

Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 80612  
(312) 243-4247  
BOARD MEMBERS:  
(No titles yet -  
Alphabetically)  
Nick Bobel, Kelly  
Flowers, Rob Pascente,  
Rick Rausch, John  
Scott, Howard Venable



# The Checkerboard Flyer

January, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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*	
Chuck Smith*	

## Meeting Briefs November Meeting

The November Meeting was dominated by the raffle and Show & Tell, but some important business was also conducted.

Chuck Smith reported that an AMA appreciation award was presented in late October to Charlie Bauer of the Forest Preserve for his good work on the behalf of the club.

## New Board Elected

Since there were not enough candidates for a real competition, all those who expressed interest at the meeting were added to the board in one capacity or another. New board members include:

- o Nick Bobel
- o Rob Pascente
- o Rick Rausch

These upstanding gentlemen are joined by the following returning board members:

- o Kelly Flowers
- o John Scott
- o Noah Shlaes
- o Howard Venable

The new board was elected by acclamation.

Since it was never exactly clear who wanted which title, the board will meet and decide this some time before the January 1992 meeting.

## Show & Tell


- o Hal Parenti - Godfrey Laser - very large model, with 6 servos, lightweight fiberglass/foam construction, and an excellent Monokote finish. Powered by a Saito 270 4-stroke twin, this monster weighs only 15 1/4 pounds, with a 98-square inch wing area. Construction included balsa/fiberglass bulkheads.

- o Howie Olson - Top Flite Hot Canary - Howie won this in the September raffle, and it must be a hell of a construction job, since he usually does these in only one month. Yellow with blue trim, it looks gorgeous. Howie equipped it with an OS .40 FP, Futaba servos, and a Du-Bro Muffl-aire muffler. The whole package (all you add is a receiver) can be yours for \$400.
- o Mike & Rick Rausch - US AirCore Classic Cub with floats. Powered by a K&B Sportster .45, this plane can take a beating, and it looks pretty good. I saw this plane cartwheel and more at the field, yet it shows no damage.

## Raffle Winners

- o Goldberg Ultimate Biplane - Mike Rausch
- o Goldberg Extra 300 - Alex Lach
- o Great Planes 40 Super Sportster - Bob Petrinc
- o Airtronics FM Radio - Howie Olson
- o OS .46 SF - Lawrence Blakeney
- o OS .25 SF - Ralph Catlin
- o OS .25 SF and Ace Pattern Plane - Bob Mitchell
- o Goldberg Pro-tote - Dan Kamys

Next Meeting -  
**Broadview Public Library,  
Tuesday, January 21,  
6:30 PM**

Raffle Prizes -  
**Top-Flite Corsair (Revised  
Kit Design)  
OS .70 Surpass 4-stroke  
engine** 

## New Year's Fun Fly

Lee Ernest held a fun fly on January 1st, starting with breakfast at Mother's Day, and continuing on to the field. About 25 people showed up for breakfast, which I think is around a third of the active fliers in the club. After a hearty hangover cure breakfast, they proceeded to the field.

First in the air were John Eggum (fixed wing) and Dave Latsarus (Helicopter). I don't know how they did, but I hear that some pretty rusty pilots were flying some wobbly planes. Even our most distinguished pilots suffered wrecks.

This event gets bigger every year. Let's hope the weather holds in '92.

## Last flight of 1991

As to the last flight of 1991, there is some dispute. Your intrepid editor put down at 4:15 PM, and didn't see any other members flying when it got dark. As I was cleaning up, I saw a non-member take a Corostar for a very erratic spin around the patch. (He finished trimming it out the next day.) Since he wasn't trying for last flight, he gallantly said that it didn't count. However, I was unable to persuade anyone present to hand launch my glider (actually my now-clean, empty plane) for a 15-foot flight to close the day. It is rumored that Gary Preusse may have come by later, but if he did, he flew in the dark. I thus claim the dubious distinction of last daylight flight by a member. Besides, no one called me to say otherwise. (Heh, heh!)



## An Invitation from Larry Pfister

Recently, I had the beautiful experience of lifting off my Goldberg Cub at Sundown Meadows. It was a warm fall day, the trees were so bright with color, I couldn't wait to see the Cub glide over the glassy smooth water and up through the background of trees. It wasn't long when I realized that I haven't done this for three years. I am glad to report that my Cub and myself performed perfectly that day.

I really miss float flying. It's a great way to experience what I think is the ultimate in R/C flying. Three years ago, I started an R/C float group. It was very successful. I would now like to take the time (and space) to invite all those interested in exploring a super-exciting facet of our hobby. Anyone interested, please attend our January regular club meeting. Details to follow.

Build those floats!! See ya there. Caveman, where are you??

*Looks like it's time for me to finish my floats, too - Editor*

## A plea from Your Editor

As I enter my second year as editor, I find that I'm running out of material. I was grateful this month to Larry Pfister, who submitted a piece, and to Bobby Mitchell, who presented the longest classified ad to date. Even so, I would welcome articles on almost anything.

For example, any of the following would be terrific:

Propellers - an explanation of how to pick the right one, how to tune an engine using a tach

History of Checkerboard Field - I know there are members who know things I can't remember about the club and the field.

Kit reviews and suggestions on popular models, and unpopular ones.

An explanation of turnaround pattern, and of the maneuvers in different levels of competition.

A column on float flying

Maps to float flying sites.

A primer on aerodynamics

Anything would be helpful. I'm still pretty new to the sport, so I can't really claim expertise in many areas. If past experience is any indicator, I shouldn't expect much, but who knows? Surprise me.

## Enhanced Computer Flying

While I wait to win the OS-70 four-stroke and put it in my Cub, I've been flying in warm comfort, with a cup of coffee at my side. Yes, I'm back at my PC, and the simulators have gotten better. New enhancements by Bruce Artwick for the Microsoft flight simulator include a scenery and aircraft designer, and a sound/graphics upgrade package.

Thanks to these upgrades, I can add details to the Chicago scenery in the package. My house, Checkerboard field, and Loyola Hospital are all in my scenery files.

The sound package, which requires an AdLib sound board, add another dimension to the package. Surprisingly realistic engine, gear, flap, and tire screeches liven up a flight. When I crash, it sounds a lot like the David Letterman "brick through the window". The best add-on are the new planes, which include a Concorde, P-51, a Laird-Turner Meteor, and a small Ultralite.

How does all this relate to R/C, you ask? It keeps my stick reflexes strong, and gives a different perspective on how a plane responds to controls. Watching the turn coordinator can tell you a lot about how to control your R/C plane in a turn. It really makes a difference. Mostly, though, it scratches that flyer's itch, and it's more fun than reading the R/C magazines over again.



## The Checkerboard Flyer

P.O. Box 6178  
Broadview, IL 60153

## 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 Voltstr \$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.



## Fly Market

*Bobby Mitchell needs room in his basement!*

Modeltech Cap 21 - .40-size - all-wood, almost ready to cover kit. Excellent workmanship, hard to get. New in box - \$125

Great Planes Super Sportster Biplane kit - .40 size. New in box. \$55 (\$82 in Tower catalog)

Great Planes Super Aeromaster kit - New in Box. \$80 (\$100 in Tower catalog)

2 30" x 80" building boards \$15 each.

Ultracote - red, white, blue, black, more than 6' left on these open rolls. \$45 for all.

Solartex, yellow, blue, antique, red partial rolls - \$4 each.

2 drill bit sets - drills numbered 1 - 60. \$30 each.

2 drill bit sets - 1/16" to 1/2" - \$30 each.

For any or all of this great stuff, call Bobby Mitchell at (708)848-2748.

Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 60612  
(312) 243-4247  
BOARD MEMBERS:  
Kelly Flowers,  
Howard Venable  
(See below)



# The Checkerboard Flyer

February, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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\*  
Chuck Smith\*

## Meeting Briefs

At the January meeting, Dave Latsarus presided. He proposed a lot of good ideas for the new year, including outdoor club meetings in the summer and more fun flies. Other members brought up ideas such as a paved pit area, glider/helicopter flight stations, and less turmoil in the club.

Another great suggestion was bigger small raffle prizes, such as volt meters, chargers, & tools. This should boost 50-cent raffle sales, and take less time to give away the prizes.

## Other Happenings

Dan Kamys generously brought some excess foam and wire to the meeting, which should prove very useful to some of those who took it home.

Larry Pfister started a float-flying group. Notice this is a *group*, not a club. There will be no rules, no lawn to mow, and no dunking allowed (except at the donut shop on the way to the pond.) There was a lot of interest in this aspect of flying, and this should be a welcome break for many of us.

John Waltz informed me that he, in fact, was the first flight of 1992, since he didn't stop at Mother's Day for breakfast. No fair!

Lee Ernest reported on the fun fly, where the first (official) flyers were given gallons of fuel, and all comers got small bottles of Goldberg Jet.

Hal Helman, a new member from Darien, Illinois, is a 50-year modeling veteran. He built a Goldberg Cub, and was amazed at what's happened since he left the hobby a while ago. Alan Boyd, another new member, didn't hesitate to win a raffle prize.

## Show & Tell

- o Rick Rausch - Corostar Colt, Red & White corrugated plastic. Rick says that this plane took about 30 hours to build, but the result is another very rugged plane. Powered by a Royal .45, it weighs 7.5 pounds. Rick says that a little tub caulk is just the material for sealing the open edges on the front of the plane.
- o Dan Kamys - Extra 230 in the bones, from a Jim Van Loo design, before he sold the design to Ace R/C. This model is to be powered by a 120 4-stroke single or twin.
- o Lee Ernest - Dynafite 40-size fun-scale Corsair. Modified with a Jemco Corsair cowl, this really enhances the appearance. This also enhances the engine compartment ventilation. Powered by a Royal .45 ABC, the plane is covered with Oracover, sanded and painted with Perfect paint. Lee took this one well beyond "fun scale".
- o John Eggum - Sig Kadet, K&B 40, drilled out for Futaba. John picked this up at a swap, but is ready to swap or sell it again.

