



Fox Valley Aero Club

Flypaper

April 2020

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AMA Gold Leader Club

Academy of Model Aeronautics
Charter Club #252



PRESIDENT'S MESSAGE

Dale Gathman

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Unprecedented Times – COVID-19.

How things change. Just a few short weeks ago, the top concern on my mind was the FAA's NPRM on Remote ID. Today, that doesn't seem like such a big deal (although it will be again once this is

over). We are going through a time like almost no one on earth has experienced before. Even my dad, age 91, who went through the great depression, when most everything was rationed (think toilet paper, hand sanitizer) has not experienced anything like this. I will not attempt to let you know of future plans or field status through this article, as they will most certainly have changed by the time you read this. I will try to offer encouragement in the fact that our country and people are the best and most resourceful people in the world, and with everyone's efforts we will get through this just as we have gotten through every other problem that has hit us in the past. Please keep the government members who are making decisions and our healthcare workers and infrastructure workers in your thoughts and prayers. They will be the heroes of this situation when it is over. Also, pray for your family members and our club members, as times like this cause a lot of stress, and everyone handles that differently. Our flying year will get back to normal, just later in the year than usual.

Please have patience with me and the board members as we decide how best to get through this 'season of changes'. We don't always know or agree on what is the best course of action – just know that decisions we make are always what we believe will be the best for the club and its members.

Upcoming plans. Please keep an eye on your email and our website, as plans can change almost daily now. We will keep you updated as soon as decisions are made.

I will miss seeing you at our cancelled April Member Meeting. I am praying that you and your families are able to stay healthy through this.

Dale

FROM OUR SECRETARY

Debbie Howe

Secretary@foxvalleyaero.com

Fox Valley Aero Club - Member Meeting Minutes

March 12, 2020 @ St Charles Township Hall



President Dale Gathman opened the meeting and welcomed everyone.

Secretary Debbie Howe asked for a motion to approve the Member Meeting Minutes from February, a motion was made by **Bill Suhr** and seconded by **Jeff Peca**, all approved.

Treasurer Joe Pedone said the checking account is in good shape due to the dues that had come in and that we are about where we were last year. A motion to approve the treasurers report was made by **John Fischer** and seconded by **Dave Cotton**, all approved.

Safety Chairman Jeff Peca talked about checking your batteries and make sure everyone tightens your props due to shrinkage in different temps.

Tony Bahowick was not there but Dale Gathman said we had a **new member** by the name of **Robert Crosson**; he is from Lake in the Hills.

Dale Gathman explained that he was having a problem getting some emails to go through and asked if you have Yahoo.com , could you please look into getting another carriers email service.

Dale also read a note from **Dorie Jacobs** thanking the members of the club for all the support and helping rehome some of Paul's airplanes and gear.

Field Chairman Mark Knoppkie said we would have a field work day coming up (postponed) and that we had some cracks on the runway that we would need to repair. Mark also asked for people to sign up on the mowing crew for this year and there was a signup sheet in front.

Dale Gathman said that the FAA had over 50,000 responses to look at and read before changes are made to the remote ID rules.

Swap Shop Chairman Joe Pedone and **John "JT" Turner** said all the tables were pre-sold and the event went well. We were a little light at the door but the sales at the club table were over \$440 and that helped even out the sales. Great job by Kevin Hersey running the club table and to all the members who donated items. A new contract was signed for the next two years for the swap. The deposit to the clubs account from the swap was over \$2,000. Great Job Guys!!!

Fun Fly Chairman Jeff Peca said that while he does not know what the events will be for the year but that the fun fly will be something that all members can do and with any type of plane. Once again, they will be from 12-2pm and a new thing this year will be there are going to be raffle prizes and food. Anyone who helps or flies at the event will get a raffle ticket. So we hope to get more people to come out and enjoy the events and add the social time with food and fun. The events have been scheduled to follow a meeting so that everyone can be reminded at the meeting.

John Fischer was up next with the Windy City Warbird and Classics update: As of right now we

have 35 registered pilots and we will be ordering the shirts and

hats for the event. The landing fees will be \$45 and we will be doing a dinner on Thursday with the **Howe's** and **Boen's**, times and location will be announced. We will be doing dawn patrol on Saturday at 8am and we have changed things a bit so that there is more time for pilots to fly, so we will not be doing a Friday noon show and we will be shortening the Saturday noon show. Saturday will be the traditional pilot's dinner. Up in front are save the date cards, please take some and pass them out.

Kevin Hersey brought in his 6th scale Balsa USA Triplane in the Red Barron color scheme. He has a Saito 46 4 stroke and Cali Graphics. All he has to do is add the battery and it is ready to go, Nice Job Kevin, looks great.

