



Noah Shlaes, Editor
820 South Claremont
Chicago, Illinois 60612
(312) 243-4247

BOARD MEMBERS:

Charlie Thomas, Pres.
John Scott, Sec./Treas.
Kelly Flowers
Eric Vanderslice

The Checkerboard Flyer

January, 1991

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864
P.O. Box 7178, Broadview, IL 60153

INSPECTOR-INSTRUCTORS
(*Instruction Only)

Joe Beranek	863-2925
Dave Brown	352-0869
Paul Ondrus	325-2914
Hal Parenti	562-5752
Larry Pfister*	
Bob Ruffer	547-5197
Chuck Smith*	

Meeting Briefs

November meeting

Attendance was up at this meeting, probably due to the larger-than-usual raffle.

Items of discussion:

New Dues: A motion to raise the club dues to \$25 passed overwhelmingly.

New board members: To replace the resigning John Tibbs and Chuck Smith, we added two new board members, each for a 2-year term. Please welcome Eric Vanderslice and Kelly Flowers to the Checkerboard board.

It seems that we all forgot to bring in the RC books we promised for the Broadview Library. So, we're offering another chance at the next meeting.

Show and Tell

- Kelly Flowers - Highly modified Airtronics Jeffire 40. Pseudo-military markings, hand-painted tail art, high-visibility salmon underside. Power from not one but two OS 25 FPs. Kelly widened the wing and designed his own engine pods for this monster.
- George Miner - Yellow and orange Great Planes Super Sportster 40, with OS 40 FP. This design is a personal favorite of many RCers, (myself included) and George's should be no exception.

- Lee Ernst - Lee thought better about auctioning off Miss Fort Worth, and re-covered it instead. George says the Como .51 on this Chuck Cunningham design gives it scale-like performance.
- Grant Sweer - Great Planes Aeromaster, not yet covered. Grant plans an OS .61 long stroke and white/metallic red covering. Meanwhile, it's a fine piece of carpentry.

Main Raffle Winners

- Pat Pszczola - Goldberg Ultimate Biplane kit
- John Scott - Great Planes Citabria Kit
- Jim Petrzelka - Airtronics 6-channel FM set
- Bob Corbin - Lion Floats

Next Meeting January 15th, 6:30 PM Broadview Public Library

This will be the first meeting of the new board, and of the new year. This being the "building season," show and tell should be pretty exciting. Some of the more rapid builders may be bringing in their Christmas presents.

Main Raffle Prize: OS .46 SF ABC engine

Also, remember that for each (within reason) *current* RC book that you bring in, you'll get a free 50 raffle ticket. (Or a \$1 ticket for 2)



EAA Oshkosh Fly-in 7/26-8/1/91 Wittman Field, Oshkosh, WI



I know it seems early to be planning for late July, but most of the motels near Oshkosh are booked years in advance, and some are just opening up reservations now. Decent housing with bus service is available in the UW/Oshkosh dormitories, and in lots of places nearby. I'm staying in a motel 15 miles away, and that's a lot better than I did last year! Also, call the housing hotline to find out about homestays in Oshkosh.

If you've never been to Oshkosh for the EAA convention, just ask someone who has. Simply put, this is the largest collection of airplanes you will ever see in one place. Last year I saw everything from a Curtis Pusher through the Stealth Fighter and the Concorde, all within arm's length. I met pilots and builders from Germany, Brazil, and Sri Lanka, and saw many RC Scale modelers gathering free documentation with their cameras.

EAA Housing hotline - (414)235-3007 weekdays 8-4

Send dorm housing reservations to:

Gruenhagen Conference Center
Att: 1991 EAA Housing Reservations
08 Osceola
Oshkosh, WI 54901

\$27/night per single or double room
Send reservations in before May 1
Includes towels, linens, pillows, blankets.



Meet the Editor

When I got into RC two years ago, I mistakenly assumed that I was only getting into one hobby. If I'd known that building, flying, engines and radios each are hobbies in their own right, I might not have started. And now I've added editing a monthly newsletter.

One thing I'm counting on is contributions from you folks. Interviews, suggestions, classified ads and even gripes are all welcome. If the photos in this issue print OK, we'll have more in the future.

Send any contributions to me at:

Noah Shlaes
820 South Claremont
Chicago, Illinois 60612

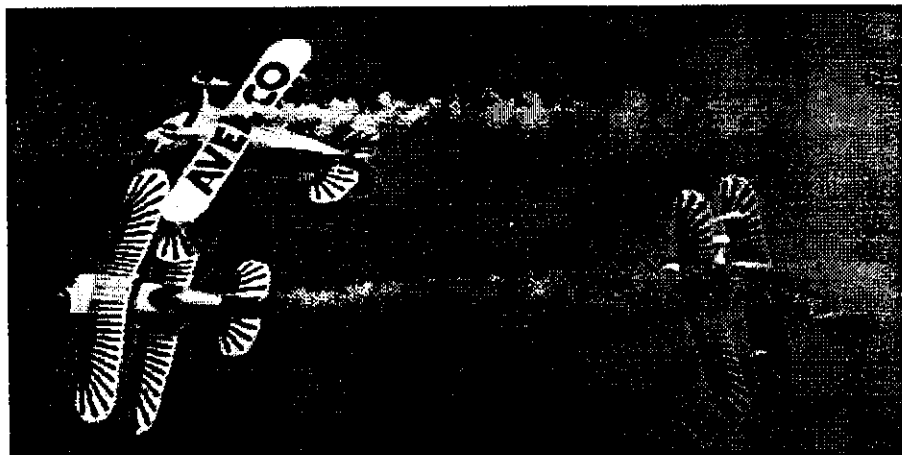
Or, you can find me at the field. I'm the guy with (depending on the day) the battered trainer, the Confident

Cub, the controlled (mostly) Sportster or the terrified Cap 21. (In the last case, I'm the guy asking Larry Pfister for help.)



Dues are Due!

Please bring your \$25 for 1991 dues to the next meeting. Or, Send them, with your name, address, phone and AMA #, to *Ckeckerboard*, PO Box 7178, Broadview, IL 60153.



The EAA Eagles aerobatic team at Oshkosh '90

Seen at the Field

Mud and more mud. The hardest part about flying lately has been the walk to the flight stations. I was lucky enough to see the maiden flight of Kelly Flowers' Jetfire twin. After about a half-hour of synchronizing the 2 .25 FPs, this untested kit-bash taxied out onto the field. Despite the doubts of many behind the flight line, Kelly's creation lifted off, and, after an exciting few minutes of trim adjustments, turned out to be a nice-flying plane. The best part is the sound - like a swarm of angry bees.

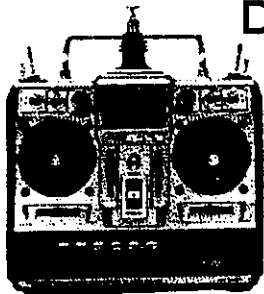
A few bystanders were treated to an impromptu low-altitude aerobatic display as I made the mistake of flying a *white* Cap 21 in twilight. That's a mistake I won't make again.

Late-Breaking News!

Reportedly the last flight of 1990 was made by Bob Ruffer. (Now if we just knew who had the last *airplane* flight!)

Gary Preusse got in the first flight of 1991, while John Scott looked on and cursed his too-short skis. (Or was it a too-long propeller?)

The dubious distinction of first *big* crash goes to Carlos Mendoza, who turned a Pilot .25 model back into a kit. Better luck next time.



Don't Miss Out!

Futaba's *RXChange* program ends on March 31.

(See the ad in MAN.) For not a lot of money, you can upgrade your wide-band equipment and get a new receiver in the bargain. For not much more, you can upgrade from AM to FM. Futaba's got to have a huge backlog, so if you want to see your radio before flying season, send it in soon.

Safety

Don't forget to add a small first aid kit to your field box. At a meeting soon, Dr. Pepper will tell us a little about what should go in these kits.

Insurance Issues

The AMA has reinstated member-to-member liability coverage, after massive protests. Remember that this coverage comes after any homeowner's or other coverage you may have.

Also, note that any plane flown must be labeled with your name and address or your AMA number to be eligible for coverage. This identification can be inside the plane if you wish. (I use address labels on the inside of the fuselage.)

Sad but True!

A reminder - according to park district policy, snowmobilers have priority over RCers when there is snow on the ground. It's not fair, but it's true.

Thanks Again

To the Euwemas, who make sure that this newsletter reaches you. John Scott sent an Xmas plant, which only begins to express our gratitude.



FLY MARKET

CLASSIFIED ORDER INFORMATION

Minimum charge - \$2 (shops and services, \$3) for up to 10 words, \$1 for each 5 words thereafter. Name and phone # are free. Ad plus cash or money order made out to "Checkerboard" must be received by last Tuesday of the month to appear in the following month's issue. Mail to: Noah Shlaes, 820 South Claremont, Chicago, IL 60612. Ad charges benefit club treasury.

Example of \$3 ad: QS.40 4/c NIB \$100. EC Ace Voltmstr \$15 Eagle 2 w/FP.40 and 4 s-48 servos \$135. Tom, 555-1010.

Standard abbreviations: NIB (new in box,) EC (excellent condition,) GC (good condition,) NR (never run,) LT (low time,) U (unstarted kit.) Additional abbreviations may be used by the editor.



1991-1992 Checkerboard Frequency Policy

1991

Purchase only even-channel AMA Guideline-Certified radios and upgrades.

All odd-channel radios at Meadow will use a three-channel "blocking" pin.

1992

Odd-channel radios will switch to a single-channel blocking pin. All remaining "wideband" equipment will be required to use a 3-channel "blocking" pin thereafter.

PLEASE COMPLETE "NARROWBANDING" OF ALL EQUIPMENT PRIOR TO JANUARY 1, 1992.