## Raffle Winners

- o O.S. 70 Surpass - Ray Carlson
- o Top-Flite F4U Corsair Kit - Paul Streick
- o Ace Digipace II Charger - Alan Boyd
- o Goldberg Pro-Tote - Ollie Jacklin

**Next Meeting -  
Broadview Public Library  
Tuesday, February 18th  
6:30 PM**

**Raffle Prizes - Airtronics 6  
channel FM radio.**

## Rules - Which Ones For You

At the last meeting, a lot of confusion arose about which rules apply to whom - do the club rules, the park district rules, or the AMA safety code apply to how we fly. The upshot of all of it is as follows:

*For AMA insurance to cover you or the club - you must follow both the AMA safety code and the club's rules, since the club is an arm of the AMA. If you are not an AMA member, then for their insurance purposes, you are not a member of the club. If you don't follow club rules, then you risk having no insurance coverage in case of an accident, and you may be dismissed from the club. However, the club can't keep you out of the field.*

*For forest preserve enforcement - the forest preserve isn't in the business of enforcing the rules. Their rules are quite simple, and are painted on the brown sign. Our rules don't apply, but it's also a bad idea to ask them to enforce their own rules, since the easiest way for them to do that is to kick us out.*

*For non-members - the field is public property. If someone wants to fly there, we can't stop them. (For that matter, the same goes for snowmobiling and rugby.) If someone endangers someone else there, regardless of whether it involves an airplane, then the forest preserve might choose to kick them out. But club rules are not enforceable on non-members.*



## FLY MARKET

### SWAP 'TIL YOU DROP

Saturday, March 14th 9 AM-3 PM.  
Hemmens Auditorium, Elgin, IL. Adults \$3.00. 16 & Under \$1.00. For reservations & information call Orvil Fluharty at (708)695-3047. Use the coupon for \$1.00 off admission, and bring your Checkerboard ID. (There will be a raffle, and the club's treasury could win \$100.)

## Treasurer's Report

This will be a new feature in the newsletter. There has been a call for better reporting on this central topic, so there will be a report each month on the state of the club treasury. Howard Venable spent a lot of time sorting out the records last month, so life should be a lot simpler from now on.

Beginning Balance:	\$1,236.88*
Plus Raffle Sales:	+540.00
Less Raffle Cost:	-559.50
Less Field Sprayer, Paint, Misc:	-219.57
Plus Memberships, Interest:	+793.05
Ending Balance:	\$1,790.86*

\* Includes \$700 capital fund. Treasury also includes 2 OS 70 Surpass 4-stroke engines for future raffles.

SAVE

\$1



## SWAP SHOP

SWAP 'TIL' YOU DROP IV

CHICAGO AREA

Hemmens Auditorium Elgin IL

9:00 A.M. TILL 3:00 P.M.

ADVANCE DISCOUNT ON TABLES

STATIC CONTEST - FOOD - RAFFLES

??? call Orvil @ 708-695-3047

SET UP / CHECK IN 8:00 A.M.

SUBURBAN R.C. BARNSTORMERS

\$1.00 OFF

Normal admission price with copy of this ad

## New Board Elections

Recent circumstances require that we hold elections for two board positions. Rather than explain the circumstances here, I refer you to a letter from Chuck Smith, which Kelly Flowers and I agree explains all facets of the situation.

In an effort to eliminate the problems that have arisen from this situation, we will re-do the board elections in the February meeting. Two board members, Kelly Flowers and Howard Venable, remain on the board, as they were elected for a two-year term which includes 1992. So, we have to elect two new board officers. Anyone else wishing to serve on the board as a non-voting member is encouraged to let the board (whoever it turns out to be) know that they're interested.

Who is eligible to run for voting positions on the board? To be eligible, you must be a paid-up club member and a paid-up AMA member. Proof of AMA membership for 1992 is required. Satisfactory proof is one of the following:

7 FEB 92

Kelly Flowers  
1020 N. Austin  
Oak Park, IL 60302

Dear Kelly,

Just because this letter is addressed to you as the Continuing Board Member with the greatest authority, please don't think it's directed at you.

The current situation in the club is lamentable, and I don't wish to add to our problems by leveling more undeserved criticism at guys who have been willing to serve the Club by handling its day-to-day business.

Nonetheless, some of the irregularities which underlie the situation are real, and I've attempted to summarize them to gain a perspective on their significance and to learn what all of us can do to prevent them from recurring:

### 1. 1990-1991 Fiscal Management.

This subject has been beaten to death and we should all be aware that corrective action has been taken.

Also, I'm confident that not a penny was misused, the intentions were worthy and the cash outcome for the club was actually good despite the less-than-professional recording techniques which prevailed.

And for the record, no single Board Member is solely responsible for the quality of the bookkeeping nor the decision to legally generate a little extra income for the Club by depositing our "Lammower fund" assets in an individually-taxed, interest-bearing personal savings account.

There's no question that we shouldn't chance having our money - little as the amount is - in a situation which should make it difficult to retrieve in the event that a disaster befell the trustee of such an account. Fortunately, no such disaster occurred, the money - every penny of it - is safe and sound in the regular Club account and the criticisms - justified as they may have been - should not be unproductively prolonged or exaggerated.

### 2. The improper installment of "new" Board Members to the 1992 Board.

1990's Board Membership amendment provided that we'd maintain a 4-member Board comprised of 2 First-Year Members and 2 Continuing Members. (2-Year Board Service Terms were specified, with 2 members being elected annually to provide continuity of experience on the Board.)

Despite my question from the floor regarding the election of 2 Members from the pool of volunteers (at the November meeting), the Chairman of the meeting - probably distracted by the urging of some members who were "forgetful" of the amendment - allowed all of the volunteers to be installed as "Board Members". The result is invalid. It is not consistent with the Bylaws as amended in 1990.

### A 1992 AMA Card

The AMA postmarked receipt from your application for 1992

A completed application, with a check to the AMA for 1 year's dues attached.

A letter or FAX from the AMA confirming your payment. I believe that you can call the AMA to have them confirm your membership by FAX. If you don't have a FAX machine, you can have AMA fax something to the attention of Noah Shales at (312)507-7210.

At the February meeting, we will reopen nominations for the two remaining voting board slots. The candidates will make their pitches, and then we will vote. Only club members and contributing members may vote, bring your dues or ID card to the meeting if you haven't yet.

Since we are voting for two board slots, all voters will be given a ballot with two spaces on it. We will present nominations in the first half of the meeting, vote, and count votes during the break.

Let's hope that we can put all this to rest once and for all, and get back to the real business of the club, namely mowing the lawn and giving away raffle prizes.

7 FEB 92

-2-

### 3. Lack of Eligibility for Board Membership among volunteers for 1992 Service.

AMA membership is mandatory for Club Members and Board Members, which is why we have a "Contributing Member" roster to permit non-AMA-affiliated Flyers to join and participate. It's known that some of the volunteers for the '92 Board weren't AMA members and - as far as I know - none have shown evidence that they'd be AMA members in time to appear as Officers on the roster we'll soon have to submit to the AMA with our Sile Insurance Application.

Plus there's evidence - in the form of the year-end printout of Members and Contributing Members - that at least one of the volunteers wasn't even a paid-up Member or Contributing Member of the Club itself in 1991! If this is the case - and if the individual can't validate his Membership with a Membership card, cancelled check, etc., the "acceptance" of this person as a "Board Member" should be embarrassing enough to ensure that it never happens again.

### 4. The improper surrender of Club Dues and Property to an invalidly-installed, ineligible "Board Member".

As another consequence of the invalid seating of ineligible Board volunteers, items of Club records and Property were turned over to a Board Member who really wasn't a Board Member. And although I'm sure that the items will be returned, both the Continuing Board Members and the invalidly installed volunteer were subjected to unnecessary stress and embarrassment as the result of the transaction.

All this is water over the dam now, and whatever needs fixing can be fixed. You, Howie and another Member or two have already made a start, and a correct seating of 2 new Board Members would be another good move. Plus there are plenty of Checkerboard Members with the "right stuff" to help get us back on a productive track.

Even the invalidly-seated, ineligible "Board Members" get a vote of thanks for bringing our attention to some things we'd gotten a bit lazy about. I hope they'll be patient enough to cool down and help with the tasks at hand.

The best of luck to you, Howie and a (hopefully) properly seated Board in '92. Sincerely,



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

Chuck Smith

Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 60612

BOARD MEMBERS:  
Kelly Flowers, President  
Dave Latsaras, Vice Pres.  
Rick Rausch, Sec'y/Treas.

Rob Pascente - CD/Safety  
John Tibbs - Frequencies



# The Checkerboard Flyer

March, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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*	
Chuck Smith*	

## Meeting Briefs

### February Meeting

At the February meeting, I won't try to describe what went on in too much detail, since no matter what I say, someone says it's biased one way or another. Suffice it to say that, in the absence of an agreement of who was in charge of the club, the members took it upon themselves to straighten things out, and to make a fresh, simple, *fun* start.

In the absence of an agreed-upon club president, the members voted that Dan Kamys be the moderator to preside over this difficult gathering. This was lucky for all of us, because Dan did an amazing job of calming the group, running things smoothly, and getting it all taken care of with time left for show & tell. Thanks, Dan.

In a nutshell, the actual decisions made at the meeting were as follows: (For those of you who are into that kind of thing, these are the minutes of the meeting.)

1. The members voted to suspend the bylaws for one meeting only, so that the conflict could be resolved. The bylaws went back into effect at the end of the meeting.

2. The members decided to elect all new officers, overturning any previous elections.

3. By a counted vote of all those present, the members elected Kelly Flowers for President, Dave Latsaras for Vice President, and Rick Rausch for Secretary/Treasurer, each for a one-year term.

4. It was voted that there will be a formal treasurer's report at each meeting, and that a recording secretary will take minutes to be presented in the newsletter.