JT brought his E-Flite P-51 Mustang. J T is very happy with the plane as it came with front and rear retracts, 4 blade prop and bombs and priced at \$449. He took off the bombs but the plane looks great, it will be fun to fly

Mark Knoppkie brought in his Hostetler 126" Stinson wing that he has been working on now that he is retired. The wing looks very impressive with two sets of flaps. Mark said you basically get a really big box of wood and it is all laser cut parts. Mark said nothing fits according to the plans, so it is a builders project. Can't wait to see the plane as it comes along in the building process. Nice job Mark!!

John Fischer brought his P 40 from Yellow Aircraft with 86" wing and a Da50. The wing was done in primer and then all the rivets were burned in one at a time with a brass tube on a wood burning tool. He will be setting it up with all spectrum gear. Looks great John, It will look great at the line up for the Warbird events.

Rob Sampson was up with a very cool 83" Curtis Wright CW 24B Rob said that at a field work day he was asked to finish a project by one of the wives in the club and when Rob got the plane the wing was done and about 35% of the fuse was done and he got a box of balsa sticks, he had to do all the stringers and canard and

made the wheel pants a lot of the fuse was custom made out of balsa by Rob and there was a lot of changes that had to be done, like making the canard bigger and bigger to make it fly within reason. It is powered by an electric G52 motor. Can't wait to see this fly, it is very original!!!

A motion to adjourn was made by **Bill Suhr** and seconded by **Dave Cotton**, all approved.

Please stay safe everyone!!

FROM OUR TREASURER

Joe Pedone

treasurer@foxvalleyaero.com



As I am writing this, it occurred to me that in any other year on this day I would be in Toledo at the Weak Signals RC show. That has always been a fun weekend for me, not only to see what is new in the hobby, but always an enjoyable time with club members and

friends. But we've all had to adjust to the realities of this situation, and I am still doing everything possible to still stay in contact with friends and members by phone or email in lieu of the usual routines we enjoy this time of year.

On the subject of the Toledo Show, I had planned to pick up a smaller electric plane at the show from AJ Aircraft (Andrew Jesky's family business). Wanted to add something to my fleet that I could fit in the car assembled, drop in a Lipo, and enjoy some quick aerobatic flights. John (JT) Turner has a couple of planes from AJ Aircraft, and the quality is great. They normally have some attractive "show only" bargains on the stock they bring, so I was disappointed to miss that opportunity. But like many other vendors that participate in the show, they switched to moving their sales on-line, so I still took advantage of that, and bought a 60" AJ Slick (ARF). I ordered it one afternoon, and the large box was at my door at 9 am the morning. Amazing! So putting that together is my current project for now, and so far I'm

really impressed quality. Built strong, but super lightweight. Will provide some pictures in next months Flypaper.

From the Club treasury standpoint, we are in good shape. Looking back now, we were fortunate to have been able to hold our Swap Meet in February, which generates income for the Club. Member dues continue to flow in, and keep in mind that those are due now. For those that haven't yet paid, the price for 2020 dues remains the same as last year at \$125 for regular members and \$25 each for additional family members living in the same household and under 19 years old, or a spouse. Junior members also remain at \$25. With our April member meeting cancelled, dues payments can only be made by check to the club PO Box, which is Fox Valley Aero Club, P.O. Box 837, St. Charles, IL 60174. Keep in mind your dues will need to be paid before flying this year.

In these difficult times, I sincerely hope you and your families remain safe and healthy. Please remember if you go to the field, it is essential that you maintain social distancing, abide by recent rule changes, and take every precaution to prevent the spread of this virus. Stay safe,
Joe

FROM OUR EDITOR

Susan Galle

editor@foxvalleyaero.com

Hope you enjoy this edition of the flypaper as it is a little different than the norm - we are including show & tell in this edition which due to the difficult times we are all experiencing hopefully brings a smile to your face. In times of war, our soldiers depended a lot on laughter to get them through and it worked. I hope in some small way that you find joy and peace and that this paper takes away (if only briefly), the current concerns we face. I hope you, your family and loved ones wherever they may be, are staying safe and healthy and I hope they are also being careful and prudent as well.

Susan

Fox Valley Aero Club Field Rules

Fox Valley Aero Club (FVAC) wishes to assure a safe, courteous and fun flying environment for its members, guests and spectators. We require that all member and guest pilots adhere to the following rules. Members failing to willfully comply with the rules will be subject to progressive discipline in accordance with the Club's Constitution. Guests failing to willfully comply with the rules will have their flight privileges immediately revoked. Everyone's cooperation and support is greatly appreciated.