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Meeting Briefs

January meeting

Show and Tell

- John Tibbs - Hobby Shack Sweet Stick, covered in red Colortex, powered by an OS FS-61. Beautifully built by John Eggum.
- Howie Olson - Hobby Lobby Topaz II glider, 3 1/2 meter wingspan (11 1/2 feet) converted for electric use. Powered by a Graupner Speed 600 and 12 cells, this monster weighs less than 4 lbs. complete. An exciting test flight two weeks ago convinced Howie that spoilers are a must.
- Howard Venable - Black & Yellow Balsa USA Stik 40, Howie says that this is the plane that makes the Dura-plane look pretty. Howard bought this for \$30 from Greg Myers and did a nice job covering it. I've seen it fly on skis, and it looks great from a distance.
- Grant Sweer - The Bush Wacker - Grant's Aeromaster returns, this time in full covering. Grant went all-out with a hand-cut flame edge on the wings and with lettering printed by AutoCad. Grant claims that he can cut down on our lawn-mowing bills while flying this baby inverted.

Business

A motion was passed to have as an objective of the club to put \$100 per year into a lawnmower fund.

The club recently gave a subscription to *Model Aviation* to the library. At the meeting, we voted to add *Model Airplane News* and *Radio Control Modeler* as well.

We gathered a few books for the library at the last meeting, but the offer still stands. Bring in a current R/C book, and get a free 50 cent raffle ticket.

Main Raffle Winners

- Joe Szalich - OS .46 SF ABC (I think)
- Pat Pszczola - Robart Incidence Meter
- Hal Parenti - Prop Balancer

Next Meeting
February 19, 6:30 PM
Broadview Public Library

Main Raffle Prize
Complete Radio System
Secondary Prize
Dremel Freewheeler
Cordless Drill

Remember, Dr. Pepper will make a brief presentation on first aid at the February meeting. R/C can be very safe, but we all make mistakes once in a while, so pay attention to this valuable presentation.



Keyboard Pilots, Unite!

For those of us who haven't put a set of Dick Stern's skis on, winter means building season. Or does it? When the snow falls, many of the members I talk to are computer pilots.

In the last decade, PC flight simulation has come a long way from Bruce Artwick's original flight simulator, which had keyboard control, front-only views, two frames per second displays, and a 36-square mile world.

A lot of this credit goes to Bruce, who also wrote the newest version of Microsoft's flight simulator. In this version, you can fly from Seattle to Nassau in the airplane of your choice, from a single-engine Cessna to a 747. You'll have full VOR and NDB support along the way, variable weather, plausible and often detailed scenery, and full basic instruments and radios. If you wish, you can even fly in Europe or Japan, and can design your own plane.

Control is via the familiar two-stick mode two setup, but many have added rudder pedals and a control yoke. In some configurations, this even counts toward your pilot's license.

There are plenty of packages out there, for most modern PCs. Chuck Yeager's Advanced Flight Trainer gives you a wide range of airplanes, and its multiple view option can help you learn to fly something coming toward you. (Microsoft's package lets you watch from several viewpoints, but the plane goes out of sight pretty quickly.) I've never actually seen the Dave Brown RC simulator, so I can't tell you how it works. If there's anyone out there using it on an IBM, let me know. There are several others, with varying degrees of realism. (Most Nintendo junkies aren't impressed with a greased landing - it takes too long, and doesn't make any noise.)

Flying on PCs can help alleviate the flying bug, it can make you a better pilot, and best of all, it doesn't leave your hands covered with CA glue.



From the Editor

I was at the field last weekend, trying out my skis, and I couldn't help but notice how the members, even without fences, freq board, and pits, we still lined up and followed what few rules we have. It was a nice reminder that we don't need tons of enforcement to be a good club, just pilots who care about flying.

Let's hope our crop of new members is in the same tradition. Gary Parenti certainly has the genes for it. Pat Pszczola has the luck for it, having won two major raffle prizes at his first two meetings. Mike Rausch is showing the instincts, with three loops on his first day flying. Mike's dad, Rick, not content with balsa, is building a full-scale RV-4 homebuilt as well. Please make these new members welcome.

At the last meeting, I found out John Scott's secret to winning the Raffle. I bought \$10 in tickets, and I won a \$5 prize! So, to win a \$150 radio.....



Howie Olson demonstrates that bigger is necessarily better.

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Seen at the Field

The Frozen Toes Fun Fly, re-scheduled at least twice, may have occurred on Ground Hog Day, February 2. Those of us who were there couldn't remember whether this was the rain date we decided on or not.

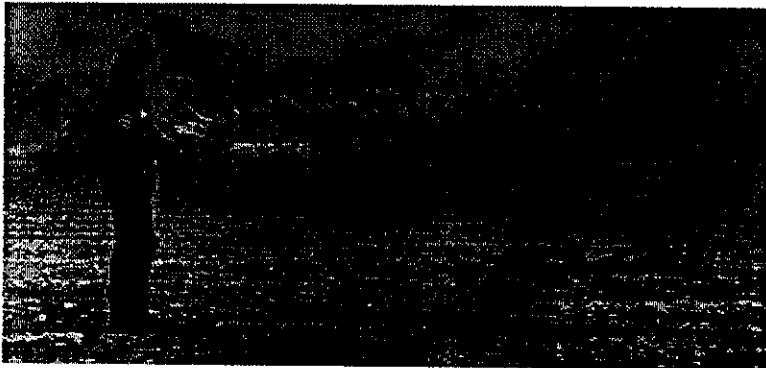
The usual crowd of winter flyers was there, and as the day progressed, we wondered whether skis, wheels, floats or monster truck tires would be the best landing gear. Bob Ruffer, as usual, opted for helicopter skids, and surprised everyone (even himself) with an outside loop beginning from inverted flight. Now, I'd be impressed if I wasn't waiting for his channel at the time.

Safety

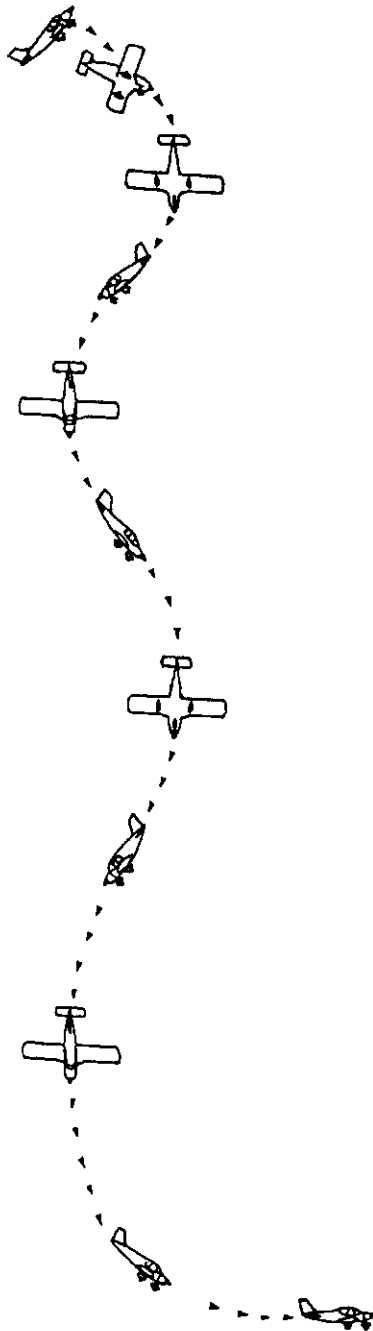
I don't know if it counts as a safety issue, but the local police are now very active on the access road in Miller Meadow. I was in the passenger seat when one flyer was ticketed for missing the stop sign at the south entrance on his way in. Another frequent flyer reports getting an 18 in a 15 ticket on the road in front of the flying field. It's hard to remember, but the park roads are public streets, so watch yourself.

Solvents, Anyone?

A model railroader friend of mine asks: Has anyone heard of two chemicals available in the early 1960s, Oakite and Dupont Varathane? These are probably solvents. Are they still available? Are there modern substitutes or new names? Write me or tell me at the meeting.



Larry Pfister and his Decathlon frozen in place at Miller Meadow. Larry didn't get loose until Ground Hog Day.



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1991-1992

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RC Equipment Swap Meet

Saturday, Feb. 16
1-5 PM
\$3 admission
\$5 table rental (includes admission)
Helicopter Clinic manned by factory reps.

Jefferson Jr. High School
7200 Janes Avenue
Woodridge, IL

For info, call Jeffrey Reed at (708)739-0585 after 5 PM.



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Meeting Briefs

February Meeting

After a little investigation, we found out that we can get magazine subscriptions for the library cheaper than their supplier can. So we are now obtaining RC magazine subscriptions directly for them.

Through a lucky break, we discovered that we were not registered with the library for our regular monthly meeting, which explains the seemingly annual meeting in the small room. We are now registered, so this may be avoidable in the future.

Chuck Smith, our liaison to the park district and the county, is checking on a rolling contractor for our soft, bumpy field.

Show and Tell

- Lee Ernest - F6F Hellcat, covered with Oracover and painted with Perfect paint, the model has a foam wing and sheeted fuselage, and is powered by a SuperTigre blue head .60. Lee reports that the covering can still be shrunk even after painting.
- Howie Venable - Great Plane Super Sportster .40, powered by a SuperTigre .40 ring engine. The plane has a yellow wing and blue fuselage, and is controlled by a galaxy PCM 8-channel system.
- Gary Parenti - Top Flite Headmaster 40, recently re-covered in metallic blue and white Monokote, and powered by an Enya .46 4-stroke. This was the plane Gary learned on, and the first one he ever Monokoted. We should all do such a nice job.

- Howie Olson - Goldberg Mirage 550, blue and red, covered with Micafilm and powered with a cobalt 05 motor. Howie says that micafilm is the most difficult covering he's ever used, but also the strongest.
- Chuck Smith - Goldberg (what else) Gentle Lady, modified with a T-tail and a Cox .049 Black Widow engine. The canopy was a wing tip from a Nutten Special. Chuck decorated it with chrome yellow and red Ultracote, in a Swiss color scheme.
- Hal Parenti - Hal didn't really show this one, but what looked like a really strange control-line flying saucer turned out to be the inboard sections and fowler flap mechanism of the wing for his second Ryan Fireball.

Main Raffle Winners

- Eric Vanderslice - Airtronics 6 channel FM radio
- Hal Parenti - Dremel Freewheeler cordless drill

Next Meeting March 19th, 6:30 PM Broadview Public Library

Main Raffle Prize O..S. 120 Surpass II four-stroke engine with geared pump

The focus of this meeting is fun! We'll try to keep business to a minimum, so bring in anything you want to swap, sell, show or tell. Remember, 6:30 means 6:30, and we'll be making an effort to start on time.