5. Howard Venable gave a complete treasurer's report, with the results of his and Rick Rausch's audit of the 1990 and 1991 operating records.

6. Most everybody shook hands and made up, to the relief of everyone.

(Here endeth the minutes)

### Supplementary Board Members

The following people volunteered for non-voting positions on the board, and were accepted by the board:

Rob Pascente - Contest Director and Safety Officer

Noah Shlaes - Newsletter Editor and Recording Secretary

John Tibbs - Frequency Coordinator

## Show & Tell

Even with all the fun we didn't have at the last meeting, we had one of the best show & tells of the year.

- o Lee Ernest - Indy Christen Eagle II ARF - Even with no engine installed, Lee says this plane has the wing loading of a 747. After years of looking at this beautiful, but heavy (7 lbs no radio no engine) kit in the box, and wondering whether pigs can really fly, he put it together. Indy used to call for a .45 to .60 engine, but they now specify a .75-.90 for the same plane.
- o Howie Jacklin - Sig Cougar - red white & blue, Como .51 power, made me wonder why people bother with ducted fans when they can have a prop plane that nice.
- o Ted Metz - MK Laser - YS 120 four-stroke, metallic burgundy paint job, pull-pull controls throughout. Competition grade construction, this is the umpteenth Laser that Ted's built, and most of them are still flying. If you want it, \$1,000 will get it for you.
- o Howie Olson - Midwest P-51D Mustang - Howie built this static display model under contract for Stanton Hobby. Howie says this kit was not easy, with fully planked front and rear decks. Olive drab covering.
- o Larry Pfister - Great Planes AT-6 Texan - Larry's been talking about this one for a while. Fiberglass fuselage, spring-air retracts, OS 120-II four stroke, and 3,000 rivets. This is a beauty, and Larry's done all his homework to make it as scale as possible.
- o Hal Parenti - B-25 Mitchell bomber in the bones - Hal didn't get a chance to show this beauty, but a lot of us stared during the break, particularly at the 2-section flaps. Let's hope we see this one again.

**Next Meeting -  
Broadview Public Library  
Tuesday, March 17th  
6:30 PM**

**Raffle Prize -  
Futaba 6 Channel Radio**

**Goldberg Gentle Lady  
Glider Kit**



## Float Group Report

by Larry Pfister

On thursday 2/27/92, 13 Checkerboard float fliers met to discuss this exciting facet of our hobby. Bill Harlander, Paul Streich, Bill Rich, Al Wieska and myself gave talks on the basics of float flying. Plans are in the works for several out of town trips to Oregon, IL, Ace R/C float fly in Higginsville, MO, and several spots in Wisconsin.

This group discussed the possible purchase of its own boat for retrieval (retrieval?! What's he talking about?) Our meetings will take place every month at the Broadview Library. At our next meeting we will have a float plane video. Oh, yes, we had show and tell. So get those floats built and join us next time. The next meeting will be at 6:30 PM on March 26th, in the same room as regular club meetings.

Happy flying - Stay dry now!!

## Fun Stuff

The first fun fly of 1992 is scheduled for Sunday, April 26th, at 12 Noon. Rob Pascente will discuss the details at the March Meeting.

The Board is also hoping to put on an Air Show / fundraiser in September, bringing in exhibition teams from around the area. A committee is being formed now - contact Rob Pascente to join get involved.

## DUES ARE DUE

If you haven't paid your dues yet, then by all means do so at the March meeting, or your membership will lapse, and (gasp!) your newsletter subscription will end.

## Money-Saver of the Month

You can learn the darndest things on ModelNet (CompuServe)  
We all seem to know that Goldberg Trim Tape is available cheaper as automobile pinstripes. However, did you know that Black Baron Epoxy Paint (old formula - not the 21st Century stuff) is available in a slightly different color chart under the brand name *Illinois Bronze*? Check your hardware store - it's about half price.

# LETTERS TO THE EDITOR

*Bob Ruffer Writes:*

CAUTION !!!

Rules are nice, but check them twice!

It appears that our newsletter editor made a small, but important mistake in the February newsletter. He assumed that one must follow club rules, as well as AMA rules and Forest Preserve rules, to be covered by AMA insurance. Questioning this remark, I called the AMA, and found that the editor and the AMA are in disagreement.

The AMA does not know what rules each club has, let alone want to get involved in determining which club rules would meet the insurance criteria, and which wouldn't. Frankly, with all due respect, I don't think Checkerboard Club has any current rules to submit to the AMA, let alone be approved by them.

In the future I think it would be wise if our newsletter be geared more toward club criteria, funflies, treasurer reports and that sort of thing, rather than poorly researched editorials that confuse more people than not.

Sincerely, Bob Ruffer

*Your editor responds:*

I'm glad to know that someone is reading this thing. Bob, as far as I can tell, you may or may not be right when it comes to individual coverage. Item 3 of the AMA safety code states that "Where established, I will abide by the safety rules for the flying site I use, and will not willfully and deliberately fly my models in a careless, reckless and/or dangerous manner." One possible interpretation is that only the overly simple, antiquated Forest Preserve rules pertain to the site for this purpose.

However, a skilled lawyer for the AMA's insurance company might make a strong argument that Checkerboard R/C, which maintains the field, pays for insurance protecting the Forest Preserve, and maintains the permission for R/C activities at the field, is the group that establishes the rules for the flying site, which are clearly posted at the field. (Unless someone's vandalized our field box again.) You're right that the AMA doesn't want to be bothered with approving our rules, but if somebody made a claim, you can bet that the lawyers working for the AMA would take the time to look at the rules then. I personally don't want to take that chance.

So, you may be right, but I hope we never have a chance to find out, either way. It could cost us money, and if the Forest Preserve gets sued, it could cost us the field.

Fly safe!

## Editor's Corner

Well, it's been nice to see people talking about airplanes again, instead of politics. In the coming year, exciting and challenging things are in the works, including the first Checkerboard Air Show in recent memory, which will take a lot of work by a lot of people. Another tough topic will be revising our field rules to accommodate helicopters more safely. This is sure to be a hot potato, but the rough plans I've seen so far show a lot of effort on the part of our rotary-wing members.

This issue, for the first time ever, I had a lot of input from the members. I'm counting on more of it, folks. I realized during the mess that preceded the last meeting that I spend more time on the newsletter than on flying and building. I'm willing to keep at it, but it's the things you send in that keep me going.

As to what belongs in the newsletter, and what doesn't, I'll be the judge of that. If you don't like it, then write something of your own and send it in. Odds are, it'll get printed.

Lastly, an apology for the late arrival. I have to use the systems at work to print this puppy, and there's no warning when they'll go down. Now if the club wanted to buy a laser printer....



**The Checkerboard Flyer**

P.O. Box 6178  
Broadview, IL 60153

## 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 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 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.



## Fly Market

WANTED - 120 4-stroke engine, in good condition, for purchase or trade. Call John Walts, (708)383-6225

WANTED - Midwest Kit # 153 - Bipe-Stik airplane. Call Al Wieska, (708)544-3453



Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 60612

BOARD MEMBERS:  
Kelly Flowers, President  
Dave Latsaras, Vice Pres.  
Rick Rausch, Sec'y/Treas.

Rob Pascente - CD/Safety  
John Tibbs - Frequencies

# The Checkerboard Flyer

June, 1992

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

INSPECTOR-INSTRUCTORS  
(\*Instruction Only)

Joe Beranek	863-2925
Dave Brown	352-0869
Paul Ondrus	325-2914
Hal Parenti	562-6752
Larry Pfister*	
Chuck Smith*	

## Meeting Briefs

### May Meeting

There was some discussion as to whether we should have a recording secretary at the meetings, and whether there should be minutes read. Well, for those of you who care, these are the minutes, or as close as we'll get. If someone wants better, then someone should volunteer.

The new 5-station policy was explained further. Yes, it's true, there could be 4 helicopters up at once. (Two hovering on the ends, and two flying from the non-center stations.) Chuck Smith will be revising the signage at the field.

Kelly Flowers proposed that we should have technical speakers at each meeting, talking for 5-15 minutes about something they've learned. In June, Kelly will show how he worked with glass cloth and epoxy to make light, hard fuselages. Otto will give an overview for beginners of how an engine works in July. Any other volunteers out there?

Bylaws, bylaws, bylaws! To change the bylaws, according to the bylaws, requires written notice prior to a meeting. However, no one seems to know where an unmodified copy of the old bylaws is. So, we will use the updated (but unofficial) copy that's floating around, as well as the notes from meetings, and modify the bylaws to reflect all the changes that have been made lately. This will still be unofficial, and subject to a vote.

So, prior to the *July* meeting, the draft with proposed changes will be sent with the July newsletter, which will go out early. These will be draft changes, and slight further changes may be recommended at the meeting, again in writing. At the July meeting we will vote on the new, modified bylaws, and lay this tiresome (but important) topic to rest.

A last call for dues was made, and the membership list with this newsletter reflects those who have paid. So, if you don't get this newsletter, then it means that your dues are unpaid. (How's that for logical?)

New Member Bill Remington was introduced. He's building an Eagle 63, so look for him at the field soon.

## Show & Tell

- Mike Gallagher - Guillow Stick & Tissue P-51, Cox .049. Control-line model took Mike about 6 days to finish. At this rate, his Sportster .60 should be ready for the next meeting!
- Otto Kudrna - Mig 17 PF prototype in progress. Foam wings, plastic fuselage. Otto made the molds for what will soon be a Wing Mfg. kit. This beauty is close to 1/12 scale, but with a single-taper wing. (If you care, the double-taper looks like an easy modification.) Powered by an MBVS .12 Diesel, which Otto says will do 19,000 RPM. This plane, complete with fan unit, engine, fuse and wings, should be around \$250. No landing gear, just a catapult launcher and wire loop landing gear.
- Bobby Mitchell - Goldberg Anniversary Cub. Clipped wing, O.S. Surpass .70 engine. Covered in Solartex with a satin Polyurethane cover, Vinylwrite lightning bolts. Bobby managed to tint the "untintable" plastic windshield with Rit Blue dye, which gives it a nice gray. The trick, he says, is to keep the temperature between 128 and 140 degrees for about 2 hours. Bobby added all the nice touches - wing struts, bracing, and bungee covers.

