



The Fox Valley Aero Club

An Illinois not-for-profit corporation

Flypaper



August 2006

Club President

Jeff Anderson

Club Vice President

Paul Douds



AMA Charter 252



Editor: **Paul Jacobs**

paul@mertes.com

August 2006

Club Secretary

Julian Pugh

Club Treasurer

Bill Simmons



AMA Charter 252

“BUILD IT AND THEY WILL COME!”

Spectators get a close up view of the Jets and Pilots at Windy City Jets on July 22, 2006



President's Message

By Jeff Anderson



A Special Thanks to John Redman from all the FVAC members...

I had many awesome compliments from people saying we have the best members, the best field and the best events. I told them "I know". (Just kidding) I feel honored to be a part of such a great club and to be given the opportunity to be the President of such a class-act group. It felt so good inside to hear such great things about what a great thing we have going here.

We made it through the big three events while entertaining thousands of people and had many successful flights from all types of planes from all around the country. None of this would have been possible without the hard work from the many members and their friends and family. There were some members that spent nights in the tents and many who battled the ravaging heat. The raffles brought in lots of funds to help continue the club's future success. The "Jenny" was won by one of our very own Fox Valley Aero members, Bill Simmons. When he came up to accept his prize he was in tears or sweat – not quite sure. Regardless, he was greatly honored to win the "Jenny". We also had a plethora of raffle items from the hobby shops, vendors in attendance, and distributors that made our raffle a huge success along with our great sales team.

We will give complete financial records at the August general meeting which will be held at the Township Building in the *air conditioning*. We are already coming up with exciting and creative ideas for next year that we will also talk about at the meeting.

There was an amazing 5 page article written by Daryl Hedges in the AMA magazine which highlighted our club. Wow !!! This article has put us on the map.

Anyway.....

The field will be cleaned up this week and the tents will be removed. Our Fox Valley Aero "home" will be restored so everyone needs to come out and fly and enjoy the best field and the best members in the hobby!!

Vice –President’s Report

By Paul Douds



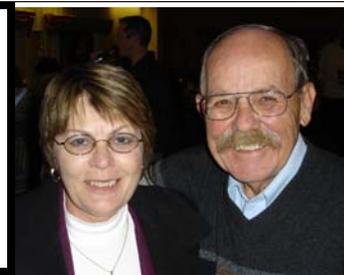
A random selection of photos received from Paul this month. Go to <http://lmea.no-ip.org/FoxValleyAeroJets/> for pictures taken by Tony Sokol’s son and posted on a website. Thanks Tony.



Secretary's Report

By Julian Pugh

Minutes of the July 13, 2006 Meeting



President Jeff Anderson called the meeting to order at 7:35 P.M. The meeting was held at the FVAC Flying Field.

Secretary Julian Pugh asked that the minutes of the June meeting, as published in the Fly Paper be approved. A motion was made and the minutes were approved by the members.

President Anderson then led the club members in a general discussion of the three upcoming events: Extreme 3-D, Windy City Jets and Festival of Giants. Karl Griesbaum will handle the parking, Cheryl Bohler will handle the raffles, Dom Saverino will handle food, Paul Jacobs will act as Air Boss, Norm Johnson will be in charge of the gate, Rick Erickson will handle the impound and Jeff Anderson will be the CD for all three events.

Dan Compton awarded sole certificates to the following FVAC members:

Phil Scherer

Dennis Smalley

Ken Voegle

Congratulations Phil, Dennis and Ken.

Alan Galle presented ribbon awards for the July 8th Constant Speed Fun Fly

Novice:

Julian Pugh 1st Place (50 Points)

Jack Ekstrom 2nd Place (40 Points)

Expert

Norm Johnson 1st Place (50 Points)

Dominic Saverino 2nd Place (40 Points)

Merlin Graves (30 Points)

Great going to the winners. The next fun fly will be a Mini Pattern event.

New planes were shown by the following members:

Joe Basset

Razor

Dave Brustle

Gee Bee

Tom Densmore

Top Flight T-34

Julian Pugh

Goldberg Tiger 120

Dave Brustle was awarded the Hobby Town Gift Certificate for the best plane. This was well earned. Great going Dave.