Frequency Sweep in April or May

Eric Vanderslice, our field supervisor, will be in charge of a radio frequency sweep later this year. What this means is that we're borrowing a specialized frequency monitor, and he'll take it to the field to listen for interference on the frequencies we use.

What Eric needs to know is, are there any problems he should be looking for. Is anyone regularly getting glitched on a certain channel, or in a certain spot? Either you can mail in your notes, or hand them to Eric at the meetings between now and then. We'll have a brief discussion of problem frequencies at the meeting before the sweep, and the results will be printed in your faithful newsletter.

New Member makes Big Mistake

Greg Stamich, who joined up at the last meeting, is a beginner with a Great Planes PT 40. No mistake so far, right? It seems Greg's high-school football jersey was number 33, so that's what number he chose. He vows to go along with whatever cruel rules we force on odd channels, so we'll forgive him. He will, however, have to wait while Ruffer and I are up on 34!

Technical Bulletin

Chuck Smith tells us that he's now seen two Airtronics Vanguard FM transmitters with the same problem -



the aileron hookup wire (connecting to the joystick) has broken without warning. This is an orange wire inside the case. If you have one of these systems (attention raffle winners) then it might be worth a look.



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Seen at the Field

The activity continues. I arrived last Sunday just in time to see a spectacular helicopter crash near the pits. Bob Vasquez reports that the receiver switch was off when he inspected the wreckage. The cause is still uncertain, since no one has found the "black box," but some sort of radio failure is the culprit.

The rutted, sticky field claimed many other victims, including Larry Pfister's Decathlon, which was in a perfect flare when a mud puddle reached up and clamped onto one wheel. I was cleaning my sportster at the end of a day and discovered that the mud on the bottom was frozen solid.

Field Conditions

Speaking of the field, it's getting worse and worse out there. We've had a surge of snow and mud flyers this winter, and it seems like the field is busier in winter than summer. Meanwhile, the flight line is marching ever eastward. On Sunday, most of the pits were set up where the flight stations usually are. We do whatever it takes to fly, but remember, the field is much smaller this way, and much less safe.

If possible, we should try to set up west of the mud, so that the unavoidable damage that we're doing progresses away from the flight line instead of toward it. This will mean either taxiing or carrying a plane through the mud, but since we seem to end up standing in mud anyhow, this is no big sacrifice. It's your field, and it's small enough already. We'll be seeding the muddy area soon, and grass might grow there if we're a little careful.

One positive note - many members are now using catcher bottles for the excess fuel that squirts out of the vent line when they fuel. Since spilled fuel will kill grass (or keep it from growing) this makes for a nicer pit area. Also, as some have discovered, these catcher bottles are also good for priming an engine.



It's Safer in the Air

First it was snowmobilers, and now it's rugby players! On Saturday, March 9, Bob Ruffer arrived at the field to find a bunch of goons in pads playing rugby on our flying field. For those of you who've never seen rugby, it consists of a bunch of athletic types digging their heels into the soft earth and pushing against each other until the turf gives out. I'm sure there's more to the game, but the important part is it trashes the field!

When things like this happen, we have to remind people that we have a standing reservation for the field. If you're the only one there to fly, it's hard to convince people, but sometimes it helps to tell the invaders, whoever they are, that there are a lot more coming soon. There are jerks in every sport (including ours,) but a little tact goes a long way.

Also, regarding snowmobilers, we found out that they don't have priority at the field. It's snowing as I write this, so remember, if a snowmobiler does something dangerous or rude, write down the number that's supposed to be on the side of the snowmobile. If you can, get a description, and report it to the police.



Fly Market

Remember, advertisements are now free to members. All ads are subject to available space and are subject to the editor's discretion.

* * *

Looking for something special for that half-finished Goldberg Ultimate? (I know you're all building them.) Try an *OS Supass II 120* with geared pump, new in the box for only \$250. Call Dave Rakoski at (708)795-7841, and hurry!

Stoogemania! Airplane stooges, yokes, or whatever you want to call 'em. They're those foam-covered do-hickeys that hold your plane while you start it. I don't know how I ever got along without mine, and now I don't have to make my wife come flying with me. (ed.) Call Bill Rich at (708)447-6685 and you can get yours for only \$8.

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Meeting Briefs

March Meeting

Not much business was conducted at the meeting, but a few interesting things were shown. Howie Venable showed us the *French Trickler*, a little number destined to add a little zing to your workbench. This adapter turns your standard charger into a trickle charger, dropping the standard 50 milliamps to 10 or 15.

Dave Latsarus told us about his latest venture, an automatic embroidering business. Dave hopes that a bunch of us will order up jackets covered with the planes of our choice. P-51, B-17, B-25, and many other designs are available, and Dave can sew on anything, although leather takes a little while.

There was continued praise for Hal Parenti's presentation on film covering techniques, and Hal promised another session. We promise to let you know the schedule well in advance.

Show and Tell

•Cicero Butler - Hobby Lobby Telemaster .40, in red, black and white Monokote. This 74-inch came in at around five pounds. This is Cicero's first plane, and we'll look forward to seeing him at the field with it.

•Dave Rakoski - Goldberg Vector, finished in blue, yellow and red Monokote. This was Dave's first covering job, and it came out great. The Vector is an ARC (almost-ready-to-cover) kit that looks terrific.

•Ralph Catlin - Sig Cavalier, finished in K&B Hobbyoxy, Solarfilm, and Aerospin trim. This red, white and blue beauty has matching Walt Moucha floats, which Ralph says weigh only 12 ounces each, despite the 9 bulkheads.

•Joe Beranek - Exotic electric twin-boom sailplane, 92" span, 44" long, and less than 17 ounces without motor and battery. This plane will be powered by an Astro 075, with 3-channel radio control. Is this a stand-way-off scale P-38?

•Howie Olson - Airtronics Olympic II sailplane - 100 inches big, standard class design. A typical Olson special, with flush-mounted spoilers, plug-in wings, and - you guessed it - red and transparent blue Monokote.

Main Raffle Winner

•Larry Pfister won the O.S. Surpass II 120 engine, with integral geared pump. Larry wanted us to put the Great Planes Cap 21 - 120 in the April Raffle so that he wouldn't have to buy it, either.

Next Meeting
April 16th, 6:30 PM
Broadview Public
Library

Main Raffle Prize
6 Channel Radio Setup



Preliminary Frequency Scan Results

What do these numbers have in common?

**14, 16, 20, 22, 24, 32,
36, 38, 42, 44, 52, 54,
56, 58**

No, they won't win the Iowa lottery. These are all of the channels that have interfering noise within 10 kilohertz, according to our radio guru, Clarence Ruffer. Clarence conducted the initial scan at noon on March 18th, a weekday, and says that most of the noise he heard sounds like what you get when a fax machine answers your phone.

Clarence didn't go so far as to say that these channels are unusable (and many of us are flying on them) but he did say, if it were up to him, he wouldn't buy his next radio on one of those channels.



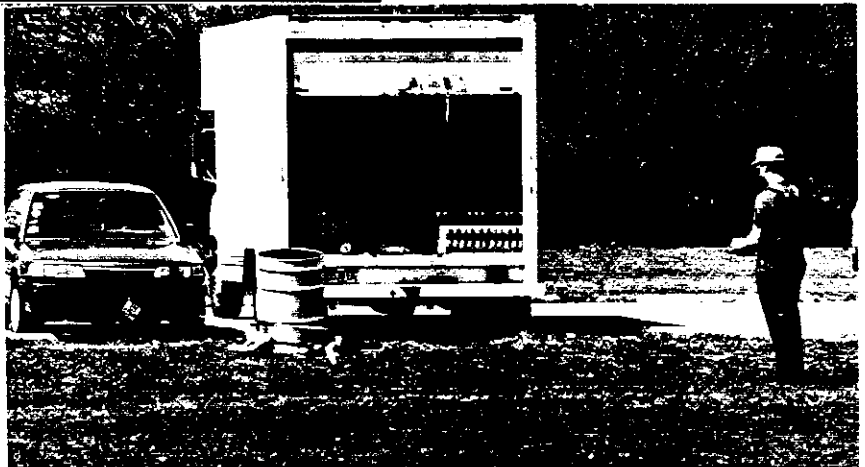
Safety Note

There was a lot of discussion at the last meeting about safety, and about ignoring field boundaries. Now that the impound rack is in place, and the mud has dried a little, let's try to fly in the right places, OK? Here's a photo of an unnamed club member showing how not to do this. To be fair, he made sure the frequency was clear, and mostly hovered.

Even so, the field will get more crowded every day, and we all need to be more careful.



Let's see - radio on, glow plug hot, shoes tied...



An unnamed member exploring the "secondary flying field"

Free Raffle Tickets

A new policy, which I decided while cranking out this issue. Anyone submitting an article used in the newsletter will get one free 50 raffle ticket. No, this doesn't mean that I get five or six for each issue - this is a labor of love. This offer also applies to original photographs, cartoons, tech tips, jokes, or drawings.

Please, don't clip cartoons and pictures from other publications. As much as I'm tempted to reprint photos, cartoons, etcetera from the RC magazines, I'm trying to hold out as long as possible.



Seen at the Field

The mud is drying up, the grass is green, and the impound rack is in place! Let's hope for a busier season than last year. We're already off to a better start - it was actually sunny on a weekend for a change.

Not many people came to the field on Saturday the 6th to enjoy the summerlike weather. Larry Pfister showed up, planeless, and helped your editor with the dreaded Cap 21. (I know, it needs a *real* muffler.) Howie Venable made a few exciting flights with his black & yellow, plug-ugly stick plane. Devon Bennett looked as if he was flying in still air with his white Super Sportster .40. He just gets smoother and smoother.

Hal and Gary Parenti brought two Top-flite headmasters and a hot-looking delta-wing pusher, which was longer than the Holy Smoke and had twin vertical stabs. New member Dave Rakoski was looking pretty solid with his Goldberg Vector (see show & tell.)

Bob Ruffer hovered over the grass (see page 1) for about twenty minutes while on the job, and our very own John Scott scared off a few rugbyheads who were using four-wheel drive vehicles to level their field. This choice of technique just goes to show you what playing scrimmaging without a helmet will do to your thinking.