## Raffle Winners

- Joe Beranek - Asp .61
- John Eggum - Great Planes Ultra Sport 60

**Next meeting**  
**Broadview Public Library**  
**June 16th, 6:30 PM**

**Raffle Prize**  
**6-Channel FM Radio Setup**



## Cub Scout Fun

By Sandy Walts

On Friday, May 22, Holmes School (Oak Park) Cub Scout Den 4 was treated to an afternoon of R/C fun.

With the help of John Walts, Joe Beranek and Dave Patrick all the boys had an opportunity to fly a model airplane. They were also treated to several mini-airshows provided by Dave, Joe and other Checkerboard Members. Dave attached streamers to his Ultimate Biplane and added a new dimension to the visual effect.

We had a hot dog picnic and everyone at the field was encouraged to join in the fun, food and festivities. One Holmes parent in attendance may soon become an R/C convert! He had a great time due to the hospitality of Checkerboard members.

Earlier in the year, the Cub Pack got its first taste of aviation. John and Dave brought in a few planes, including trainers, gliders, and Dave's TOC Extra 300. The kids got to see a plane under construction (the Extra). A friend, Bob Quas, flew a Cox EZ Bee in the gym, and the kids loved it! Then all 40+ boys participated in a paper airplane contest, and made a lot of interesting planes.

It was great to see the Checkerboard members and families joining in last Friday. I hope this is the first of many social events at the field this summer.

Finally, many thanks to John, Joe and Dave for all of their time and PATIENCE. Also thanks to Clarence Ruffer, Rick Rausch and our friend Triana Sass for the use of their trainer cords.

Thanks also for all the help and encouragement I'm receiving from everyone. Maybe I'll solo by summer's end!

(Editor's Note - Sandy is flying a Flightstar trainer - watch for her at the field.)



## Address List

Thanks to the neverending effort of Jim Petrzelka, you have a new mailing list attached to this newsletter. This should come in handy for your bridal registry, will, etc. This list is shorter than in the past, since we chopped out all the deadwood last month. I'm hoping a copy will make it to the mailing service, so that we can all start getting our favorite bathroom reading again.

## The President Gets Tough

### 6:30 Means 6:30

Our president reminds me to remind you that our meetings start at 6:30. As of this month, he will get into the raffle ticket line at that time, and after that, raffle sales will be closed until the break. So, if you see Kelly in the raffle ticket line, don't bother getting in behind him. Not only might you get one of the losing tickets that he always seems to buy, but you won't get any tickets at all. This should leave us more time for club matters and show & tell.

Tickets will, of course, be sold during the break.

## Seen At the Field

Last Sunday was a great day for flying, the best weekend day in a while, so I knew I'd find a full flight line when I arrived at 3 PM. The line was packed, with familiar sights like Larry's Waco (Wacko? Wokko?) and John Tibbs' now-familiar "Metz" Laser. Howard Venable (the Howie with the beard) was tearing up the sky with his red Stik, and is turning into a serious wind flyer. Other long-missing sights were Dan Kamys, flying a hopped-up giant Stik of some sort (that I think I recognized from the ceiling at Stanton) with a smoke system, of all things! Welcome back, Dan.

A lot of pilots made beautiful landings in the crosswind, but promptly shot off into the weeds when there was no headwind to stop them. All in all, though, it was a fine day, with no flaming wreckage while I was there. (A lot better than the weeks before.)

A lot of new faces behind the white line, most of them with either trainers or Goldberg Cubs. Also, two new female faces, which is a refreshing change for our field. One, Sandy Walts, is a contributor to this month's issue, which is something most of our older members have never done! The other, whose name I didn't get, is flying possibly the most visible color scheme I've ever seen on a trainer.

Not everyone is working on planes these days. Lionel Lusardi has been seen in a beautifully restored MG-TD, the Wee Beasty. Don't bother looking for it if there's a chance of rain.

There didn't seem to be much confusion about our new 5-station setup. A few nonmembers wandered to the end stations with fixed-wing craft (a no-no) but all were cooperative when gently informed of the rules. A lot of fixed wing pilots learned that with the choppers flying at the ends, the field seems a lot less crowded, and the wait is a lot shorter.

## Editors Notes

Safety is on my mind this month. I made a classic mistake a week ago, while breaking in a new engine. I was very careful of where my right hand was, since the engine was at near full bore. While I was being so careful, the prop reached out and bit my left hand. A lot of guys thought I was having some kind of childhood flashback, because I did everything from then on with my thumb in my mouth.

One expensive emergency room visit later (gotta use up that deductible somehow) and daily bandages and antibiotics, my thumb has finally stopped throbbing, and shouldn't look too wierd. (no permanent damage.) But for a while there, I thought my wife would have to type this letter.

The point is, nobody is immune. I was very happy that I took Dr. Pepper's advice and packed gauze and tape, and even happier that Ralph Catlin knew something about how to use them. (The emergency room folks complimented me on the tourniquet, Ralph.) Even a restrained plane is dangerous, so be prepared. Carry first aid *in your field box*, know how to use it, and keep your insurance card handy. If you see someone taking unnecessary chances, let them know (gently).

## Obituaries

I have mixed feelings about this Some of these were equipment failure, some were bad luck, and some were just the irresistible force that turns airplanes back into kits. So, without further ado:

Super Sportster .20 belonging to Carlos Mendoza - a plane I liked so much that I'm building my own! Horizontal stab failure in the bottom of a high-speed loop, with predictable high-speed results. Carlos is spending little time in mourning, and is mostly out flying his Spinks Acro in the dark. By the way, the 25-size Spinks has 1/4-scale stab bracing.

Ace 4-40 Bipe, transparent red covering. Charlie Thomas did a beautiful dead-stick into the weeds, with no damage, but couldn't run as fast as the crowd of brats, who left him with at least one broken wing by the time they were through.

Clipped Wing Cub, with a gorgeous silkspan finish and an O.S. .70, owner unknown. Should have been a warning when, after the maiden flight, 3 of 4 engine bolts were gone. A quick replacement, and then a near-taxi into the fence (Cubs tend to windmill on the ground) and then into the air for a classic figure 9. (I didn't understand how this could happen until a week later when I took off a similarly set-up Cub, which tried to do the same.)

Champion .45 belonging to Rob Pascente - Rob was thinking too much about his upcoming wedding, and let Don Winn fly his plane. (Don has been under an unlucky star this month.)

T-6 Texan shown by Larry Pfister at a meeting recently. I don't know what happened, but it works out to about 6 months building per minute of flying. Sorry, Larry.

Let's do all we can to keep this column short in the future, OK?

## 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 the club.

Example of \$3 ad: OS.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 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.



## UFO Sighted at Miller Meadow

It was twilight on a beautiful summer evening, and I was loading my car, when a strange craft flew overhead. It was all paper and tissue, and made hardly any noise, just circling lazily and in a slight bank. I noticed John Walts watching it too, but he didn't look as concerned as I was. Then I noticed the rubber band winder in his hand. I guess not all planes are R/C, and this one looked like a lot of fun.



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



Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 60612

BOARD MEMBERS:  
Kelly Flowers, President  
Dave Latsaras, Vice Pres.  
Rick Rausch, Sec'y/Treas.

Rob Pascente - CD/Safety  
John Tibbs - Frequencies



# The Checkerboard Flyer

## July, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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*	
Chuck Smith*	

## Meeting Briefs

### June Meeting

Rick Rausch gave a treasurers report which was applauded for his typical thoroughness and accountability. Our AMA insurance and Charter for 1992 have been taken care of and were removed from the mower account for technical reasons.

Kelly Flowers made an excellent purchase of items from Action Hobbies for the next few raffles. The club is grateful for the effort.

Dave Latsaras will CD a fun-fly on Tuesday, 6/23/92 and another after the July meeting. We hope to see more members attending these events. Some events are outnumbered by the spectators.

The rolling of the field was motioned, seconded and approved by the membership. According to Rick, we will get another rolling out of this expenditure just as soon as it is needed.

The bylaws are in revision process. The board will be attempting an initial draft to be ready by the next meeting. This is some monumental task, that is largely thankless, and I think the board deserves some real appreciation when all is done. The club owes itself to look at this process carefully this one time, so as to minimize any future headaches caused by misinterpretation of the bylaws.

Kelly suggested that the club may want to collect yearly dues in an earlier time frame than presently done. He feels that the last few months of the year should be the time when all members should be required to pay their dues for the next year.

A motion was made to reinstate the December meeting this year. The motion was seconded, and passed by the membership. I guess the year-end raffle will be held at this meeting, and suggestions were made to possibly make this meeting some kind of party, with everyone bringing something or other!?? Of course, this is contingent on the room being available to the club at that date.

Hal Parenti says he's been to Muncie to see the new AMA field. He said it will be well worth the trip for members to go down there. Lots of talk about organizing trips, etc. Who's

going to go next and fly there?

Kelly gave a demonstration on how to use polyester resin and fiberglass. It was informative and elicited considerable discussion from the experienced members. It was interesting to see epoxy and polyester compared in so many ways, and to see differences in cost, weight, workability, etc. Even the time of the year may make a difference as to which one to use.

### Show & Tell

Bobby Mitchell - A superb Great Planes Super Decathlon with an O.S. .70 Surpass. It is covered in red MonoKote with white trim. Just over 6 lbs, this should be a great flyer.

Don Winn - Yellow (company) Bell 222 .60 size chopper. Has .60 X-Cell custom engine and spring-air retracts. Also has dual rate gyros. This fully aerobic monster looks to be about the largest 'copter I've seen. It weighs in around 14 pounds, and must be something to see in the air.