President Anderson adjourned the meeting at 8:25 P.M.

Julian L. Pugh

Secretary

Fox Valley Aero Club

St. Charles, IL

Treasurers Report

By Bill Simmons



As I sit here rubbing Aloe on my feet from the sun burn that I got over the last three weeks I am overwhelmed with the feeling of success. Despite the rain and the heat we, Fox Valley Aero Club, put on a very good, high quality, show. The public loved it and we got very complimentary press in the local news papers. I even understand that there was someone from the New York Times there. Could we have been more successful? Most definitely but on the other hand we could have even more easily done much worse.

The highlight of the last three weeks for me was of coarse the winning of the Jenny. I am one of those people who always say "I never win". I usually don't but God smiled on me Saturday and I received the greatest prize our club ever gave. I was made the proud owner of Sam Faircloth's Jenny. I intend to fly it as I believe Sam would want that and an airplane this beautiful should be flown at least once. For the balance of this year however, I will be hanging it in my den where I will admire it daily. My mother's father owned a Jenny and barnstormed with it after WWI. He flew SE5A in the war with his best friend, Roy Brown, who later was credited as the man who shot down the Red Barron. (*I know the Canadian ground troops also claim to have killed Manfred Freiherr von Richthofen but since my grandfather was friends with Roy and not the Canadian guy I'm sticking with my story*) Although he never talked about the war my grandfather always had a rubber powered model of the SE5 hanging from his den. I think the Jenny will look equally good in mine.

During these events there are two areas that I try to work. The gate is one of the hardest jobs because you are the recipient of all of Mercedes/BMW driving people's complaints about the \$5.00 admission change. You are also too far away from the event to see everything that is going on. The rewards from this position more than makes up for the few A-holes that complain about the request for donations. That reward is in the smiles, nods, and thumbs up we see as people leave the grounds. Everyday we get one or two of the people we let in without a donation to stop on their way out to pay us then and tell us how they will be back the next day or next week. A few people even paid us \$10.00 because they felt \$5.00 wasn't enough. We got a good group of guys, and a few girls, who were willing to be away from everything to man the gate and for that I feel we all owe them a thanks.

The other job I try to do is to work the raffle booth. Cheryl has this booth rocking all day and all night. We make most of our money from here. Some of that is from the great items that our members, supporting hobby shops, and industry suppliers give us (*FOR FREE, in case you did not read that correctly*) but most of it is because of the efforts of Cheryl Bohler. She works incredibly hard to sell raffle tickets because she knows that every dollar that comes from the raffles goes to the club. Please remember the vendors and hobby shops that support our great club. Thank them next time you are in their shops. Buy something expensive that you ~~really don't need.~~

Treasurers Report

By Bill Simmons



There are several other thankless jobs I don't personally do but I want to acknowledge. The first is Parking. Karl runs, gets stuck with, this every year. For some reason parking is the one job that everybody is an expert on we all feel the need to tell Karl how better to do what he does best. Despite all this he hasn't thrown in the towel yet. Don't forget to thank him or next year you may be the one dodging cars in the lot. Next time you are wondering what happened to all of the garbage thank Greg Bohler. In addition to digging thru our power cables now and again he is the guy that keeps everything on the grounds working the way they are supposed to.

The impound guys keep accidents from happening due to radio interference. These guys once again kept our field safe. Working the Food tent is a tough and unrecognized job as well. Were else could you go if 95 degrees is not hot enough for you. Dominic has his whole family working the tent every year along with the same group of very dedicated FVAC members. He even had his new son, Dominic III, working the lemonade stand for awhile. At least they told me that was lemonade. If you missed Norm's wife's brownies or the cookies another member's wife made then you really missed out. The Air Boss guys also need to be commended as they keep everything moving.

My mother said that some very charming guy drove her to the field from her car. I'm not sure who that was but it does remind me to acknowledge Paul Douds for his transporting people all weekend long, all three weekends. Lastly, where would we be without the hand full of guys working feverously holding up the canopy? I always feel safe under there because of these guys.