1 - The Fox Valley Aero Club flying field is open 24 hours a day for flight activity. All aircraft are permitted to fly from sunrise to sunset. Pilots with loud aircraft should be considerate of our neighbors and use discretion as to how early they start flying. If provided with appropriate on-board illumination, electric aircraft are also permitted to fly between sunset and sunrise.

2 - To fly at the FVAC field, pilots must be a current FVAC member and must have in their possession a current AMA Adult or Youth membership card, and if a turbine pilot, a current AMA 'Turbine Waiver' endorsement. FVAC member pilots who do not have a current AMA membership are only permitted to fly on a buddy box with another FVAC pilot that has a current AMA membership. A 'Park Pilot Program' AMA membership is not sufficient to be eligible to fly at the FVAC field.

3 - Guests that have a current AMA Adult or Youth membership are permitted to fly at the FVAC field if invited by and accompanied by a current FVAC member who has a current AMA Adult membership. Guests that do not have a current AMA Adult or Youth membership are permitted to fly at the FVAC field on a 'buddy box' if invited by a current FVAC member who has a current AMA Adult membership. The inviting member in this case must be the pilot in command using the buddy box setup. A guest may fly at the FVAC field for three days total, after which they are required to join the FVAC to maintain flying privileges at the FVAC field. FVAC members are allowed one guest flying at a time, as the guest must be under the FVAC member's direct supervision while they are flying (the FVAC member must spot for their guest). The FVAC member who invites a guest is responsible to insure that the guest is knowledgeable of and complies with the AMA safety code and the FVAC Field Rules including field procedures and restrictions. It is also recommended that the FVAC member perform a safety inspection of the guest's aircraft prior to the first flight at our field. **GUESTS ARE NOT PERMITTED TO FLY TURBINE POWERED AIRCRAFT AT THE FVAC FIELD EXCEPT AS FOLLOWS:** Non FVAC member pilots who are current AMA Adult or Youth members, and have a current 'Turbine Waiver' endorsement if a turbine pilot, are welcome to fly at all AMA sanctioned and club events where there is an open invitation to guests.

4 - Introductory Pilot Program – Student pilots who are enrolled as an AMA Introductory Pilot by one of the FVAC Introductory Pilot Instructors as well as student pilots who are already AMA members may fly at the FVAC field for 60 consecutive days starting from their first lesson as an Introductory or student Pilot. These student pilots must be under the close supervision of their FVAC Introductory Pilot Instructor. At the conclusion of the 60 day period, the student pilot is required to join the FVAC to maintain any further flying privileges at the FVAC field.

5 - At all times, pilots shall adhere to the Academy of Model Aeronautics (AMA) Safety Code.

6 - All pilots not utilizing 2.4 GHz radios shall obtain an appropriate frequency pin from the frequency box. Pilots shall not fly without the pin in their possession.

7 - Pitting is to be done at a safe distance from the North edge of the taxiway. Pitting directly in front of the pavilion should be avoided. No models shall be started/energized within the confines of the pavilion at any time when the thrust generating implement is attached (propeller, rotor blades, fan).

8 - Before maiden or re-maiden flight, all models shall undergo a thorough pre-flight inspection for airworthiness by the aircraft owner. Thereafter, aircraft owners shall perform a periodic inspection of their models to insure continued airworthiness. When the gun range is active (red flag posted) pilots performing a maiden or re-maiden flight of aircraft, equipment or software revision must take off to the west, and attempt to keep the flight pattern on the west half of the field until the aircraft proves to be in control and operating sufficiently for safe flight.

9 - Engine tuning other than a brief high speed tweak, and all break-in running is not permitted in the pit area and shall occur only in the designated areas. All engine run-up shall be done with the aircraft restrained.

10 - Pilots shall use extreme caution when taxiing in the pit area. Wind can cause an aircraft to weathervane and strike people or other models.

11 - Pilots are expected to fly responsibly at all times. If at any time a person's safety or property is at risk, a pilot is expected to sacrifice their model to avoid causing injury or property damage.

12 - All pilots must fly from behind the East-West safety nets. Standing in front of the safety nets while flying or spotting for a pilot is not permitted. Spotters are not required for everyday flying but pilots are encouraged to use one whenever possible.

13 - Spotters shall be completely focused on their responsibilities. Spotters shall not use their cell phone or take pictures. They must be focused on all airborne traffic and communicating the status of other aircraft to their pilot.

14 - All pilots shall call out to other pilots their intentions for take-off, touch-n-go, low pass and landing. Constant communication between pilots is key to avoiding collisions.