Dave Latsaras - a .60 size Kalt Ranger heli with an X-Cell tube drive. O.S. .61 SFN power, single gyro, and full house bearings. Glass/Kevlar blades, and a beautiful light silver, red and black paint scheme. Dave says that the body on this chopper is a deal compared to the cost on Don Winn's chopper body. These rotor-wings have got to be getting more than a little too rich for the blood of most of us. You've got to hand it to these guys for such serious dedication and risk.

Bob Pertinec - An Allen Quick 'V' with a 40-size Nelson engine. I've seen this red and white screamer do laps at the field, and I can tell you that it is blinding fast, especially on turns. Bob says that he is competing with it and should do really well, although he's been advised to add differential to the tail/rudder/elevator arrangement. We wish Bob the best of luck with his new plan.

### Raffle Winners

Conquest 6-ch radio - Rick Rausch

Bridi .40 Kaos - Al Wieska

### Next Meeting July 21, 1992 6:30 PM

Remember, 6:30. We had a few members caught off guard when we actually started on time.

## A Note From The Editor

Well, I really feel like an editor this month. I didn't actually write anything in this - it was all the diligent work of Howie Venable, who filled in for me on no notice. I hope he does as good a job this month, since I can't make it to the meeting again. Thanks in advance, and go collect a free raffle ticket, Howard.

Between the winds, the rain, and crunching my bipe (repairably) I have spent more time in the basement than at the field lately. But there is one thing I have noticed, and that's KIDS IN THE END ZONE. Ever since they over-mowed the end zone, baseball games, nature walks, and all kinds of things have appeared while we are up in the air. I had a panicked pull-up when, after "threading the needle" for a nice low approach to the north end of the field, I noticed three toddlers right in the glide path. It could have been really ugly.

Something really similar happened to John Tibbs, who ended up losing a plane. I think we all know how much worse it could have been. So, don't just land further south, but go out and clear the field. Watch when others are flying, and let them know if the end zones fill up while they're staring at the sky.

Hoping to see you soon, as soon as I have something flyable!



# First Funfly of the Year in Limbo

Checkerboard R/C held its first Funfly of the year on Tuesday, June 10th at 6 PM. The turnout was less than overwhelming, but there were enough to make a contest out of it.

The rules were somewhat less than specific, but in general, the object was to fly between two metal poles and under a twisted crepe paper line. Each contestant could make as many as five attempts to get under the line each round. Rob Pascente, the Contest Director, determined that each pilot could use as many planes as necessary (one at a time.) For Dave Latsarus, that proved convenient. Dave was the first one up, and he neatly zipped through the poles and under on his first attempt. He promptly ripped around again with his little P-51 Mustang, and crashed and burned his plane (literally) after cleanly ripping the wing off on the far pole on his second pass. This set the tone for the evening as far as wrecks went.

Rob went up second. He went through the poles and under very nicely after one or two attempts, and towed the line around the field for one circuit. John Eggum was next, and flew under the line three successive times. Rob then told John that he only had to go under the line once each round. No extra points for finesse or showing off were allowed, I guess.

I was next (and last) on the first round. Since I realized I wouldn't gain anything more by flying inverted under the line, I remained upright (and so did my plane) and with Dan Kamys spotting for me, flew under the line and through the poles on my first attempt! Of course, I then crashed on my landing, and that was it for me for the day.

On the second round, the line was lowered, and Rob and John both made it under with inches to spare. Dave and I were tied for the first height, and that was when Dave decided to bring out the Ultra Sport. He got up in the air, came around full bore at the target tunnel. He missed on the first three or four passes. By now he was really screaming toward the line, and there was obviously going to be no let-up until one of two things happened.

He came at the poles and all you could see was a wide blur under the line and he was gone. The plane came up and around, and Dave went to land. That's when he went dead stick on the far side of the south trees. Dave decided to keep his retracts up, because he knew he needed all the glide (and slide) he could get. He just made it through the gap in the small trees, and landed on his tuned pipe in a cleared area. No damage. Dave expressed his typically restrained joy at getting down successfully, and called it a day.

Rob and John went two more rounds, until in the fourth, John had gone under the line, which was just a few feet up by that time. Rob made one attempt after another to match it, until he bought the farm.

So, after 75 percent of the contestants had crashed, John Eggum walked away with first place. Rob came in second, with Dave in third, and yours truly in fourth. The first two places get a gallon of fuel (or so Rob says) and all the others licked their wounds.

It was a lot of fun, but a bit risky compared to a bomb drop or balloon bust. Let's hope the turnout is a little better at the next one. Hope to see you all there.

## 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 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 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.



The Checkerboard Flyer

P.O. Box 6178  
Broadview, IL 60153

Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 60612

BOARD MEMBERS:  
Kelly Flowers, President  
Dave Latsaras, Vice Pres.  
Rick Rausch, Sec'y/Treas.

Rob Pascente - CD/Safety  
John Tibbs - Frequencies



# The Checkerboard Flyer

August, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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\*  
Chuck Smith\*

## Meeting Briefs

### July Meeting

Approximately 35 members showed up.

Jim Petrzela gave a treasurers report for Rick Rausch. The report was moved, seconded and accepted.

Kelly Flowers discussed the bylaws and changes he anticipates will be made in the draft. It was generally agreed that dues for the next year will become due in October of the year before. A member will be in arrears if dues are not paid before January 1st of the next year. This could result in an additional ten dollars being paid for late membership dues.

Dan Kamys will review and draft the new bylaws. It was suggested that the elected officers be the following:

President  
Vice President  
Treasurer/Secretary  
Safety Director

The term of office for each position will be one year with no restrictions on being elected in a consecutive term.

It appears the club will add a December meeting to the schedule, provided the room is available.

Congratulations to Carlos Mendoza and his wife on the arrival of Alex, 7 lbs, 9 Oz. I'm sure that Carlos will be getting all the sleep he needs to get out to the field on a regular basis.

Bobby Mitchell gave away signs at the meeting for placing with our field boxes to show what frequency we're on.

John Tibbs spoke about the frequencies at the field. John has made a little device which can readily detect radio interference. It would be interesting to see this thing work. John said it provides a signal tone change if interference is present. I wonder how good your hearing has to be to use this item. Maybe you just have to be a good listener.

### Raffle Winners

- Surpass 70 - Hank Napier
- Great Planes Patriot - Devon Bennett

### Next meeting

**Broadview Public Library**  
**August 18th, 6:30 PM**

### Raffle Prize

**Unknown**

## Show & Tell

- Dan Kamys - Me109 (or is it a Bf109) that weighs in at about 29 oz. Powered by an O.S. .10 and a three channel system. From a house of Bals kit, done up in detailed desert camouflage.
- Dick Stern - Top Flite Corsair, done up with a ton of detail. He claims 8,000 rivets! Split flaps, and a five channel system. He attempted retracts, and may try again. O.S. .91 Surpass power, and 9.5 lb. overall weight. Clad in Coverall, with a stunning weathered finish. Congratulations, Dick!
- o Grant Sweer - The "Buzzard" - a scratch built plane built to specifications for an SAE competition. It should lift a 28-pound load, and has a very unusual fuselage and wing arrangement. The wing is a blue foam semisymmetrical design of 1200 sq. in, with carbong fiber reinforced spars. The power is (and has to be) a K & B .61. Grant hopes to compete with this black and red plane next May. I'd like to see the test flight.
- o Hal Parent brought an L-39 Albatross done in blue and white/gray camouflage. It is Ducted Fan powered by a Bob Violett 72 unit. This Czech jet weighs in at 13.5 lbs and will be capable of 130 mph. The landing gear is custom made and has to be seen to be appreciated. It is double loaded and looks and works like the real thing. With 9 servos all-up, and scale-like gear, flaps and brakes, Hal has done another outstanding job.
- o John Walts brought his Balsa USA Laker. Powered by a Como .51, John covered the plane in RED and white Ultracote. It proved its airworthiness several days after the meeting on both land and water. The plane is very waterproof, but Chuck Smith did manage to lock up the elevator servo with a moisture problem. Fortunately, there was no damage. John intends to cover the servos better, and swears it won't happen again.



## SEEN AT THE FIELD

### John Tibbs at Woodland

John Tibbs entered the fun fly contest at Woodland on July 26th. He won first place with all the accolades and prizes that went with it. He was presented with a Sportster 40 model and a number of other items for flying best in sport aerobatics. Congratulations, John, and keep it up.

### Pizza at the Field

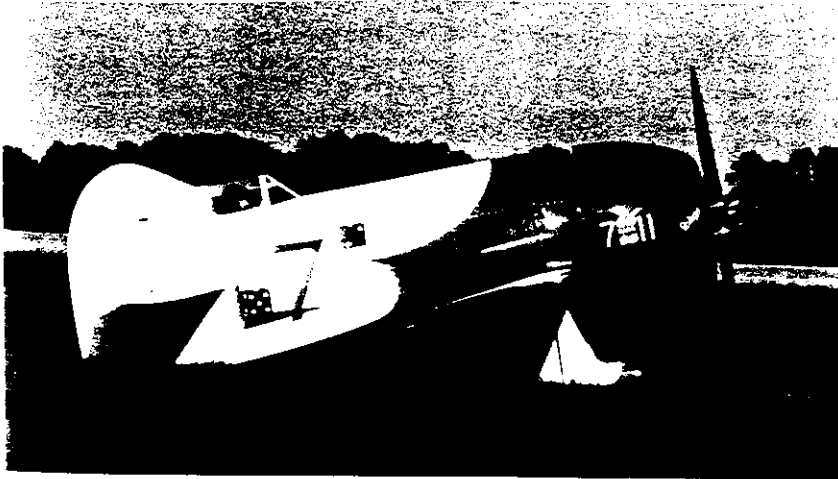
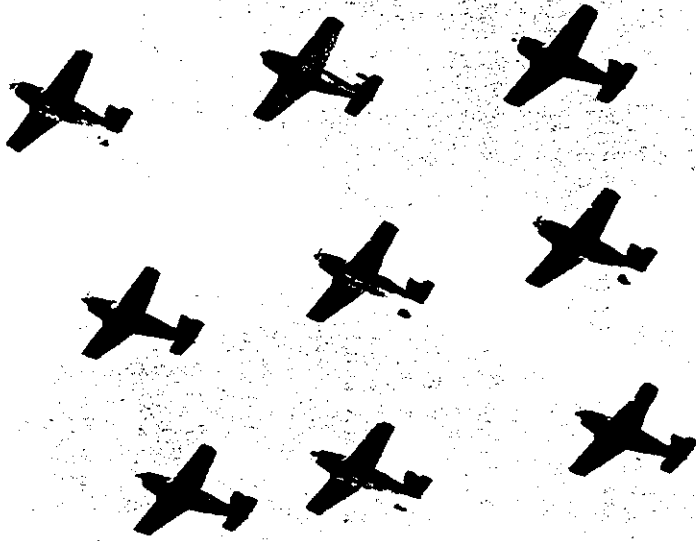
Those of you with cellular phones have been seen ordering pizzas from the field and the get delivered. I wonder if UPS will do the same for those of us not wishing to overly concern our spouses with our discretionary purchases.