I have to give special recognition to Eric Karl and the Robart guys. During the events when things got quiet and people at the gate starting getting panicky about asking for money while no one was flying suddenly we would hear the distinctive sound of a little blue Fun Sonic powered Jet coming over the horizon. Eric instinctively saved the day several times during Windy City Jets and even a few times during the festival by doing what others would not. He flew. Robart once again sponsored a great dinner Saturday night at the festival. They don't need to do this but we are glad that they do. Remember this when you are deciding which hinges to buy or what retracts to get for your next project.

Paul Jacobs asked me (6 or 7 times) to print the monetary results of our three events. I will say that we made enough money that we should be able to pay off slightly more than half of the remaining balls in the field lotto. Assuming that we get several new members as a result of these events, and we should, and no new large previously unknown bills show up I feel there is a very good chance that we will be paying the last ball off at the upcoming Christmas party. I am still counting the money and do not have the results of the food tent so I will wait to give the details for our up coming general meeting.

Treasurers Report

By Bill Simmons



In closing I just wanted to say to Aimee Anderson, my original surrogate daughter. Even though 75% of the worlds lawyers are in the United States and the one thing the United States has enough of is lawyers we don't have enough Lawyers like you. Congratulations on the Bar exam. We all know you passed and in October you will know too.

Two more things to think about... First, nominations for 2007 officers and directors of Fox Valley Aero will be coming up soon. Many of the current group is willing to stay on however new blood is always encouraged. For all of you who complain about the direction the club is going here is your chance to change things. The second thing is to, once again, remind everyone that we need an idea for the women's raffle this Christmas. These ladies allow us to spend lots of money on toy airplanes pretty much without complaining. We need to show them how much we appreciate that.

Can't let an issue go by without giving Bill a little harassment. Seems last months issue with the "Whipped" magazine cover was a bit over the edge. Below right we found a picture of Bill as he was growing up and discovering there was a difference. Below left is the



more appropriate magazine cover for Bill to identify with. Remember Bill were just having fun and your wife will never see these reports.



Highlights of the July 13, 2006 General Membership Meeting



Field Maintenance Report

By Greg Bohler, Chairman



Welcome to July, our traditional festival month. By this point a lot of you have figured out that we did not call for a club work day to prepare for our events. Thanks to the efforts of many of the FVAC members, we were able to accomplish every single task on our wish list for this season. We were in such good shape that another work day was not necessary.

We were able to do the final set up with just a couple people in a very short time. It was wonderful to watch everyone be able to fly right up to show time and not have to worry about taking time out to work on the field. Hopefully, with a little planning, we will be able to continue operating this way in the future.

We will do most of the tear down immediately following the final event on Sunday, July 30th. The tent company will take down the tents the next week. Once the tents are gone, and the field is somewhat back to normal, please look around for anything out of place, or loose garbage that needs to be picked up. These little details only take a couple minutes but contribute greatly to keeping our field one of the best around. Thank you in advance fro everything.

I would like to end with a small reminder. We did make the new "LOADING ZONE ONLY" area. It is lined off and painted in big yellow letters. This area was made as a courtesy to all pilots so they won't have to carry their planes and equipment so far. Please unload and than move your car to a parking place. Even if you are the first or only person at the field, other people may come in after you.

Thanks,

Extreme Aerobatic Event Photos from July 14-16, 2006



Above: At one point we had eight planes dangling at once. Talk about organized chaos. **Below left:** Paul Douds supervises Cheryl Bohler on the placement of signs near the entrance. **Below right:** CD Dave Gustafson finishes an engine swap on his 42% Ultimate which he recovered from last year.



Extreme Aerobatic Event Photos from July 14-16, 2006



Left: Members John Fischer and Dave Taitel discuss event details with Team Bud-Light Brian Zang and Mark Trent. Brian's wife manned the Aero Graphics booth during the show. Below left: Plenty of lemon shake-ups were sold during the 90+ degree heat by your editors wife Dorie. Below right: Dominic Saverino prepares his King Cat for a flight by Tim Redelman who really put on a fantastic demonstration.