An apology - contrary to rumor, Larry Pfister did not trash his Decathlon, as reported in a previous issue.



Hal and Gary Parenti tuning up

We're Newsworthy!

One of Saturday's luckiest flyers was our own Chuck Smith, who had gotten one flight in on his large Diabolo, when a crew from WLS-TV showed up. Granted, at the time, I was ready to go on channel 52, and Chuck was waiting, but the wind had picked up more than a little, and the last thing I wanted was to crash for local television.

Chuck took off into a stiff but varying wind, and after a lurching ascent, performed an aerobatic at a safe distance, but at a much lower altitude than he had tried earlier that day. I flew immediately after him, hoping to at least end up as background to his interview, and discovered just how nasty the wind had turned, and how hard he must have worked to make it look easy.



Chuck Smith tells it to the nation!

The footage of Chuck ended up as the opening snippet for a story on the weather that showed on the five o'clock news, with flight and interview footage. (See above)

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Eric Vanderslice, Field
Supervisor



The Checkerboard Flyer

May, 1991

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864
P.O. Box 6178, Broadview, IL 60153

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Dave Brown	352-0869
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Hal Parenti	562-5752
Larry Pfister*	
Bob Ruffer	547-5197
Chuck Smith*	

Meeting Briefs

April Meeting

The members passed a resolution requiring that all members will carry first aid kits when they fly at the field. The contents of the kit is up to each member. It was strongly suggested that, at a minimum, a roll of gauze be included. Dr. Pepper is willing to advise members when he is available. It was not determined whether the safety officer will enforce this resolution.

Otto Kudrna defended the recent returns of doctored fuel to LaGrange Hobby. Larry Pfister and John Tibbs were not at all happy campers when it came to the Omega fuel's performance. Otto spoke at some length regarding decreasing compression by using supplementary head gaskets, and members engaged in a heated discussion of appropriate oil content. Some wondered whether the club should offer its own blend.

Show and Tell

•Charlie Thomas - Charlie finally presented the FSW-3, that forward-swept plane he's been talking about for months. This Dan Sobb design is done up in purple and white with Robart scale struts, powered by a rebuilt 40 ASP with an OS muffler and carb.

•Gary Preusse - Gary kept us down to earth (or water, I should say) with his 1984 Atlas Van Lines F-1 1/8 scale unlimited turbine powered hydroplane. It's done in an unbelievable blue and white finish with darker blue trim. Powered by a K&B .67, this boat looks like it means business. It has a hard drive shaft with real U-joints. Gary believes it is capable of 60 MPH. The

full-scale original did 200 MPH and eventually became the Miller America as we now know it. It truly looks as mean and tough as a Rottweiler!

•Greg Stammich brought his framed-up Great Planes PT40 to show. He has enough aluminum in the dihedral brace that it requires serious fire power to bring it down. Now that Greg has endeared himself to all the club members, particularly those on channels 32 and 34, by acquiring a channel 33 system, we're hoping he'll hurry up and finish this model so we can all help him get airborne. "Hey, c'mon, guys, who's gonna help me land this thing??!"

Main Raffle Winner

•Howie Olson - Airtronics 6-channel Vanguard FM system on channel 32. Just what Howie needs to put in his new Ultimate and OS 120. I'm sure he'll fly it just as soon as he lands Greg Stammich's PT40.

•Alex (Lucky) Lach - Deluxe balancer, guaranteed to balance everything but the checkbook.

Next Meeting
May 21, 6:30 PM
Broadview Public
Library

Main Raffle Prize
Dremel Moto-shop
(Jig saw with flexible
shaft grinder)
Goldberg Pro-tote
field box & Power
Panel 

Field Matters

Beginner's Nights

Does anyone remember beginner's night at the field? Anyone interested in resuming this institution, please call John Scott, at (708)366-2445. This includes beginners, instructors, and inspectors.

Club Roster

Attached to this issue is the revised club roster. A round of thanks to Jim Petrzelka, who keeps track of this mammoth task and has done so for years. If you have any changes, let Jim know at the meeting. If you really care, we'll print it in the newsletter.

Flatlander heads for Coastal Breezes

Our field supervisor, Eric Vanderslice, is leaving us for sunny California, and for "a real job." Eric hopes to find a good flying field out there, but first he'll have to do fluorescent paint jobs on all his planes. We'll miss Eric, and wish him the best of luck. As to his replacement, that will be discussed at the next meeting.

Sad News!

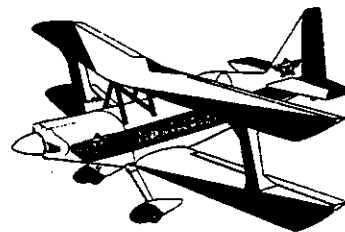
Very sudden sad news! Bob Matthews passed away April 15th. John Scott found out on the eve of the club meeting, and sent flowers and condolences on behalf of the club. At the last meeting, all members present had the opportunity to sign a card for Bob's family.

Bob was one member who always made it to the field at least once a week, to cut the grass. We will miss his friendship and the effort he put into this vital task. We were led to understand that Bob had retired just a few months ago. Sometimes life truly isn't fair.

Editor's Corner

Howie Venable actually wrote most of this issue, so I thought I'd try to fill in here. I asked Howie to take notes for me, since I'd be celebrating my second wedding anniversary, and he delivered a practically finished newsletter by Fax. Howie, I'm sorry about making fun of your ugly stick, and pick up 2 free raffle tickets under the new policy.

I was in Minneapolis last week and dropped in at R/C City, a wonderful hobby shop that does nothing but R/C. I overheard a newcomer to the sport asking where he could fly. The other flyers told him that, since all the nearby fields are privately owned and club controlled, he'd have to get on a waiting list to get into a club. It makes me grateful for our public fields here.



In case you wondered what I've been doing instead of the newsletter...

Seen at the Field

I haven't actually seen anything at the field, thanks to lousy weather and out-of-town assignments. Last weekend I made the mistake of trusting the weatherman about Saturday, and I didn't charge up any batteries. Looks like I need one of those French Trickle things, or a fast charger.

I got this third hand, so forgive the vagueness. Lionel Lusardi reports an article in a local newspaper saying that all of the gravel just east of the field has been sold to the Santa Fe railroad. This may mean that we'll get back our flying field, albeit not for a couple of years. I couldn't get to Lionel in person to get the whole scoop, but maybe we'll have a reprint in the next issue.

According to the county, our beautiful new split rail fence is on the way, and would have been in by now if their auger hadn't broken down.

The task of lawn maintenance has been taken over by Greg Meyer, backed up by Paul Ondrus and by John Scott's offspring. These guys may have a different schedule than you're used to, so be patient. Also, give them a hand any way you can.

The field was rolled once last weekend, and will be rolled again in a few weeks when it dries out a little. Apparently we'll be bringing in a "vibrating roller" to add a little zing to our field. Sounds great.

Fly Market

EZ Lazer, SuperTigre G60, totally reinforced fuselage, completely tricked out. All yours for only \$225. Call John Scott at (708)366-2445, or see it at the meeting.

Club Roster Arrives!

Thanks to the tireless service of Jim Petzelka, you have in your hands the updated club roster. Please mail any corrections to the club address, or tell Jim at the meeting.

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June, 1991

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Hal Parenti	562-5752
Larry Pfister*	
Bob Ruffer	547-5197
Chuck Smith*	

Meeting Briefs

May Meeting

There was much discussion of the parking situation at the field. While the parking situation at Loyola continues to be bad, there is a new, 1200-space garage under construction behind the dental school. This should help a little.

Dan Kamys raised the point that the club used to be an Illinois corporation, and we agreed informally to re-register the club.

It was also announced that to replace the departing Eric Vanderslice, Howard Venable will join the board. Welcome aboard, Howard.

Show and Tell

• Robert Corbin - F-82F twin Mustang night-fighter, made from 2 top-flite Mustang kits. Covered in black Monocote, this beauty will be powered by 2 Royal .45s, with a 5-7 channel system, and will weigh in at about 5-7 lbs.

• Bill Rich - Horizon Models Wave King amphibian. Bill describes this as the 10-month ARF. The plane has a fiberglass fuselage and sheeted foam wing, and power from a Fox .74. The plane is painted in international orange and white, and weighs about 8.5 lbs.

• Larry Pfister - 1/6 scale Waco YMF-3 from a Pica kit. This is Larry's first scale kit, and he's done a great job. The fully rigged plane is covered in coverite fabric with a clear overcoat, which Larry says will keep dirt from getting into the weave. Powered by an O.S. .91 four-stroke, this beauty weighs in at about 9.5 lbs.

NEW MEMBERS

- Al Peterson, who says that he's making the unusual transition from builder to flyer. Sounds backwards to me.
- John Schultz, who is building a GP trainer 40.

Main Raffle Winner

Bill Rich - Dremel Scroll Saw

**Next Meeting
June 18, 6:30 PM
Broadview Public
Library**

**Main Raffle Prize
O.S. .46 SF ABC
Engine**



Field Matters Club Roster

Let's hope this time that attached to this issue is the revised club roster. If you have any changes, let Jim Petrzelka know at the meeting. If you really care, we'll print it in the newsletter.

Glider Fun-Fly - June 15, 10:30-Noon

We're going to try this again. Howie Olson will supervise the first (in recent memory) Gliders-only fun-fly on Saturday, June 15th, from about 10:30 to noon. Howie emphasizes that this is a fun fly, so there will not be a lot of high-stress competition. (I can't exactly imagine a Goldberg Sophisticated Lady doing the inverted Limbo, can you?) So for a few short hours, all glider flyers are encouraged to bring their planes, hi-starts, battery packs, 1/2A engine power pods, or whatever. The point is to get as many of them up as possible. If you have any questions, check with Howie at the meeting, or give him a call.

Field Issues

According to the County, the auger has been repaired, and the fence is on the way. Since we're going to be stuck with this setup for a while, at the last mowing the pits were moved back about ten feet, and the fence will be behind this line. This will give us a little more flexibility when mud season sets in. Also, it will let the grass seed have a chance or two.

Remember, when the field is being mowed or rolled, all fliers are grounded. If you decide to make a "King run" while you're twiddling your thumbs, don't forget to ask the mowing crew if they want anything.