15 - Take-off is permitted East/West from the paved runway or grass runway; from each taxiway facing in a southern direction and from the grass in a southern direction in front of the pilot stations. Landings are permitted only to the East/West on the paved runway or the grass runway.

16 - Pilots shall operate their models within the flight envelope. The flight envelope is as follows:

- North Boundary - The paved runway.
- West Boundary - The first tree line to the West.
- East Boundary - The west (closest) gun range berm.
- South Boundary - There is no boundary line to the South; however, good judgment should be exercised not to go out too far.

17 - Pilots who are flying without any other aircraft flying may set their own flight direction and pattern, including aerobatic routines. If two or more aircraft are flying at the same time, all pilots must fly a typical rectangular pattern with the direction down the runway set so that the aircraft are flying into the wind if possible. This rectangular pattern will have minimum east and west boundaries of the far edge of the east and west taxiways. Pilots must fly parallel to the runway whenever they are inside of these minimum boundaries. The direction will be indicated by the pattern direction arrow posted at the center of the flight station area. If agreed upon between the pilots flying the pattern and the aerobatic pilot, an aerobatic pilot may fly aerobatic routines that do not conform to the pattern being flown. These routines should be to the south and at a much higher altitude than the planes in the pattern being flown.

18 - First Person View (FPV) flying with goggles is permitted only when the primary pilot is accompanied by another pilot with a current AMA Adult or Youth membership who is proficient at flying the FPV aircraft. The secondary pilot must act as the spotter for the primary pilot, and must maintain the aircraft within his unaided line-of-sight at all times. If at any time, the primary pilot loses orientation, or the

spotter sees that the aircraft is in danger of coming into contact with something that the primary pilot cannot see through the goggles, the spotter is responsible to take control of the aircraft immediately until the primary pilot can safely retake control. The two pilots may use either the 'buddy-box method' or the 'radio transfer method'.

19 - Rotary Wing Aircraft pilots may elect to fly from one of the flight stations if able to comply with rules 12-17. If flying the pattern with multiple aircraft, it is very important that rotary wing pilots remain in the pattern while coming in to land. The rotary wing pilot should bring their aircraft down the runway while descending to a few feet of altitude, and then hover land. It is very important that these pilots let all other flying pilots know their intentions before landing, so the other pilots will know that the rotary wing aircraft will be hovering over the runway. THE PREFERRED AREA FOR ROTARY WING AIRCRAFT TO FLY IN IS THE AREA NORTH OF THE EAST/WEST RUNWAY AND WEST OF THE PAVILION. Rotary wing pilots who cannot maintain the pattern direction and approximate speed of other aircraft flying in the main flight area must instead use this Rotary Wing Flying Area. When flying in the Rotary Wing Flying Area, pilots need to be careful to stay North of the runway at all times. Fixed wing aircraft have priority over the main flight area at all times, as hovering aircraft pose a significant threat to fixed wing aircraft. Rotary Wing pilots who see fixed wing aircraft taking off must immediately enter the pattern or move to the Rotary Wing Flying Area.

20 - Everyone at the field should help each other insure that the rules are being followed and that we have a safe, courteous and fun flying environment!

21 - Dress Code – To maintain a family friendly atmosphere all FVAC members and visiting pilots must wear a shirt at all times when at the field.

22 - Pets are welcome at the field under the following conditions:

- Pets must be leashed at all times and under control of someone, or the leash anchored as to restrict pet access to the area South of the fence line.
- Pets must be kept on the North side of the fence line. Pets are not allowed in the pavilion.
- Pet waste must be picked up and disposed of as soon as possible.

