sign was installed on the Frequency Board at the flying field.

#### **IV. New Business**

Jeff announced that a tentative schedule had been worked out the Palos R/C, and he read off some of the dates and events. The schedule of events starts off with the first Tuesday Night Club Event on April 4<sup>th</sup>, and the flying season concludes Oct. 24<sup>th</sup>. The final version of the Schedule of Events will be emailed to the club members and posted on the Club Web site.

Bob Quitter announced that LaGrange Hobby gave us (six) fifteen dollar gift certificates and Steve Noel from Hobby Town wants to do something similar for (or with) the clubs but is currently trying to determine what he is capable of doing for all clubs equally. These new certificates when combined with the \$10.00 gift cards that we already have from Al's Hobby, could be used for club member raffles at the flying field during club events. It was decided that we would table discussion on this until the April meeting in order to give more members a chance to comment.

Newsletter Report Status: Jeff indicated that the March newsletter would be the last published and mailed to members. All future issues would be emailed to members as a PDF link to the newsletter posted on the web site. Joe Synal is still working on getting up to speed on his word processing software, but the learning curve is very steep.

Safety Report: Lou Anne Lukowski requested authorization to purchase a first aid kit to be on-hand at all official club fly functions. Substantial debate ensued as to whether this was an appropriate "club expense", or a personal expense. Lou Anne was asked to bring into the next club meeting, samples or catalog sheets of the type of first aid kit she was suggesting; further discussion was tabled, and will be taken up by the executive committee at a later date.

Flight Instructor Report: Dan Nocher indicated that he needed to purchase a new Futaba trainer cord with the new square plug, to match up with the new style of Futaba receivers. A motion was passed authorizing that purchase. Dan indicated that he will be assisted by John Joseph and Martin Stanley acting as primary instructors at the Tuesday night club night. Larry Gaddini indicated that he still was in possession of the Hobbico "Nextstar" trainer owned by the club, and would be bringing it to the Tuesday night club nights.

Jeff brought up the subject of the name of the newsletter, in that "Crash Chronicles" was not appropriate as that name was already being used by Palos. Joe Synal and Bob Quitter suggested that a contest be held for naming the newsletter, with the prize being one of the aforementioned gift certificates. The following names were entered into the competition, and will be voted on next month:

- Flightline
- Vortex
- Squadron News
- Broken Wing

- Squadron Splatter
- Smokin' Hole
- Channel Chatter
- Pilot's Log

John and Jason Joseph announced that they would be taking over the sales and distribution of fuel orders from Ron King, for the annual fuel sales promotion with Al's Hobby Shop in Elmhurst. Cindy marks up the fuel costs 10% every time she sees Ron hitting the door, so John and Jason's involvement this year, should help reduce fuel costs, as well as improving delivery.

#### **V. Show & Tell**

Show and tell was not held this month, 'cause nobody brought nuttin'.

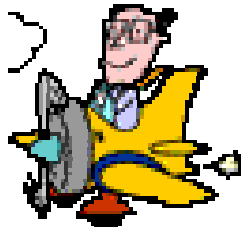
#### **VI. Adjournment**

Jeff adjourned the meeting at 8:20 PM

Respectfully submitted,



da Club Secretary



All written material contained in this publication are the opinions of the Editor/Author and not necessarily that of the 107<sup>th</sup> Aerosquadron. The 107<sup>th</sup> Aerosquadron shall not be held responsible for any or all consequences brought forth due to any article written in this publication, or misspelled by the editor. All written articles carefully examined with safety in mind.



# Photo Gallery



Here's my Midwest Extra 300 all rebuilt & ready to fly. The crash broke the nose off & snapped it in two right at the back of the canopy. The rebuild took several weeks & resulted in a two pound weight loss. From 23lbs to 21lbs. I went to my aluminum mount for the gear(big weight savings) & put my Brison 4.2 in it. Retuned the engine so now I've got gobs of power! 7 servos, Jr Rx with optical isolator, 3 batteries & smoke. Needed & got a very nice *new* muffler thanks to Dan Nocher. *editor*

This is my big green Falcon Ultimate that I banged up about a year ago doing a 3D takeoff. The wings were popped off, the nose snapped off & the gear ripped out. As you can see she's all back together. The wings remounted with very little effort as there was minimal damage. The nose was rebuilt from the firewall out making it longer for easier balancing & added room for batteries & smoke system. The gear was moved up to reduce tipping & was mounted with an aluminum plate for strength & light weight. She had the Brisson 4.2 in her but I switched to the heavier Quadra 75 which, with the weight savings, gave me 23lbs, which was the weight before the crash. This is a 27% plane with 8 servos varying in strength from 81 oz.in. To 138 oz.in. The engine is presently on a 22X10 prop & the battery is 2400mah sub C 4 cell. Paint scheme was copied from a picture I have of a Pitts from Georgia. The paint is cabinet paint from the hardware store & the covering is twill(a shrinkable cloth). *Editor*



That's the newsletter for this month. Hope you all liked it and if you didn't ... I don't wanna hear about it! See you at the meeting.