Seen at the Field

This month had some of the best flying conditions in recent memory. The field is in good shape, the winds were light, and the days were long. Unfortunately, when I wasn't pasting my planes back together, I was at work or out of town. Does anyone want to get a free raffle ticket each month? I'd love some help in this column.



"I don't get it. Larry says it's a 'Wokka', but it sure looks like a Waco to me"

Frequency Facts

At the last meeting, it was brought up that channels below 34 are supposedly all narrow-band (20-khz spacing) channels. Technically, this is true, since these channels were not made available except to narrow-band radios. However, many manufacturers do not appear to have followed this rule. Several members at the last meeting reported that they have systems with low channel numbers that are AMA silver-stickered. This may mean that the radios meet FCC regulations, but not the higher AMA standard, or it may mean that the radios are just plain 40-khz radios.

What does this mean to you? It means that, even on lower channels, you should check if anyone is using an adjacent channel. Follow the policy regarding double-wide pins, and get your radios upgraded.

At the last meeting, a member asked whether it was worth upgrading an existing radio. The answer is, maybe. Most of the upgrade plans have expired, meaning that a narrow-band upgrade can be quite expensive. If you're upgrading a four-channel system, the upgrade may well cost more than a new narrow-band system, which comes with a new set of batteries and servos to boot. If you have a recent, 7-channel system and have been using narrow-band receivers that you bought later, getting the transmitter upgraded may be cheaper.

Remember, the older, 40-khz systems are legal indefinitely. Though the club frequency policy encourages narrowbanding, flyers on silver-stickered systems are within their rights. Even so, an unmodified older radio probably has old batteries, old servos, and old switches, so these systems should get the attention they deserve.



I Was There, Where Were You?

By Howard Venable

Sunday, May 16th was a little cold and more than a little windy, so what better day to take the kids to Lamb's Farm to judge the boats at a boat race. Gary Preusse was there running the show (proceeds to Lambs Farm.) He also ran a few races with an amazingly agile R/C boat. I'd never seen boats in action before, and I can tell you they are much faster and harder to handle than I imagined.

These racers run on 40% nitro and tuned pipes. I was told Gary had one of the faster boats, capable of over 50 MPH. Boats screamed down the straightaway, some flipping, non sinking. It wasn't uncommon to see the retrieval crew picking up 2 or 3 boats at a time that had failed to finish a race.

Of course, the best part for me was seeing Chuck Smith fly his Decathlon for the crowd. He ran a little rich and performed what he called "mild" aerobatics. Between the wind, the nearby highway, and the crowd, Chuck did an admirable job in looping, rolling, and low passing. His landing was a heart stopper when the wind tripped his wing and he caught one pontoon solid on a sideslip landing. I was probably the only one who knew Chuck was dissatisfied with the touchdown.

Rumor has it Chuck stopped at a nearby private lake to practice touch & go's. He said he was prepared to make tracks at the first sign of fishermen and/or shotguns. I wouldn't feel right about revealing the location of this lake, other than hinting that it's around Libertyville just off St. Mary Road North of 176 on Lake Minear. Do we know anybody in that neck of the woods?

I'm not ready for R/C boats, but I can tell you that Al's Hobby Shop crew, (including Al & Elmer) was there and they support it well. If you're looking for something to do sometime check out a boat race. I'm sure Gary can tell you when & where. You might end up with a new hobby, which, I'm sure, is just what you need.



Bob Corbin's Twin Mustang at the May meeting.

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Fly Market

Want a plane? No time to build? Call the Olson Airplane Factory. Howie Olson, (312)637-2043.

The Official Word on the Gravel Pile

Clipped from *Pioneer Press*, May 5, 1991, submitted by Lionel Lusardi.

By David Pollard, Staff Writer, Pioneer Press

A 40-foot high limestone hill in Miller Meadow Forest Preserve, Roosevelt Road and First Avenue, will slowly decrease in size over the next four years as the rock is sold. Harry Barrett, chief construction engineer for the Cook County Forest Preserve District, said he thinks the Deep Tunnel project, where the limestone is coming from, is about 70 percent completed. "We started selling limestone last August and it is leaving the Meadow at a pretty good pace," he said. Barrett said the Santa Fe Railroad is using the limestone to elevate railroad tracks.

Joseph Nevius, Chief Landscape Architect for the Forest Preserve, said the limestone was sold to Santa Fe for about \$7 million.

Barrett said the stone should be gone within the next several years. "I would say within 4 years, based on the company's needs, we should have it out," he said. Barrett added that once the limestone is gone, the area will be returned to its original state.

"We'll take care of the ground when it's all gone. Provisions have been made for restoration of the top soil. We'll have someone put new topsoil down and seed it," he said. "The original top soil was stripped, along with two feet of clay that was underneath. We are stockpiling the clay on the side to be put back once the limestone is removed."



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Meeting Briefs

June Meeting

Charlie Thomas continues to talk to the forest preserve in regards to installing our fence. It was agreed that if nothing happened by Thursday, June 27th, a fence installing party would happen on June 28th at 5 PM.

John Scott reported that the roller was coming soon.

FUN FLY-O-RAMA

Howie Olson was chosen to direct the June 22 Glider fun-fly, and Lee Ernest was chosen for a later fun-fly.

John Eggum volunteered Dave Latsaras by proxy for a fun fly on the fourth wednesday in July (July 24th). John will run the fun fly if it turns out that he didn't hear Dave correctly.

Several witnesses agree that they heard Larry Pfister volunteer to run the August fun-fly, which will be for biplanes only. It was agreed that anything with two wings qualifies, no matter how small the second wing.

We are still looking for a September contest director. The pay is small, but the glory is great.

Show and Tell

- George Martin - Great Planes PT40, powered by the trusty OS Max 40FP and covered in Monokote. George is to be congratulated for the beautiful covering job, and says he'll be out in July to fly it.

- George Miner - Bill Winters RC special - a very nice plane covered in Oracover and powered by a SuperTigre .40. This plane had not yet flown, but George is looking forward to a maiden flight.
- Lee Ernest - Spitfire by Dynafite. A very nice scale-looking plane, done up in Oracover overpainted with a flat camouflage finish. Power will be from an OS 40FP.
- Rick Ondrovic - Sig Citabria. Very nice touches on this plane. Powered by a Saito 80 gold head, and weighing in at about 7 pounds.
- Hal Parenti displayed the fuselage for his new Ryan Fireball, now in progress. He hopes to make it light enough for FAI rules and plans to take it to Las Vegas for the Scale Masters in the fall. We hope we're lucky enough to see this one fly.

Main Raffle Winners

- o Howie Olson - Great Planes FUN ONE kit
- o Joe Beranek - OS SF .46 engine. Joe is getting enough engines to start using them as doorstops.

Next Meeting
July 16, 6:30 PM
Broadview Public
Library

Main Raffle Prize
Complete Radio System



KABOOM!

It appears that the leading manufacturer of Nitromethane had a huge plant explosion earlier this year. What this means to you is a severe fuel shortage. Tower Hobbies has stopped producing fuel stronger than 10 percent. Local hobby shops are reportedly limiting buyers to one jug of fuel a day.

Hearsay has it that the plant won't be operating for another year or more, so now might be a good time to start flying FAI pattern (0 percent) fuel, as well as to bring out those low-displacement four-strokers. All of us with new, larger engines are looking in the basement for kinder, gentler power sources. Keep an eye out for lots of the Calm 25 pattern planes.



FUN FLY JUNE 27th By Howard Venable

It was a beautiful but windy evening when the club had its first weekday funfly of the year. There was a good member turnout and a respectable number of spectators as well. Lee Ernest was the contest director and also participated in a no-holds-barred bomb drop. Lee also competed, as did Devon Bennett, John Eggum, Gary Parenti, Hal Parenti (who says he showed up just to show Gary how it's done!) Dave Latsaras, John Masler, Lee Ernest, John Tibbs, Howie Olson, and myself.

John Eggum had practiced on a near-windless day with Joe Beranek assisting for some 15 to 20 drops. Word was John had gotten pretty good, working with an unnamed spotter who yelled "Drop now! Oops - too soon" on more than a few tries. This effort netted him a score of zero for the evening, though he missed by inches several times. He even flipped his plane over in the center of the target, but the committee ruled that only one-point landings would count.

I know Devon was out there at 8:30 AM testing out his servo release system. Even the best laid plans don't help when your only bomb sails into the weeds. Even this didn't keep Devon from borrowing and losing more rolls of tape than most hardware stores keep in stock. Credit Devon with zip for the evening.

Dave Latsaras fared no better, but got our attention when his bomb went into the prop and made one hasty downwind landing. You have to give him credit for dragging that biplane downwind and across the field on a dead stick.

John Tibbs made every effort to hit the target and ended as the only total loss of the day when his elevator let loose and he crashed into the weeds. Some debate ensued about the merits of EZ connectors on critical control surfaces, but this shouldn't slow down John's increasing ability in Pattern flying.

Did I mention the wind? Three people (including me) eventually gave up because of the heavy gusts. Howie Olson came a whole lot closer to the trees than he liked with his floater, and Dave Latsaras thought better of it eventually as well. If you think I'm kidding, consider that it took three people eight attempts to land Lee's Mustang. Even John Eggum couldn't bring it down, and Hal Parenti was finally brought in to land it after two passes. Of course, the third pass was made as if there were no challenge to begin with.

Eventually, three winners emerged. Hal Parenti easily led with 6 points. Gary got two for second place. A team of Charlie Thomas and I took third with one point. Charlie spotted and patiently watched me make 3 or 4 attempts to get my bomb loose. Charlie took the sticks and dove into one mighty steep humpty-bump. Lo and behold, the bomb finally came off, and dropped into the target for one mighty point and third place. Between Lee and everyone else it got sorted out for a Thomas/Venable third place. Considering that I parked the Cub after one flight, I sure can't complain. I was glad to go home with a plane.

Lets see even more members for the July fly. Maybe we can get a hint of what tortures await at the July 16th meeting.



Seen at the field

What's wide, flat, and yellow? Aside from my Cub after a spin-in? Why, our field, of course. After being treated to two rollings with the famous vibrating roller, and then a few weeks of no rain, we've got a good, though not exactly lush flying field.

Chuck Smith was seen with the photo model for the Carl Goldberg Models Extra 300. Now we know what we'll all be working on when we finish our Ultimate Biplanes.