### Replacement Editor Needed

As you may have noticed, I haven't been at the field much, or in Illinois much for that matter. Howard Venable has been writing most of the newsletters, and I've been typesetting them with the occasional article.

This means that I'll be unable to edit the newsletter in 1993. Anyone interested should talk to the board about it. I can help out with the technical side of it, but I won't interfere with whatever you do.





### **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 the club.

Example of \$3 ad: OS.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 Miller Meadow will use a three-channel "blocking" pin.

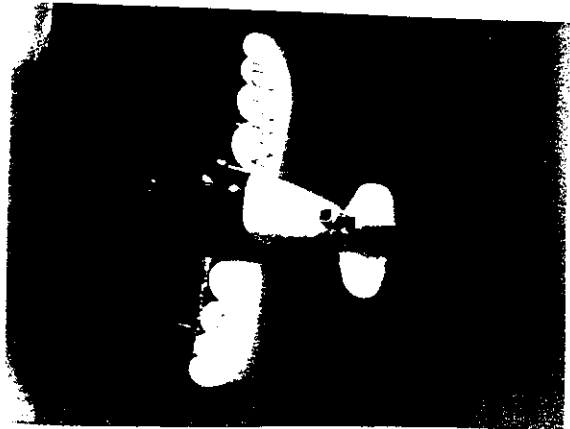
*1992*

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.



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

Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 60612

BOARD MEMBERS:  
Kelly Flowers, President  
Dave Latsaras, Vice Pres.  
Rick Rausch, Sec'y/Treas.

Rob Pascente - CD/Safety  
John Tibbs - Frequencies



# The Checkerboard Flyer

September, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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*	
Chuck Smith*	

## Meeting Briefs

### August Meeting

Approximately 25 members showed up.

Rick Rausch gave a treasurers report. The report was moved, seconded and accepted.

Rick reminded us that the 1993 dues are to be collected starting with the September meeting. There is no late fee, but if you choose to pay your dues in 1993, then you will pay the New Member rate of \$30 instead of the \$25 for renewal. (I'd call that a late fee.)

The rate schedule is as follows: \$25 for renewing contributors and contributing members, \$30 for new members, and \$15 for junior members.

As to a senior citizen discount, John Eggum volunteered to personally pay the dues of any member who reaches age 100.

The late field openings that have plagued weekday fliers are supposedly due to the mess left behind by picnickers - trash dumped along the curbs, etc. The preserve is supposedly opening around 12:30 or 1 every day, though some members report that they've gotten in earlier by various means.

There was a vote in favor of adding signs to the split-rail fence stating that only fliers were allowed past it. The intent was not to make some rigid rule, but to make it easier to keep curious spectators from sneaking up behind us. Members volunteered to make up signs and mount them, perhaps with a few in the end zones as well.

It seems some of us have forgotten about the "no flying before 10 AM on sundays" rule. In fact, your editor's wife had to remind him of it one calm, clear Sunday morning.

Sandy Walts, who has been running fun flies lately, asked that the club pay for the occasional case of soda, with ice, etcetera. The group showed its support for small expenditures for future fun-flies. Sandy has boosted attendance at these events through her energetic promotions, and by the simple expedient of posting announcements at the field. What a difference it's made!

## Show & Tell

- o Hal Parenti - "Canoli" - a 1965 pattern design that he's flown since then. Orange Dope over silk. This 27-year old plane was originally reed-equipped, as is visible in its big ailerons and small elevator and rudder. It's a little odd to see a pattern plane with rubber bands on the wings. Hal put a SuperTigre small-case .61 on this one, and added a muffler, to take it to the Selinsgrove old-timer reenactment.
- o George Miner - Hobby Lobby Telemaster 66. Orange fuselage, white wing. Power by SuperTigre G40. Although the end result is nice-looking, and reportedly flies OK, George was disappointed in the kit. (The wing saddle was too small, the slots were too small for the tabs, and many other complaints.
- o Bob Petrinec - 1/4 Midget Heinkel. White and red, with a thin, thin wing. Powered by a Nelson .15 c/l engine, Bob has equipped it with a fuel-line pincher to shut it off. The engine supposedly thrums 30,000 in the air, and really moves this 2.5 lb baby along. The plane is coated in West Systems epoxy, available from Chicago Canoe, at Irving and Naragansett..

### New Members

*Bill Rotenberry* started last year. His Telemaster is his second plane, and so far, it has stayed in one piece.

### *Al Gonder*

*Sandy Walts*, has joined at last. She's been running fun flies and been a regular at the field this year.

*Larry Liskowski*, whose incredibly slow-flying Goldberg Ultimate is a regular weeknight sight.



## Raffle Winners

•I'm afraid I wasn't paying attention

**Next meeting**  
**Broadview Public Library**  
**September 15th, 6:30 PM**

**Raffle Prize**  
**Some sort of .60 size engine**

## COMPETITION WATCH

### *Liskowski, Tibbs, Flowers at IMAC*

In the recent IMAC contest, two Checkerboard members, Larry Liskowski and John Tibbs, swept first and second place in the Unlimited class. Kelly flowers took fifth in the sportsman class, even competing against some guy in a TOC fiberglass Ultimate with a Sachs Dolmar engine. (The guy was later told that he couldn't compete in sportsman class any more.

### *Hal Parenti at Canadian Nats*

Hal Parenti modestly happened to mention his recent first place at the Canadian Nats with his Piper Commanche.

### *Gary Parenti Wins Bomb Drop*

At the August fun-fly, the action was fast and furious as competitors littered the field with tape-roll "bombs". The first round of competition ended with Gary Parenti in the lead, with his three points being the only score. John Walts caught up with Gary in round two, dropping one in the middle ring, but both of them were surprised by John Eggum who bull's eyed for five points. Rick Rausch flew by without scoring during both rounds.

In the final round, Gary replied with a brilliant 5-pointer, to win the event with 8 points, Leaving Eggum in second and Walts in third. Rick Rausch escaped unscathed, while DON Winn and Brian Moberg re-kitted their craft in the battle. (Both planes are flying again.)

## *Replacement Editor Still Needed*

As I stated in the last issue, it's time to had over the reins to a new editor. Anyone who has a little writing skill, and a lot of patience, can take on this task. I use Express Publisher on an IBM AT, but you can use whatever you want. The editor doesn't have to do any mailing, just writing and printing. So, step up and do your part. You'll get newsletters from other clubs, a nifty patch, and the undying appreciation of hundreds of flyers. (!)



## Product Review

Kelly Flowers reports that he's tried some of those ball bearing servo covers, and tells me that they do everything they claim. He installed some on older Airtronics servos with wobbly shafts, and they are now smooth-running and rock-steady. Considering the growing trend toward pull-pull controls, these should be a boon.

## Griped About at the Field

At the last meeting, several members complained of the rubber bands, cigarette butts, and other garbage left in the pits. Joe Beranek pleaded not guilty, since he's still using his original set of rubber bands. For the rest of us, let's try to take home as much as we bring, OK?

### *Don't tweak your needle in front of people!*

Others complained about pilots pitting up in front of the picnic tables, and of others breaking in and adjusting engines while in the main pit area. If you must play with your needle, move to the end zones, where it won't be so offensive.

Also, make sure that everyone at the field is using the freq. board. Apparently there was a guy out tuning a helicopter on channel 32 all morning long recently, with no pin on the board. He wasn't a member, and nobody new him, but he could have cost himself or somebody else a finger or two.

### *Noise from the Basement*

Since I have spent so little time at the field, let me pass on a few items that I've learned in the basement trying to get something flyable so I could go to the field.

- o Balance and range check after every crash and repair. Just because it looks as good as it used to, don't take the rest for granted.
- o Take the extra time to balance propellers and to make sure that the firewall is well sealed and firmly attached. Make liberal use of carbon fiber, fiberglass, or whatever you want to make sure that the engine stays attached.
- o Take the time to find all the pieces when you crash. This is especially true for plywood models such as the Goldberg line.
- o Balance before you cover the plane. This lets you put the radio, batteries, etc. where they do the most good, and lets you avoid adding weight.
- o Get the oil out of impregnated wood with K2R. (Joe Beranek told me this one.) Spray it on thick, let it dry out, and dust it off. Do it several times if necessary. This will let bals chin blocks and firewalls go back together, and makes it a lot easier to attach covering film.
- o Don't rely on triangle stock to beef up corners. Take a look at how it splits in a wreck, and you'll know what I mean. If the joint is really important, try cutting so the grain adds more strength.