Extreme Aerobatic Event Photos from July 14-16, 2006



Here are three examples from photographer Mike Weiland who also manufactures calendars. Our events are starting to attract more professionals as they are unique opportunities to capture images not available on a daily basis. Below: One of the tents rented and packed with extreme aerobatic aircraft as well as pilots.



Windy City Jets Photos from July 21-23, 2006



Above: Our own Jim Martin dazzled the crowds all weekend with his scratch built North American XB-70 Valkyrie which has four electric powered ducted fan motors. JR rep John Redman borrowed the microphone from our MC Tony Sokol and gave a running commentary on the Valkyrie as John spent 20 years in the Air Force. John also flew Jeff Anderson's jets all weekend and really impressed the crowd with the Bud Light Super Bandit. He also put several members including Cheryl Bohler on the buddy box with a King Cat. At one point in that flight I thought I saw Jeff lying on the ground clutching his chest. Below: The crazy member guy from Wadsworth, Tom Stolanik with his turbine go-cart performed at the Jet event and the Festival of Giants.



Windy City Jets Photos from July 21-23, 2006



Left: Dennis Crooks and his wife/caller Linda prepare his Euro sport for another flight. That black paint scheme is difficult to orient in the air. Below: Probably the only SR-71 still flying in the world. Dennis handled this twin engine rocket on both Friday and Saturday to the delight of the crowd. Talk about hard to land!



Right: Roger Shipley flew this fine example of a A-10 Warthog with twin engines. Roger imports this kit and would be willing to supply one to anyone with an extra ten grand sitting in their pocket.



Windy City Jets Photos from July 21-23, 2006



Left: The public really appreciates the opportunity to get up close and personal with the aircraft. Below: Louis Patton really put on a show with his Predator flying to music on Saturday and Sunday. Louis's patriotic music gets everyone's attention.



Festival of Giant Photos from July 27-30, 2006



Left: Things got off to a bad start on Friday when it was discovered that four planes were stolen for the tent. Here the guests are describing the missing items to one of St. Charles finest. Below: the color guard presents the flag on Saturday morning. Ask Jeff if he remembers the words to the Pledge of Allegiance?

Below: Dennis McFarlane with his PT-17 in Coast Guard colors.



Below left: Julian Pugh as Air Boss helps an out of town guest get his plane running and he also got a few minutes on the sticks. In the background you see Jim Martin getting his XB-70 Ready for flight. The go-kart put on a show at lunch-time thanks to member Tom Stolanik.



Festival of Giant Photos from July 27-30, 2006



Left: Bob Walkers PT-17 waits for its turn on the flight line. Powered by the famous Robart 7 cylinder radial engine which he manufactured by scaling down the original "Jacobs" radial.

Right: a beautiful finish on another "Fun Sonic" powered jet in the Robart stable. Below: Dave Murray's 339 gets inspected in the pits. Eric Karl's jet in the background flew numerous times at both the jet event and the festival. Thanks to both for keeping the



sky's full. Speaking of thanks, a great big round of applause to **Brian Kroll, Dan Wenzel, and Doug Scatterday** the new owners of **Robart** for sponsoring the dinner on Saturday night. The beer was cold and the Italian beef was hot. Thanks for keeping this tradition alive and delicious.

Festival of Giant Photos from July 27-30, 2006



Left: Some of our hard working members take a break on Saturday as the temperatures reached 130 degrees on the asphalt. Eric Karl said his feet were burning as he attempted to fly his jet. Below: Cheryl Bohler, Cindy “Al’s Hobby” McFarlane, and Jeff hand out raffle prizes prior to dinner on Saturday. Special thanks to Al’s, Horizon, and

other vendors for donating items to the raffle. Below and below right: Our Treasurer Bill Simmons thanks Sam Faircloth for the “Jenny”. Sam drew Bill’s ticket after the Saturday dinner and we learned that Bill’s grandfather flew a Jenny. I think that smile tells us he was happy with the grand prize and we again thank Sam for his generous contribution.