I can't remember who it was that gave us the quote of the month - "This hobby is God's way of telling you you have too much money."

The glider fun-fly was attended by four silent fliers, and was enjoyed by all, except for one who got too far downwind and landed in the trees.

The 4th of July was the usual holiday flying - too many people playing softball in the weeds, and all the smart flyers at home barbecuing with their families. So where was I - at the field.

Joe Beranek got the flyer of the day award. In high winds, Joe rescued Howie Venable's out-of-trim, tail heavy stik plane with a passable, damage-free landing in the weeds. As if that wasn't enough, he made an even better landing with another flyer's CG-in-the-rudder Aeromaster biplane. I've never seen a plane so spin-prone. Every time Joe took it over 1/4 throttle, it was spin city!

John Eggum gave Joe the only break of the day, when he brought out a beautiful TopFlite P-40 Warhawk. John picked this plane up at a swap meet in sad shape, and fixed it up to look newer than new. With an Airtronics 7-channel, John had mixed some down elevator with the 3-position flaps. He was a little wary to fly the plane, never having seen one fly, but after taxi tests, he persuaded Joe to stand by. It turned out to be a beautiful, relatively neutral flyer, though it needed plenty of flaps to land. I'm not sure, but I think all Joe had to do was watch!



Where's my #&#@ canopy?!*



The Checkerboard Flyer
P.O. Box 6178
Broadview, IL 60153

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Howard Venable,
Field Supervisor



The Checkerboard Flyer

August, 1991

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864
P.O. Box 6178, Broadview, IL 60153

INSPECTOR-INSTRUCTORS (*Instruction Only)

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Dave Brown	352-0869
Paul Ondrus	325-2914
Hal Parenti	562-5752
Larry Pfister*	
Bob Ruffer	547-5197
Chuck Smith*	

Meeting Briefs

July Meeting

Not much to discuss at the meeting. The library decided to charge us (and all other groups) \$10 per meeting. The club decided that this was as cheap as we were going to find.

Lee Ernest gave a colorful description of the fun-fly, and presented two "special" awards to John Eggum and Devon Bennett

SHOW & TELL

- John Tibbs - Indy P-40 (Lion kit) powered by an .80 Enya, equipped with 6 channel radio, retracts, bomb drop. Weighs in at 5.5 lbs. This 5-week ARF had about 10 flights logged.
- Gary Preusse - Wildcat from Al's basement, approximately 10 years old. Built from a Nick Zirola design printed in the 9/72 issue of Flying Models (Gary wants to hear from anyone with this issue) and weighing about 4 lbs.
- Howie Olson - Great Planes Fun One 40, powered by a Como .51, done up in red, chrome, white & blue Monokote. If this plane looked familiar, it's because Howie won it in last month's raffle.

- Noah Shlaes - Goldberg Ultimate Bipe, OS 120-II four stroke w/pump, red & blue Ultracote, Bart Simpson pilot figure.
- Howie Venable - Das Ugly Stik ARF, completed in 5 weeks, powered by a K&B .61.

NEW MEMBERS

Lawrence Blakeny, who flies a Sig Kadet Mark II, Joe DiPiano, who just finished his Goldberg Cub, and Hank Naperkowski, who is actually a lapsed member from 20 years ago.

MAIN RAFFLE WINNER

It had to happen someday. I was so disappointed at not winning the prize, that I didn't write down who did. Tell me at the next meeting, and I'll print it next month.

Next Meeting
June 15, 6:30 PM
Broadview Public Library

Main Raffle Prize
IT'S A MYSTERY!



JULY FUN FLY RESULTS

Dave Latsarus held the July fun fly balloon bust. Helium balloons were attached to the field with crepe paper ribbons, and competitors got a point for breaking a balloon, 1/2 point for cutting a ribbon, and 1 1/2 points for hunting down and killing a loose balloon. Nobody collected the double point bonus for making any of these maneuvers upside down.

Devon Bennett won the event in his Super Sporster 60, scoring 2.5 points. John Eggum came in second with 2.0 points in his yellow Cub equipped with what John says were leading edge slats. They looked a lot like staple points along the wing to the rest of the crowd. Hal Parenti brought in third with 1.5 points in the ever-faithful Headmaster.

PFISTER-FLY

Larry Pfister wants me to remind you of the August fun-fly, for biplanes only. (There is no restriction on size for the second wing.) This will be on Thursday, August 22, in the evening. We don't know quite what the event will be.

BOB PETRINEC REPORTS FROM THE NATS

Bob Petrinec spent an expensive and interesting week at the '91 Nats last month. He arrived with, among others, 2 Texas Outlaws. I wouldn't wait to see either of them at show & tell, though. Bob was trying to make up for an over-tight turn that left him high & outside for the next pylon. It seemed like a well-placed barrel roll would do the trick, and would neatly avoid buttonhooking the second pylon. Unfortunately, he lost too much altitude in the roll, and hit the concrete runway, converting the plane to "mayonnaise." (Bob's word)

The second was faring a little better, when the wing of a competitor hit his horizontal stab at an altitude of about 20 feet, sending his other Quicke 500 entry into the pavement after a sudden change in pitch. The other guy survived without damage.

In the midget races, Bob finished near the middle of the field. In Formula 1 Unlimited, he came in 24th of 47. All in all, he ended the week with a lot of flying, three planes and a Wheaties box full of parts.

Trying to Stay Dry at Oshkosh

After last year's soaking, I was better prepared for this year's EAA convention in Oshkosh, Wisconsin. We had rain ponchos, long lenses, fast film, and a nearby hotel. True to form, it rained on the one day I was able to scrounge out of my work schedule, but this didn't cancel the airshows, and it made the crowds a little smaller.

We took a friend's advice, and parked at the Museum building. There's a free bus, and it's easy and fast getting out. At the museum, we got a good close look at some beautifully restored airplanes, and saw such oddities as the Stits "Baby Bird" - 6 1/2 foot wingspan, one passenger, and it flies! Might make a nice 1/1 scale subject. The newly restored Taylor Aerocar was there, as well as a lot of other oddballs.

Outside was a lot of familiar stuff, as well as some newcomers. Several Gee Bee racers, and a great assortment of WWII bombers looked great on the ground, and better in the air. Leo Loudenschlager and Patty Wagstaff (in a Laser and an Extra 260) did low-level shows that really woke up the crowd, including a few maneuvers that I've only seen Chuck Smith do. The EAA Eagles did a similar show to last year, looking more like fireworks than aerobatics. Then a long drive home, stopping for Pizza in Milwaukee, and back to small-scale flying.



"I damn, John, maybe you can use it for U-Control."

SEEN AT THE FIELD

The most noticeable thing at the field these days is the new split-rail fence. This makes it immeasurably easier to keep picnickers, softballers, etcetera away. The wait was worth it.

A few Saturdays ago Larry Pfister won the Weedeater award. It seems after weeks of flying the Waco, he brought the Liberty Sport biplane out of storage, and forgot how much faster it lands.

The long grass at the edge of the field was mistakenly cut by an over-eager Forest Preserve employee. This does not represent a change in official field size - the grass in the end zone will be allowed to grow back.

News - it's official - according to Forest Preserve officials, model rocketry is not permitted in Miller Meadow. Interesting.

A work order was reportedly issued 7/30 for a new sign by the parking area identifying the flying field.

Note: Now that the field is pretty dry, and that the pits don't have much grass growing, be careful about running up your engines there. It kicks up a lot of dust, and it sucks a lot of crud into your carburetor.

Also, join the many club members who are using fuel overflow catchers, and maybe the grass will grow back.

RULES, RULES, RULES

When they're necessary to control activities that are supposed to be fun, rules can be a pain in the neck.

Problem is, our "fun" activity can cause lots of grief if we don't approach it with lots of respect for its potential hazards.

And as more of us become proficient flyers, some of us become a little too relaxed when it comes to operating within the club-endorsed guidelines spelled out on the impound rack sign. So here's a refresher:

Frequency Pins: "Individualized" - or badly identified pins - reduce our security from "shoot-downs". Plain clothespins, please, marked as prescribed on the rack sign.

The Use Of Frequency Pins: There's only one way to use the pins and there's nothing new about it: Transmitter in use; pin up. Transmitter out of use; *turned off, in rack, pin down.*

The Dashed-Line "Deadline": All flight operations - low passes, maneuvers, high-altitude flight, landings and takeoffs (except for takeoffs and hand launches east, away from the pits), should be executed on the far side of the Deadline. When other flight stations are in use, using the far boundary of the field as your Deadline is even better.

Landing Patterns: When landing to the south, a left turn to final approach automatically keeps your model on the far side of the Deadline. Landing to the north, a *right* turn to final accomplishes the same thing. (Anyone who fancies himself a "hot" flyer should certainly be able to accomplish basic left and right turns!)

Usable Airspace: Take another look at the map on the rack sign and note that the safest "line" to fly isn't exactly parallel with the field itself, but is slightly "skewed" northeast to southwest. This is the corridor that'll put crashes where they're least likely to result in property damage, personal injury, and loss of the site. (A couple of crashes have landed in the Forest Preserve Warehouse Area. We can't count on luck forever!)

Hot-Shots - Remember This: As your flying becomes more "impressive", more flyers will copy your style. So if you're good enough to hot-dog, you're also good enough to set a positive example when it comes to operational safety and courtesy.

Help Take Charge In Promoting Safe, Courteous Operations: If you observe the guidelines yourself, join the few of use who are willing to take on the unpleasant task of pointing them out to those who ignore them. And get help if necessary. Also, when instruct, teach procedures and courtesy - not just turns and maneuvers.

Try Thinking Of The Rules This Way: Observation of the guidelines doesn't stop the fun, it provides the *foundation* for the fun - and for better member-to-member relationships.

Chuck Smith

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Fiberglass Cowl for Great Planes Cap 21 40 size - \$10. Hobbico starter - \$10. Noah Shlaes (312)243-4247



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The Checkerboard Flyer

September/October, 1991

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Paul Ondrus	325-2914
Hal Parenti	562-6752
Larry Pfister*	
Bob Ruffer	547-5197
Chuck Smith*	

Meeting Briefs

August Meeting

Show and Tell

- Lee Ernest - Top-Flite Elder 40 finished off by John Eggum. Powered by a Saito .45, this is a really nice looking plane. Should be quite a floater.
- Kelly Flowers - Black Baron Special that was extra special. Exquisite paint job using Chevron and Pactra paints. Noteworthy riveting and striping as well. Kelly plans for cable-actuated elevator. Powered by a SuperTigre .45 ABC on a pipe, this should be a real screamer.