That's all for this month. Remember, pay those dues, and send them in with all the following information -

Full Name  
Full Address and Zip  
Phone with Area Code  
AMA #  
Frequencies you use  
Articles for the newsletter

## 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 the club.

Example of \$3 ad: OS.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 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.

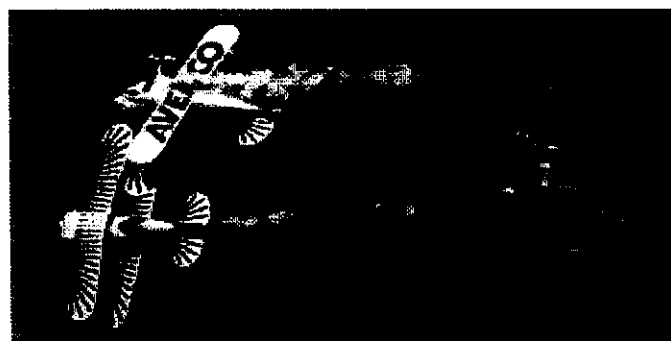
PLEASE COMPLETE "NARROWBANDING" OF ALL EQUIPMENT PRIOR TO JANUARY 1, 1992.

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



### *Free RC Magazines*

I have piles of MAN, RCM, and Model Aviation, as well as a lot of Kitplanes, Sport Aviation, and Flying magazines for the first person willing to come to my house and get them. All are from 1988-1992, and most are in good condition. Call Noah at home (312)243-4247 and leave a message. No picking and choosing - I want to get rid of them all.



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

Noah Shlaes, Editor  
820 South Claremont  
Chicago, Illinois 60612

BOARD MEMBERS:  
Kelly Flowers, President  
Dave Latsaras, Vice Pres.  
Rick Rausch, Sec'y/Treas.

Rob Pascente - CD/Safety  
John Tibbs - Frequencies



# The Checkerboard Flyer

October/November, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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*	
Chuck Smith*	

## Meeting Briefs

### September Meeting

Attendance was good, and the treasury report and other basics went without any major conflicts.

Several people gave reports on Ralph Catlin's condition (Ralph had just returned from the hospital) and a card was passed around.

Club members reminded each other that we still aren't keeping the pits clean, but that things are getting better.

There's been less needle-tweaking, and more consideration. Some suggested that we shouldn't be breaking in engines by tying the plane to the fence. Others suggested breaking planes in during flight. This works for some of us, but it depends on how reliable the plane is to start with.

### Found At the Field

Airtronics 6ch transmitter. Contact John Walts to identify it.

There was a report on the first seasonal picnic, and a round of thank-you's for Sandy Walts' efforts.

Further thanks go to Charlie Thomas and John Walts for taking over raffle duty for the last few meetings.

The bylaws discussion was postponed to the October meeting.

The field has been opening earlier. It's supposed to be open at 9:30, and has been closer to 10:00, but is getting better.

### October Meeting

The major achievement at this meeting was passing the slight revisions to the bylaws. All this does is make official, and put in writing, the changes we've all voted on in the last year. Anyway, the members reviewed and passed the bylaw revisions.

There was some discussion of raffle prizes, with some members stating that they would have chosen differently for the year-end raffle. All I can say is, you can't please everyone!

We were also invited by Chicagoland to join them in an annual competition next year. This should really liven up our field, considering how well some of our competitors have done elsewhere.

## Show & Tell

- Gary Parenti - Indy Clipped Wing Cub, completely re-covered in monokote. Used only for breaking in engines, equipped with spring-loaded gear, it flies well on an ST .90. If it hasn't sold by the time you get this, it's available for \$150.
- Lee Ernest - Great Planes Spectra Electric Glider. White with Midwest Fluorescent trim sheets.
- John Walts - Great Planes Electro Streak aerobatic electric. Really more like a mini pattern ship, this micafilm-covered miniature weighs only 2 3/4 lbs all up. It gets about 4 minutes (John hasn't dead-sticked it yet) on an Astro-flight 05 Cobalt.
- Hal Parenti - Top Flite Antares 100-inch glider, from a Scott Christensen design. Designed for the FAI 3-task competition, this 3-lb ship can carry a lot of ballast, and has reflexing flaps to reduce lift in exchange for speed.
- Hal Parenti - Lanier 1.20 Stinger. 81" span, 1.20 Webra 2-stroke power. Big, one-piece wing. Hal's friend Bubba sent it, so Hal built it. 13 lbs,
- Bill Rich - Goldberg Anniversary Cub - Bill bought it at a swap. O.S. .70 Surpass power.

## New Members

- Al Gonder - flew Ukies at the old field, and took a brief respite to raise 5 kids. He attempted to learn R/C on a Lanier Sea Bird, and was quickly talked into a Flightstar 40.. He's up to laps around the field now.
- Bill Harlander - flew 30 years in single-channel, all the way up to 1/4 scale. He's returning to the hobby after a long break.



## Raffle Winners

- Globe Models Birdie 40 kit - John Eggum
- SuperTigre S61-K ABC - Alex Lach
- Great Planes Patriot prop-jct - Rich Branski
- Airtronics 6ch radio - John Scott

## Next meeting

**Broadview Public Library  
November 17th, 6:30 PM**

## Raffle Prize

**Unknown at this printing**

## HAL PARENTI REPORTS FROM SELINGSGROVE

Hal Parenti just returned from the Selingsgrove re-enactment. It's not really a competition, but an old-timer rally. The meet went on for two days, and it only rained on one of them. The field was full of designs like the Rudder Bug, Orion, Taurus, and some very new-looking electric Deltas. The planes in attendance were mostly 25-35 years old, unlike the pilots. There were competitions in single-channel pattern, two-channel pattern, and full-house pattern. (Hal won this one with the Canoli seen at our last meeting.)

Maynard Hill, the recent winner of the 25-hour endurance record, showed off his craft. The event requires that the plane be less than 15 lbs including fuel. Maynard equipped the plane with an older O.S. 4-stroke.60, converted for gas/spark ignition, and it carried 4 lbs. of gas/alcohol mix. A single 1.5 volt lithium battery ran through transformers to run the radio, lights, ignition, and a transponder/autopilot setup. The transponder was connected so that the plane could fly a limited pattern by itself, so that Maynard could take 30-second naps and the occasional food break or nature call.

After breaking the record by a sufficient margin, Maynard landed with half of his fuel in the tank! At some time during this exercise in sleep deprivation, he must have gone over the deep end, because Hal reports that Maynard's next record attempt will be an R/C flight across the Atlantic Ocean.



## At Last, Real Candidates

After the underwhelming choices that faced us in the Presidential race, here at last are some choices you can live with.

At the last meeting, the first round of board nominations were made. Remember, nominations are open until the November meeting, when elections will be held.

The candidates nominated at the October meeting are:

Rick Rausch - President  
John Walts - Vice President  
Dick Stern - Safety Officer  
Al Gonder - Treasurer

For the non-elected position of Newsletter Editor (sigh) Gary Parenti volunteered to join the ranks of the truly thankless. Gary will bring new a lot of good ideas to the task, and has a reasonably easy source of hints and stories for articles.

**VOTE IN NOVEMBER!!**

## QUARIES

Loerg Ultimate Biplane belonging to Larry Liskowski, which had the misfortune of flying into the path of Joe Beranek's Mister Mulligan racer. It seems the Mighty Mulligan struck the Ultimate right about amidships and went on through her like, well, like a chain saw through a feather pillow. The Mulligan needed a new prop and some work on the second firewall, but landed safely.

Planet 40 - Kelly Flowers had this plane under contract to sell it to someone the next day. So what drove him to fly it again - he'll never know. He dead-sticked on take-off pointed into the trees, and lost all airspeed trying to make the turn. I think most of us remember the results when we tried that ourselves at one time or another. This plane was on its second rebuilt wing, and ended a three-year flying career.

Flightstar .40 piloted by Sandy Walts with the help of Devon Bennett. The circumstances weren't made available to me, but Sandy is discovering that her replacement plane, another Flightstar, isn't exactly the same.

### Seen at the Field

Kids in the end zone! Now that it's cold and nasty out there, this shouldn't be a problem, but keep an eye out. As long as the grass in the end zone gets mowed, people will wander into the end zone. Our next challenge will be rugby players, and then snowmobilers. So brace yourself.

Since I haven't been able to come to the field as often, I've been flying other ways. I just got the new Tower Catalog. It seems that with every passing year, there are fewer kits from fewer companies, and more ARFs. Now I've got nothing against plastic planes, and I haven't exactly strayed from the mainstream, but I miss all the less common designs that are fading from view. If this trend continues, the only uncommon designs out there will be from plans-builders and scratch builders. I guess the trade-off is all the new flyers at the field, and their planes that seem to survive the training process.

### Dues are Due!

Remember, pay your dues at the next 2 meetings, or pay the higher rate in '93!

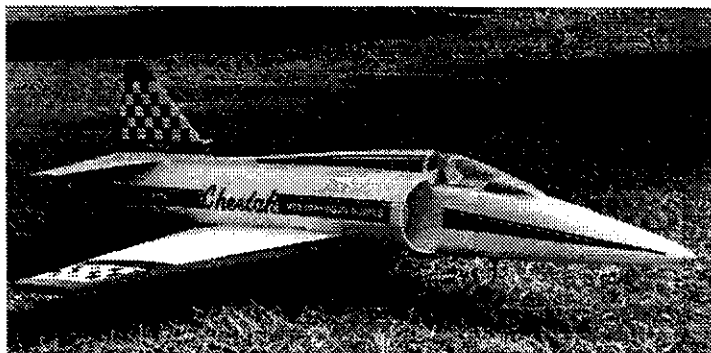
### Bylaws

Attached is a set of the new, official, revised bylaws of the club. These are the real thing. So, all you armchair lawyers out there, keep these handy. They'll keep us out of trouble for a long time.

Special thanks to Jim Petrzelka, who cleaned up the only existing copy of the old laws to get this new one ready.