Quote of the week: “I wonder if our club members know how lucky we are to have Dominic as a member” Dan Compton. He went on to say he remembers how bad it was trying to cook and provide food for the festival before Dominic joined the club. At left we see Dominic with another great member/supporter of FVAC Cindy from Al’s Hobby. Thanks to both for your great contributions to our “Big 3 Events”

Be sure to check out Darryl Hedges article appearing on pgs.33-40 of the August 2006 issue of Model Aviation titled “New Life for Fox Valley Aero Club.” Thanks Darryl for a job well done, it’s great public relations.

LEMON SHAKE-UPS

I would like to send a personal thank-you to 5 member’s wives for all their help at the lemon shake-up table. They are:

**Ivy Johnson
Linda Franowsky
Carolyn Pugh
Linda Sokol
Debbie Brustle**

And thanks also to Matthew Brustle and Dominic’s niece Caitlyn, (they are lemon squeezing champs).

Because of all you gals we were a huge success. Lemon shake-ups made in excess of \$1300.00 which was all profit.

I again want to thank all of you so much for taking the time and enduring the heat in support of the FVAC.

**Sincerely,
Dorie Jacobs**





2nd Annual PATTERN CONTEST

August 19 & 20 2006

401, 402, 403, 404, 406
(FAI will fly PO7)

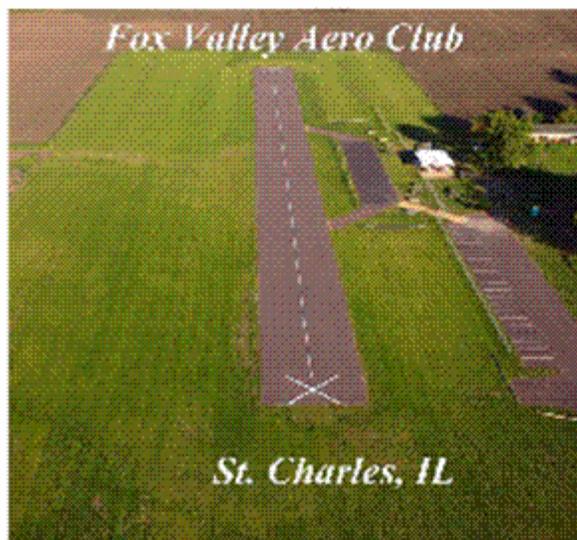
AMA Sanction # 06-0229

Trophies for First, Second and Third in each class

Contestant judging

6 Rounds – normalized scoring

*- Any AMA legal airplane will be allowed in Sportsman and
Intermediate classes*



Friday: Field open to all for
practice after 12:00 noon
Saturday: Registration opens
at 8:30am. (\$25 entrance fee)
Pilot's meeting at 9:00
Flying at 9:30
Sunday: Flying begins
9:00am

Field is located on the South
side of Rt 38, (Lincoln Hwy)
½ mile west of Peck Rd. in
St. Charles, IL.

There is a sign at the entrance
to the field.

Contacts:

CD Chris Moon cjm767driver@hotmail.com (224) 805-3553
Asst. CD Jason Walsh jwalsh1@ameritech.net (630) 406-0725
Club web site: www.foxvalleyaero.com



Help Wanted



Cindy is looking for help in the electric department. If you have knowledge of electricians and are interested in making a few extra bucks, contact Cindy for further information. Hours and pay rate are flexible and she can be reached at 630-832-4908 or e-mailed rc@alshobbyshop.com

Thanks to Everyone

Cindy, myself and the entire Fuchsen Family would like to express their heartfelt thanks to all the members of Fox Valley Aero Club who helped to make this year's helicopter fun-fly a success.

While rummaging through some old paperwork the original sanction for the first helicopter fun-fly was found. The sanction was dated June of 1986, making this the 20th anniversary of the event.

Few events have lasted for this length of time, yet with the help and the efforts of the club this event has continued to grow and prosper.

Once again Thanks Fox Valley Aero Club

Dennis & Cindy McFarlane

There are Rules and there are Laws. The rules are made by men that think that they know better how to fly your airplane than you. Laws (of Physics) were made by God.