NEW MEMBERS

Robert Pascente
George Boitik
Joe Nebren
Ralph Weber

Main Raffle Winner

Unknown - Globe L40

Sport Plane

Rob Pascente - Digipace

Battery Cycler

Next Meeting

October 15 6:30 PM

Broadview Public Library

Main Raffle Prize

O.S. .46 FS ABC engine
w/pump

September Meeting

New Board Nominations

Since we will be losing two board members at the end of this year (John Scott and Charlie Thomas have both served two years on the board, and are moving on) we will be needing two more board members this year. Three nominations were made at the September meeting, and more will be accepted in October.

The nominees are:

Dave Brown
Dave Latsarus
Rob Pascente

Gary Preusse proved that someone actually reads these newsletters! A few months ago we mentioned that he was looking for a back issue of Flying Models. Well, a copy of the C-F made its way out west to that magazine's headquarters, and Gary now has the issue he needs.

September Show & Tell

Howie Olson - A typical Olson Special, Airtronics Eclipse glider, done in Olson color monokote, (red & blue with orange trim) and with a flawless finish. See the fly market for details.

o Clarence Mills - A Canard Stick, built from a 9-year-old kit. Powered by an OS 35FP, this plane has a 60" span, and balances ahead of the wing. Covered in red, black & white monokote, this looks like the strangest WWI plane you ever saw. Clarence gave a nice explanation of the oddities of canards.

o Clarence Mills - Again - Balsa USA Easy 100, with K&B .45 power, 70" span, and 5-lb total weight. Clarence has been very busy these days!

o Hal Parenti - What has 31,000 rivets, but only weighs 17 lbs 1 oz? It has to be a Ryan Fireball. Powered by a SuperTigre .75 and an OS .45 ducted fan engine, this plane has every scale feature you can think of. Air-operated retracts, controlled wheel brakes, retractable carrier hook linked to fowler flaps, and the niftiest retract sequence I've ever seen. This 1/6.5 scale plane is nearly 2 lbs lighter than the last one, and Hal was kind enough to demonstrate the various features for the club.

Main Raffle Winners

o Johnny Ventrella - Airtronics Vanguard FM radio. Johnny is rebuilding an engine for his Great Planes PT 40, and this prize completes the package.

o Howie Olson - Top Flite Hot Canary kit. How much will you bet that we see this one at the next show & tell?

Field Matters

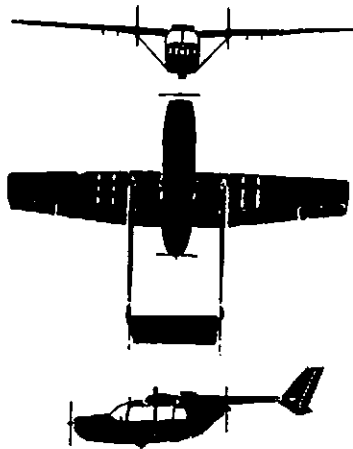
John Tibbs will CD the september funfly. He said that this will be a basic fun-fly especially geared toward the novice and less experienced flyers. He will announce the rules in detail, but it will basically involve judging on take-off, landing and a limited time in which to accomplish as many non-repeated maneuvers as the pilot is capable of. John will announce the date.

Attention Monokote Trainees

Joe Beranek lent someone two videotapes on how to apply Monokote, and wants them back. If you've got 'em, there are more of us who want to watch these tapes.

Checkerboard Pilots Take It All At IMAC Contest

Chuck Smith and John Tibbs competed in the Chicagoland IMAC (International Miniature Aerobatic Club) contests August 16th and 17th. Both competed in the advanced class. John flew his CAP 21 to a third place finish. Chuck flew Carl Goldberg Models' Extra 300 Prototype to a first place finish, while Dave Patrick took first place in the Unlimited class, flying a demonstration of the Extra 300. While it's true that no one competed with Dave, if you've seen him fly, you know that it wouldn't have mattered. Larry Lisowski, who also flies at Checkerboard field, took second place in the advanced class in his Goldberg Ultimate, making this an all-Checkerboard event.



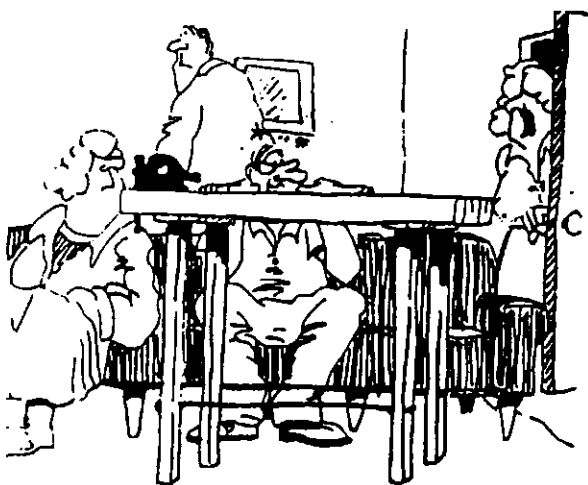
O-2 (USA)

WINGSPAN -- 12 METERS
 LENGTH ---- 9 METERS
 SPEED ----- 175 KNOTS
 RANGE ----- 1,770 KILOMETERS

(From an Aircraft ID Playing Card - Army Issue)

Gentlemen - Take Your Stations!

It seems like it's time to restate policy on flight stations. So, a reminder. The field has three flight stations. They are placed where they are to reduce 3IM interference, and also so other pilots won't have to guess where people are on the field. So if you fly off a station, you risk getting "winged". Helicopter pilots practicing hovering may do so off-station at the north and south end of the pits. However, full-fledged helicopter flights should be made from a flight station. The last thing any of us have time for is wondering where the other pilots are standing. So use the stations, and make it easy.



"The Doctor will now see The Gentleman who Glued His Hands To His Work Bench!"

Thanks to Darke County Aeromodelers, Winchester, IN
 (Reprinted by permission)

Fun Fly News

Larry Pfister's Biplane Contest was well attended, though dominated by "instant bipes". The rules required execution of three maneuvers within a time limit. The winners were John Eggum with a time of 56.92 seconds, Gary Preusse, with a 35.8 second time, and Dave Brown, with the winning time of 34.92 seconds. Prizes were cash, distributed at the meeting.

Dave Latsarus also hosted a fun fly, which Devon Bennett won, followed by John Eggum and Hal Parenti.

By the time you get this, we'll know the results of Dave's latest creation, fuselage drag races. It's just what it sounds like. To avoid a bunch of 75 Mhz types taking over, the winning entry must fly a lap of the field (in the air) to claim a victory. This will be Saturday, September 28th, at noon.

Editor's Corner

Due to a combination of poor preflights and bad luck, I haven't been to the field much lately. It seems I have to build before I can fly. After an anemic couple of flights on the revived Goldberg Cub, it's back in the lab to see if I can't improve balance and take off weight at the same time.

I also have had to send a lot of new equipment in. The folks at RCD were very concerned when I told them that their receiver had failed to range check, and called with a lot of questions. They are sending a new one, no charge. This is my kind of company. Apparently, even though I upgraded my transmitter to FM, Futaba may have tuned it a little off center, which could cause the RX to fail. (RCD uses a bandwidth of about 8 khz)

I just got back the package with my OS 120-II four-stroke, fresh from the recall. (See article) There was no charge, and turnaround was about two weeks door-to-door. The only catch is that I have to break it in all over again. Lucky I never ran it before.

Meanwhile, I've put in a lot of stick time at the PC, playing Chuck Yeager's Air Combat. This is an addictive program - maybe I'll write a review later.

Well, it's back to the basement, so that soon I can see you folks at the field.

AIRWORTHINESS DIRECTIVE - CGM ULTIMATE

Attention all Carl Goldberg Ultimate Biplane builder/owners. If you intend to do knife-edge loops with this plane, be aware that a well-built plane experienced a structural failure in the interplane struts on the down leg of this maneuver. It is still not known quite what failed, but if you are still building, it would be a good deal to reinforce the wing ribs where these struts attach, and to beef up the struts themselves. Also, don't forget plenty of thread-lock.

Handy Engine Reference - thanks to Bayard Buzzrds MAC, Monroe, Washington

RUNS ERRATIC OR HOT	RUNS LEAN BUT NOT RICH	WILL NOT START	WON'T IDLE	RUNS A SHORT TIME—QUITS	
Engine not broken in Fuel line too small Glowplug shorted Glowplug blown Bad fuel Air leak in tank Air leak in line Kinked fuel line Debris in fuel line Carb leaking air Debris in filter Clogged needle valve Loose engine Foaming of fuel Loose head Loose case screws Loose plug	Bad plug gasket Leaking glowplug stem Blocked fuel vent Pickup in tank off Crack in crankcase Varnish in engine Bearings worn out Bearings defective Bearings misaligned Crank rubbing backplate Split tubing inside tank Propeller too large Improper carburetor setting Improper tank location Propeller out of balance Propeller too small	Too much nitro Improper lubricant Defective plug Compression too high Fuel line too small Fuel line clogged Air leak in tank Air leak in line Air leak in carb Head screws loose Case screws loose Improper carb setting Improper tank location Fuel vent blocked	No fuel Flooded Dead battery Bad fuel Defective leads Loose plug Loose head Improper connection Wrong carb setting	Bad plug Bad fuel Loose carb Wrong carb setting Case screws loose Head screws loose Plug loose Fuel line too large Leak at carb base	Pickup off in tank Clunk off line Defective plug Clogged filter Clogged carb Loose carb Loose needle Plug bad Improper tank location Blocked vent Fuel line too large Prop too large
			VIBRATES		
			Prop not balanced Spinner defective Bearings shot Rod is bad Crank not aligned		

Attention OS Surpass II 120 Owners

If you recently bought an OS Surpass II 120 four-stroke engine, you should know that some of this model have been recalled. They can be identified by the letters *AF* stamped on the underside of the right engine lug.