FVAC Field Rules (rev 20190304) 8_5x11.docx

2020 Fox Valley Aero Club Calendar of Events

January 1	Fun-Fly — Frozen Fingers	10:00 am FVAC Field
January 9	FVAC Member Mtg	6:00 Board, 7:30 Member at Township Hall
February 13	FVAC Member Mtg	6:30 Board, 7:30 Member at Township Hall
February 15	FVAC Annual Swap Meet	9:00-1:00 Swap, 1:00-4:00 Indoor Foamy Fly Kane County Fair Grounds
March 12	FVAC Member Mtg	6:00 Board, 7:30 Member at Township Hall
April 9	FVAC Member Mtg	CANCELLED
April 18	Field Work Day	WILL BE RESCHEDULED
May 2	Tree Line/Berm Orientation Day	9:00 am–1:00 pm - FVAC Field
May 14	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
May 16	Cub Scout Rocket Fest	9:00-12:00 FVAC Field
May 17	Fun-Fly —#1 -	1:00-3:00 FVAC Field
May 25	St. Charles Memorial Day Parade	9:00 - St. Charles
May 29	2020 Media Day	9:00-3:00 FVAC Field
June 6	FVAC Cookout (formerly pig roast)	12:00 - FVAC Field
June 11	FVAC Member Meeting	6:30 Board, 7:30 Member at Township Hall
June 18-20	2020 Windy City Warbirds & Classics	FVAC Field
June 21	Open Fly – All Scale	FVAC Field
July 9	FVAC Member Mtg.	6:30 Board, 7:30 Member at FVAC Field
July 12	Fun-Fly – #2 -	1:00-3:00 FVAC Field
August 1	Cub Fly - AMA Sanctioned - Open	9:00-2:00 Cubs Only, 2:00 All - FVAC Field
August 1	Electric Only - AMA Sanctioned - Open	2:00-8:00pm FVAC Field
August 1	Night Fly & Chili Dinner	5:00 pm FVAC Field
August 1	Night Fly - AMA Sanctioned - Open	8:00 pm - Midnight - FVAC Field
August 8	Retro Fly	9:00 - 3:00 pm FVAC Field
August 13	FVAC Member Mtg	6:30 Board, 7:30 Member at FVAC Field
August 22	Family Fly Day	10:00 am – 3:00 pm - FVAC Field
September 5	Festival of Flight	FVAC Field
September 10	FVAC Member Mtg	6:30 Board, 7:30 Member at Township Hall
September 12	Tailgate Swap Meet	9:00 - 3:00 FVAC Field
September 13	Fun Fly #3 - ??	1:00-3:00 FVAC Field
October 8	FVAC Member Mtg	6:30 Board, 7:30 Member at Township Hall
October 10	Turkey Fry	12:00 FVAC Field
November 12	FVAC Member Mtg	6:30 Board, 7:30 Member at Township Hall
December 4/5	Annual Christmas Party	6:00 Hilton Garden Inn - St. Charles
December 10	Rookies Christmas Party	7:00 Rookies Sports Bar & Grill-St. Charles

(Dates in Grey are not firm)

(Revised: 04062020)



STCMUSEUM.ORG

Drive-In Days: A Look Back at Rex's — St. Charles History Museum

Here is a picture of our pavilion's roof as it used to be on the East side of St. Charles.

SHOW & TELL

This is Chris Graca's L-39.

3D printed 1:6.5 scale L-39 for a 120mm EDF. The EDF housing and impeller are even 3D printed. The designer is from Norway and has shared the STL files for a small fee:

<https://cults3d.com/en/3d-model/various/el-39-semi-scale-rc-jet-for-120-mm-edf>



Started printing in October, and completed the build for a maiden on March 21st. Flies on 12S 5000mAH packs with a flight time of ~5 minutes possible on mixed throttle. Landing gear are also 3D printed and use RC car shocks to dampen the landings. The main gear have drum brakes using 2 O-Rings and a micro-servo with a cam to expand the drums.

<https://cults3d.com/en/3d-model/various/el-39-drum-brakes>

Used about 4x 1kg rolls of ABS filament ~\$130 worth of miscellaneous carbon fiber rods and tubes for the airframe.

Partial flight video (camera stopped working mid-flight)

<https://youtu.be/GFsKchE-12U>

Working on finishing, vacuum forming canopy, and painting in an East German Air Force Scheme

NEXT from Mike Mueller

On the 6th of this month RC Groups is doing a first of its kind virtual trade show. Gator RC is a participant in this inaugural show. We are featuring our

newly built Seagull model 95" wingspan B-25 Mitchell. Powered by twin 20cc RCGF gas engines. This is a new model that we sell. We are able to continue operations due to the way we are structured. We're very fortunate and we do not take it for granted. Hopefully we can all get back to a normal life soon





LASTLY

From Walt Thyng – Sopwith Triplane

Here are a couple of pictures of my Sopwith Triplane. It was built from plans and started 15 years ago. The livery is that of Flt Lt. John Alcock (thus the "A" identifier) who flew for the British Navy in Greece. All control are pull-pull cables. I don't think you can see it, but the flying and landing wire actually pass through the mid-wing. Many people don't realize that the famed Fokker Dr1 was built in response to the Sopwith because of the triplane's superior manuvering ability.

Wingspan - 40in

Weight with batts - 5lbs.

Power Efitte - 25 on 3 cells (I have to carry 2 packs and 8oz of lead to balance it).







Jeremy Dale



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The viewpoints in this newsletter are solely those of the individual authors. They may not necessarily represent those of the Editor, Officers, Board or Membership of the Fox Valley Aero Club.

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Interested in joining our club?? Go to foxvalleyaero.com and download the FVAC New Membership Form