You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

Fun Fly Report

by Allan Galle, Chairman



FUTURE FUN FLY EVENTS

- August 12, 2006 Mini Pattern
 - September 16, 2006 Pot Luck
 - October 14, 2006 Pot Luck
 - November 11, Last Fun Fly
1. Fast and Slow
 2. Climb and Glide
 3. Touch & Go's



Winners of the July 8, 2006 Fun Fly get their ribbons. Clockwise: Norm Johnson, Julian Pugh, Dominic Saverino, and Jack Ekstrom get the goods from Allan Galle, chairman.



Membership News

By Jason Walsh



Membership report August 2006

Short and sweet this month. We have a few new members this month: George Kreyling, Andy Przybysz, Scott Ohlfest, Johnny Farmer, and Mike Bargman. As always extend a warm welcome to all.

We have a lot of interest in memberships as a result of the shows so far and I hope we can welcome some new members as a result. If you talk to anyone at the festival interested in joining, please refer them to the website, myself, or Cheryl as we all have access to the membership forms.

I will have new membership forms printed shortly, but for the time being please hand out applications only to those truly interested in joining (read money in hand); I don't want to use these forms as information handouts as they are expensive to produce. Instead, direct them to the website and they can get all the information they need there, including an application.

No progress on the MD-80 this month to report, but hopefully something will start on that one project soon.

Fly straight!

Jason Walsh



Safety Corner

By Karl Griesbaum



This article appeared in the AMA Insider publication and I thought it would be of interest to all our members. It was written by Don Lowe, the past president of the AMA.

ON THE SAFE SIDE

Safety: As Simple as ABC

by Don Lowe

Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day.

Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFTRP, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

Safety Corner

By Karl Griesbaum



- **C (controls):** Operate the flight controls to observe for motion and direction
- **I (instruments):** Check the instruments to be sure all are functional
- **G (gear):** Landing gear lever down and locked
- **F (flaps):** Flaps are set to proper position
- **T (trims):** Control trims are set properly for takeoff
- **P (propeller):** Propeller controls are set for startup and takeoff
- **R (run-up):** Engine run-up to check proper operation

This system worked well and I'm sure the precheck saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

- **A (assembly):** Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- **B (batteries):** Must be fully charged—very critical to safe flying.
- **C (controls):** Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did the right aileron deflect up when I commanded right aileron?

Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Happy flying!

Thanks for reading this and remember....Safety is no accident!

Instructors Corner

By Dan Compton

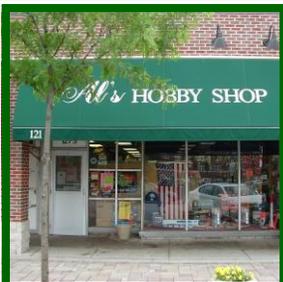


Solo certificates were handed out to members Phillip Scherer , Dennis Smalley, and Ken Voegle. Congratulations to all.



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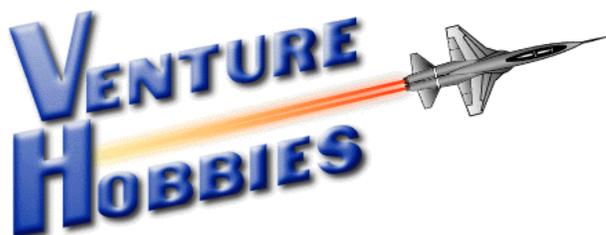
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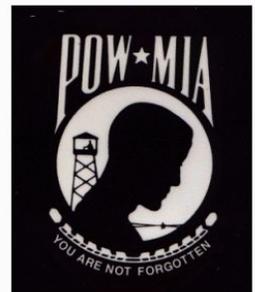
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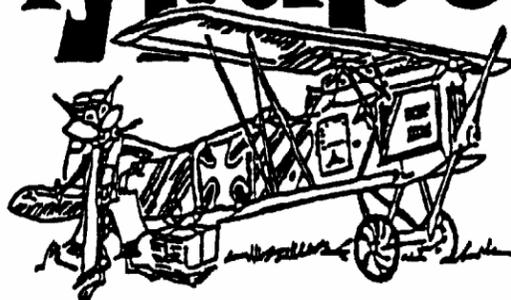
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President Jeff with Pro Pilot David Shulman at Jets Over the Heartland



Flypaper



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