If your engine is from this series, then the fuel pump may be defective, making it very hard to adjust mixture reliably, and putting your engine at risk of over-lean running,

Regardless of whether you still have the receipt or whether the engine is still under warranty, O.S. will replace the defective pump for free. Any other damage that might have occurred is up to you.

All you need to do is crate up the motor with a note about the AF series recall and send it to

Hobby Services
PO Box 4021
1610 Interstate Drive
Champaign, IL 61821

Questions should be directed to (217)398-0007.

Like I said, you don't need proof of purchase or anything because this is a recall. I sent mine in and got it back in about two weeks total.

Note: Hobby Services also reports that this is the only recall ever made on any O.S. engine, and that you needn't worry about any of your other engines.

Fly Market

Want a plane? No time to build? Call the Olson Airplane Factory. Howie Olson, (312)637-2043.
Fly Market

Three Vintage Engines, varying condition. A McCoy .29, an OK Cub .049, and a Rogers Ignition engine. Make and offer to Pat Pszczola at (708)656-0969.

Airtronics Eclipse - ready to fly, Olson-built. 05 Leisure motor, rigged for 8 cells. Call Howie Olson at (312)637-2043 for this beautifully built motor glider.



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Paul Ondrus 325-2914
Hal Parenti 562-5752
Larry Pfister*
Chuck Smith*

Meeting Briefs October Meeting

There was extensive discussion of the November raffle, in which Larry Pfister made sure that we spent a lot this month. As you'll see, he was taken very seriously.

Joe Beranek is still missing his Monokote videotapes. They'd better show up at the November meeting (and not in the swap meet)

The club voted to leave the impound rack out this winter, so that the winter flyers have someplace to put the radios.

Grant Sweer is involved in an SAE weight lifting competition for radio control. Any armchair engineers out there should give him a call at (708)450-1862 and fill him in.

- o John Eggum - Ace Littlest Stick - this 4 ounce airplane is supposedly buildable in one night. John took a lot longer, setting it up for 2-channel, and finishing the fuselage in sanded epoxy. John hopes the Cox .010 will power it, but he's prepared to upgrade it to an .020 if it needs it. Most agree that this will be the smallest plane ever flown at Checkerboard field.
- o Larry Pfister - Goldberg Anniversary Cub on Goldberg Floats. Powered by a black and gold Saito .80 4-stroke, this beauty weighs in at less than 9 lbs. Larry used epoxy and light fiberglass over a slightly beefed-up basic Goldberg float kit.
- o Al McCaskil - Goldberg Chipmunk in Olive Drab with high-viz yellow undersize. Powered by a .61 K&B. Al bought this from a guy who just didn't like the color when he was finished.
- o John Eggum (Again) - Guillow free-flight Piper Cub - John modeled this one "in the bones" so that he could have something that showed his craftsmanship off. John - did you move to a smaller house or something?
- o Joe Beranek - Joe finally finished covering the beautiful glider we saw early this year. 92" span, twin-boom beauty from an old Parker kit. All-up weight of 48 oz, including 7-cell, 1400 Ma/H power pack and self-venting drilled spinner.

- o Al McCaskil - AirCore Corostar low-wing sport plane, Fox .50 power. This plane is made entirely of corrugated plastic, right down to the matching tree-strike patches. Al says it flies pretty well, and is extremely rugged.
- o George Martin - Pica Cessna 182, 1/6 scale. This 74" span all-wood beauty is covered in blue and white Monokote, powered by an OS .61 and weighs about 7.5 lbs.

Raffle Winners

**Lawrence Blakeney -
Robart Incidence Meter
Johnny Ventrella - OS
.46 SF with Pump**

Next Meeting -

**Broadview Public
Library, November 19th,
6:30 PM.**

Make sure to get there early - there's a lot to give away!

Raffle Prizes

\$1 Raffle

- o Goldberg Extra 300 kit
- o Goldberg Ultimate 10-300 Biplane kit
- o OS .46 SF Ring engine
- o OS .25 FSR engine
- o Great Planes Super Sportster 40
- o Airtronics 6-channel radio
- o Special package - OS .25 FSR and Ace Super Pacer pattern plane kit

50 cent Raffle

- o 2 Heat guns
- o 2 sealing irons
- o Gel Cel battery
- o Loads of hardware & fuel



Editor's Corner

I was in Des Moines, Iowa on business a few weeks ago. When I'm out of town I'll usually check out the local hobby shop if I have time to kill. There were two listed in the phone book, including one that said it had *its own flying field*. This got my attention, so I took my rent-a-car out down some seriously muddy roads to the outskirts of town, until I saw a wind sock at the side of a dirt road.

I pulled in, and saw a beautiful flying field, with a poured concrete car track, permanent pits, and a whole hobby shop next to it. The shop was tiny, maybe half the size of our meeting room, but reportedly had more than 100 kits in stock, and would custom cut foam wings while you wait. The field had league competition in 1/2 A pylon, using a standard plane that the shop sold, ready-to-cover, for around \$40.

They asked about our field, and were amazed that we fly on public land. (All their fields are private.) The shop was full of hangar flyers, and it sold snacks and pop to keep the flyers outside happy.

I can see that a lot of spouses could grow to hate this place, since we always seem to come home late from the field and the hobby shop.



"You call that a raffle? When I was on the board, we gave away a DC-3! I mean a real DC-3, and an airline to go with it!"

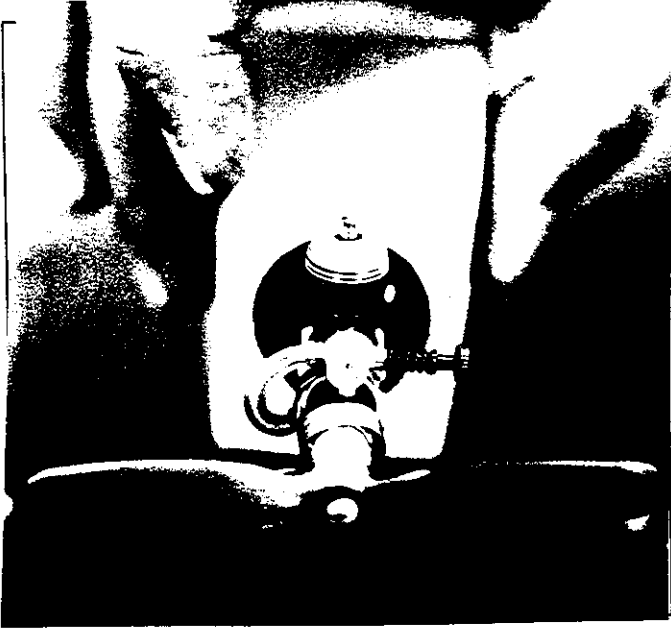
Airworthiness Directive

Members reported that some K&B engines have a problem with the chrome lining coming off the cylinder wall. K&B has been very cooperative, repairing or replacing these engines when they are sent in.

Also, be careful using velcro to hold in important parts. Al McCaskil says he used velcro to hold in the battery on his Corostar. As he lined it up to land, the battery fell out. Since it was a Corostar, it needed only to straighten out the gear. (I was going to say that Al managed to land with minor damage, but that's not quite true, is it?)

Board Elections

The November meeting is the last meeting of the year, and is when we vote on the 1992 board. This meeting is your chance to make sure that the grass is mowed, the raffle is full, and the meetings don't run too long.



John Eggum provides a scale reference for his latest creation.

CLASSIFIED ORDER INFORMATION

Minimum charge - Free to members! (shops and services, \$3 for up to 10 words, \$1 for each 5 words thereafter. Name and phone # are free.) Ad plus cash or money order made out to "Checkerboard" must be received by last tuesday of the month to appear in the following month's issue. Mail to: Noah Shlaes, 820 South Claremont, Chicago, IL 60612. Ad charges benefit club treasury.

Example of \$3 ad: OS.40 4/c NIB \$100. EC Ace Voltmtr \$15 Eagle 2 w/FP.40 and 4 s-48 servos \$135. Tom. 555-1010.

Standard abbreviations: NIB (new in box.) EC (excellent condition.) GC (good condition.) NR (never run.) LT (low time.) U (unstarted kit.) Additional abbreviations may be used by the editor.



1991-1992 Checkerboard Frequency Policy

1991

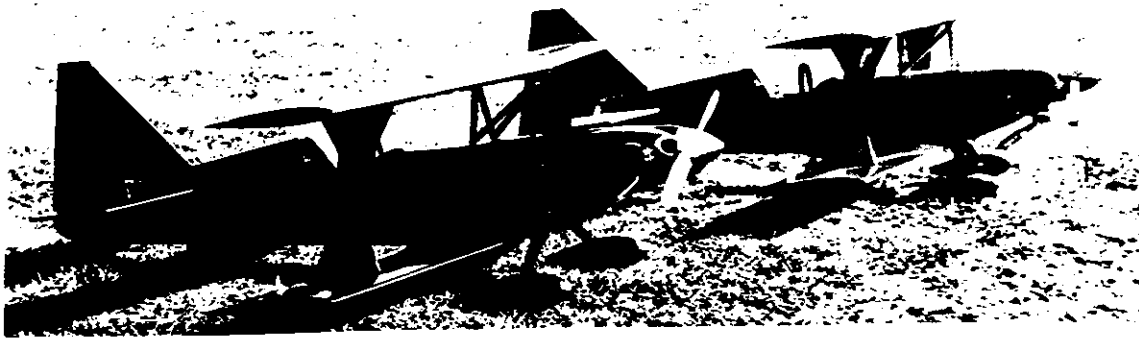
Purchase only even-channel AMA Guideline-Certified radios and upgrades. All odd-channel radios at Miller Meadow will use a three-channel "blocking" pin.

1992

Odd-channel radios will switch to a single-channel blocking pin. All remaining "wideband" equipment will be required to use a 3-channel "blocking" pin thereafter.

PLEASE COMPLETE "NARROWBANDING" OF ALL EQUIPMENT PRIOR TO JANUARY 1, 1992.

Although "wideband" equipment may remain FCC-legal indefinitely, its continued use at busy, public-land sites will be disruptive after 1991.



Add your plane to Ultimate Alley - Enter the November raffle early and often!



The Checkerboard Flyer

P.O. Box 6178
Broadview, IL 60153