### Key Access for Early Risers!

We now have our own lock on the chain at the south post of the South Entrance to Miller Meadow. Keys are available to club members for a measly \$1.00. The rules are that you can drive in, but you must lock up behind you. This entrance is never unlocked - It's just for us! Don't forget the dawn/dusk rules, and the Sunday morning rule. See a board member for a key, or get one at the meeting.



## The Checkerboard Flyer

P.O. Box 6178  
Broadview, IL 60153

**ELECTIONS THIS MONTH!**



Win this Super Skybolt in December!

## MONGO DECEMBER RAFFLE!

Your board has been shopping for months to make this an astounding year-end raffle. While you may not personally want each and every prize, there's undoubtedly something in there for you! Let's take a look at what's coming up for the December meeting!

- Top Flite Bearcat kit
- Bob Parkinson Cheetah Ducted Fan jet (with fan unit)
- Lanier Trainer
- Great Planes F-14 Tomcat (.60 size prop power)
- Great Planes Skybolt (new kit - 90/120 size)
- Pica Cessna 182
- Goldberg Anniversary Cub, Assembled, with O.S. .70 Surpass 4-stroke and Airtronics Radio Installed.

So, get those lucky \$10s and \$20s ready, and come to the December meeting. There'll be snacks, and raffle, show and tell, and not much else. Should be a nice change.







Gary Parenti, Editor  
11001 Martindale  
Westchester, Illinois 60154

BOARD MEMBERS:  
Rick Rausch, President  
John Walts, Vice Pres.  
Al Gonder, Treasurer  
Dick Stern, Safety Officer

# The Checkerboard Flyer

December, 1992

The Checkerboard Field RC Club of Chicago, Illinois, AMA Charter 864  
P.O. Box 6178, 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*	
Chuck Smith*	

## Meeting Briefs

### November Meeting

The meeting was well attended, due to the elections.

#### Bylaws Corrections

The revised bylaws sent with the last issue have a few slight errors. First, the reference to a \$300 mower fund is erroneous. It should refer to a \$200 contribution to the fund.

Second, the copy you recieved with the last issue was unsigned. A signed copy will be retained with the board's records.

Third, your editor neglected to include a copy of the first page of the bylaws with the last newsletter. A copy is attached to this one.

#### Misc.

New Hobby Shop - Well, not exactly new, just new to R/C. Flying Tiger Hobbies, on Roosevelt in Forest Park, states that it will meet or beat Tower's prices.

Your Editor cleared up some confusion caused by the last *Flyer*. Raffle tickets are still 50 cents and a dollar. I was just encouraging members to bring big bucks in December.

Some members expressed a desire for more technical sessions in the meetings, perhaps on non-meeting nights. The new board will explore this possibility.

Plans were announced for the last fun fly of the year, to be held on November 22. I don't know if it actually happened, since that was one of the nastiest days yet this year.

### Elections

The new board was elected without opposition (except from some reluctant new board members.) Congratulations to:

- Rick Rausch - President
- John Walts - Vice President
- Dick Stern - Safety Officer
- Al Gonder - Treasurer

Gary Parenti's signing up as editor was also warmly received.

### Dues

As of the November meeting, there were only 52 paid members. Do it now, or pay more in '93.

## Show & Tell

- Hal Parenti - Gold/Cream Monokote Delta wing, derived from the Holy Smoke but with a wider wing. Foam core with cap strips to permit the covering process. 4.5 lbs, .46 rear exhaust with tuned pipe. Aileron/elevator control, which Hal says avoids the yaw coupling and control inefficiency that flaperon arrangements can cause.
- Bill Rich - Goldberg Cub in L-4 livery (olive drab) purchased at a swap meet. If you can beleive its markings, this little scout plane claims 5 nazi kills! K&B .61 s more power than it needs, says Bill. Dolled up nice with internal bracing, wing struts.
- Rich Branski - Dave Platt A6M5C Zero, 78 3/4" span, an beautiful, BIG plane. All built-up construction. Full rivets and litho-plate panels, thanks to advice and help from Hal Parenti. Retractable main and tail gear! Should come in at less than 20 lbs with radio and SuperTigre ST 3000 engine. Beautiful paint job, almost complete. Rich says he'll fly it, then sell it.

### New Members

- Gil Arelano, Senior and Junior. Gil Junior, age 5, ably picked the raffle tickets for the big prize this month. Gil Senior, en electrician, entered the hbby 2-3 weeks ago with a Cox EZ-Bee. After putting it in a tree, he got help from someone at the field, and quickly became part of the club. He's having good luck with the plane now.

### Raffle Winners

- Dan Kamys - O.S. 40 FP.
- Howie Jacklin - Great Planes Decathlon

(Note - the engine was in a box for a .40 SF. We discovered this at the meeting. Dan is trying to get the hobby shop to fix the switch that got made. If they can't we may identify the offending shop here.)

### Next meeting

**Broadview Public Library  
December 15th, 6:30 PM**

### Raffle Prize

**Gobs of Stuff - Complete  
Cub with Engine & Radio,  
Many Other Kits! (See Pg.  
2)**



## Kelly Flowers Reports from the T.O.C.

Kelly went to Las Vegas to watch the Tournament of Champions aerobatic competition this year. The results and pictures are in lots of the magazines, but Kelly covered a couple of things that the magazines didn't.

First of all, was it worth it? You bet, says Kelly. Visibility was good, with seats as close to the runway as our own flight line. Considering the size of these planes, that's plenty close enough to see, and grandstands make for a lot of good views.

What do they fly? All Ultimates and Extras - practically nothing else. The engine of choice is the Sachs 4.2.

How good are these guys, really? Amazing - In the compulsory and freestyle, they're amazing enough, but the real show comes in the unknown compulsory, when competitors are given routines that they've never seen before, and have a few minutes to read them. Kelly says that these routines looked like months of practice.

What was the wildest maneuver? Undoubtedly the climbing knife-edge spin.

There were demonstrations of .40-size fun-fly ships that had no need of runways. The french-made propane-powered jet turbine engine was shown - Jet sound, but no jet smell.



## Winter Calendar

Get out your long underwear! The **20th Annual Frozen Finger Flying Festival** for 329 Slow Combat will be at the Irving and Cumberland flying site on January 3. This sounds interesting - a mid-air does not end the match. (Midwest rules) and blow torches are recommended to warm up. (Engines, that is.) Special rules - electric starters permitted. CD - B. Bodzioch (708)506-0096. Sponsor - Chicago Aero Angels.

For those of you without an electric snowmobile suit, the **Tri-County R/C 2nd Annual Auction & Swap Meet** will be on January 10th, and Matoon Central School, 21st & Western, Matoon, IL. Doors open 9AM, Auction @ noon. For info, contact Jim Hudson (217)235-0609, or Brad Gillespie, (217)234-3516.

## EDITOR'S CORNER

### *More Computer Flying*

Well, it's computer flying season again, and a bunch of new products are out. Mallard enterprises (composed of the guys who wrote the original Microsoft Flight Simulator) has added a new aircraft design package and Adventure Factory to the Microsoft product. This is a Mallard add-on: you have to own Microsoft FS and then buy this product. It lets you design new aircraft with detail not found in the Microsoft package.

A companion product from Mallard really got my interest - it's a rescue game that uses the other two products. You go to your plane, check the radio, and get rescue instructions for your air ambulance. Missions include landing on city streets, picking up injured passengers, and taking them to hospitals. Extra scenery and missions are included, and you never know what might go wrong with your airplane or the weather on the way. I don't have these packages yet, but you never know what the season will bring...

Another nifty PC usage - my most recent project uses a couple of household trademarks for decoration. I needed to blow them up about 800% and come out with an accurate template for the covering material. I was able to do this with the same hand scanner that I use for photos for this newsletter, and even to change the proportions a little to fit on the airplane. I won't say what the project was, but watch out for it at the next Show & Tell. If anyone needs a small piece blown up let me know the exact size you need, and send me the materials, and I'll give it a shot. The original has to be less than 4" wide. I can also change the proportions and do a little clean-up.

### *Farewell, Dear Readers*

Well, it looks like my tenure as editor is coming to an end. As much as I've enjoyed it, I wish Gary luck with the future issues. I've enjoyed a lot of help from Dave Brown, the prior editor, who gave me the layout, the design, and warned me in advance how much help I'd get in writing it. Also John Scott, who's helped with the mailing, and Suburban Mailing, who got the thing out. Jim Petzelka told me who got the newsletter, and where they were. Howard Venable filled in for me and wrote a couple of major pieces without being asked. Many others have given me advice, and most of you have been nice about it. Thanks.

For the future, I'm looking forward to going to bed on time every fourth Sunday, and to missing a meeting now & then, and to reading Gary's newsletter. He's got a lot of good ideas, and may even get around to some of the old ones that I never did.

As always, articles, kit reviews, tech tips, and angry letters will be welcome. The new address is on the masthead this month, along with the new board.



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

## MONGO DECEMBER RAFFLE!

Your board has been shopping for months to make this an astounding year-end raffle. While you may not personally want each and every prize, there's undoubtedly something in there for you! Let's take a look at what's coming up for the December meeting!

- Top Flite Bearcat kit
- Bob Parkinson Cheetah Ducted Fan jet (with fan unit)
- Lanier Trainer
- Great Planes F-14 Tomcat (.60 size prop power)
- Great Planes Skybolt (new kit - 90/120 size)
- Pica Cessna 182
- Goldberg Anniversary Cub, Assembled, with O.S. .70 Surpass 4-stroke and Airtronics Radio Installed.

This will be our first December meeting in anyone's memory, so let's make it a good one. Get there early and get lucky!

# Bring Food to the Meeting

The Broadview Library Board has approved our serving food and non-alcoholic beverages at the December meeting. So get out those special recipes for fudge bombers, or whatever, and bring them. All we'll be doing at the meeting is show & tell, giving away airplanes, and getting fat, so make it enjoyable.