



The Fox Valley Aero Club

An Illinois not-for-profit corporation

# Flypaper



December 2006

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Club President

Club Secretary

**Jeff Anderson**

**Julian Pugh**

Club Vice President

Club Treasurer

**Paul Douds**

**Bill Simmons**



Editor: **Paul Jacobs**

[paul@mertes.com](mailto:paul@mertes.com)



AMA Charter 252



AMA Charter 252

The Officers and Directors of FVAC wish all the members and their families a **Merry Christmas** and a **Happy New Year**



# President's Message

By Jeff Anderson



## Time to Stock Up on Foamies

This is the time of year that we wish we went out for ONE more flight when it was only 55 degrees and light winds. 55 degrees sounds cold until the arctic air blows in. Remember this spring when it is 45 degrees and windy all of us crazies will be out there flying talking about how awesome the weather is.... Oh well, it's "Foamie" season now! As you can see when you fly in the Dome you must bring more than one airplane to make it through the night. In the Dome last year, I remember Dom (not little Dom yet- give him 6 months) took off for his last flight at about 1:30 am and chased this maniac around trying to smash his plane for about 15 minutes, and it had to be one of the most entertaining flights we had seen all year! In fact we were so pumped up after that we all went for "Chicago Dogs" until 3am....Fun stuff that no one should miss in 2007!

See you all FRIDAY DEC 8<sup>th</sup> at the **Christmas Party**.....Not in Yet? E-Mail Cheryl Bohler! Please contact her one week in advance as this helps Cheryl plan accordingly. [cherylbohler@sbcglobal.net](mailto:cherylbohler@sbcglobal.net) Let her know you are coming or for those who absolutely cannot not plan ahead and live day by day..... pay Cheryl at the door at your unplanned arrival. Please try to remember to bring an unwrapped toy to be given to those young children that are as not as fortunate to be as blessed as we are with our adult toys. We can never forget how privileged we are with such great fortune to be able to participate in such a great hobby!! All donations will go to Toys for Tots from FVAC.

Please give a big thanks to Cheryl who has Christmas-wrapped a good time together for all of us this Christmas 2006. We have a lot of people, organizations and businesses to be thankful for our existence and the great times that we have year after year!

God Bless!

Jeff

# Vice –President’s Report

By Paul Douds



**Paul’s still recovering from major surgery so here is Dave Brown’s column which Bob Walker requested all members to be sure to read this month.**

Keep this in mind the next time someone tries to tell you that AMA is only about insurance



**A**s I write this, the news is full of the fifth anniversary of the horrible events of September 11, 2001, and it is a fitting time for us to reflect on the effect that day has had on us as aero modelers in the United States.

In the immediate aftermath of September 11, we found ourselves shut down, along with virtually all of aviation in this country. A few flying sites were shut down for longer periods of time, but most quickly returned to operation.

Individually we were directly affected only slightly after that initial period but collectively we put up with the aftermath to this day. We have been fortunate that the aftermath of the tragedy has not had more of an impact on aero modeling.

A number of hobby shops and some of our clubs have received "visits" by various authorities, and any of us who have flown by commercial airliner to events have had to jump through a few more hoops, but even those situations have been less of a problem than we could have expected.

Even our World Championships teams have managed to get themselves and their equipment to the events. Adjustments have had to be made, but we have been able to operate with those changes; it could have been much worse.

AMA has worked diligently to represent the interests of our sport with all of the governmental agencies that have taken an interest in our activity, and we have been effective in keeping the restrictions to a minimum.

# Vice –President’s Report

By Paul Douds



In great part, this has been the result of the work of AMA Programs Director Jay Mealy, and we owe him a great deal of thanks. But Jay has not worked alone. Many other members of the AMA staff and officers have spent much time and effort meeting with everyone from local law enforcement to the Congress of the United States.

There were meetings with various offices within the Federal Bureau of Investigation, Homeland Security, and the Federal Aviation Administration, all of which were aimed at retaining your right to continue to fly model airplanes. Keep this in mind the next time someone tries to tell you that AMA is only about insurance.

One thing virtually all of these meetings have had in common is the commonality of the idea that having model airplanes as an organized activity gives us the best tool with which to thwart the use of a model airplane as a weapon. Our membership, collectively watching out for anything that seems out of place at our flying fields, is recognized by the authorities as a powerful tool in preventing models from being used by terrorists. Please remain vigilant at your flying field.

One of the articles I read about the threat of terrorism referred to Americans thinking in terms of shorter periods of time than the terrorists. We tend to relax our guard after five or 10 years of safety; the terrorists think in terms of accomplishing their goals within centuries. We need to remain sensitive to the threat, and willing to speak up.

Unmanned Aerial Vehicles (UAVs)—or more correctly Unmanned Aircraft (UAs)—continue to present challenges. The difference between these and our model aircraft has been difficult to define and has resulted in an identity crisis.

My guess is that this issue—and the airspace-access issues which will arise as a result of increased activity in the UA field—will consume much time for us in the next five years, just as Homeland Security issues have taken much time in the past five years.

Again, it is those sometimes boring meetings with various governmental agencies which put us in the best possible position to retain the right to fly our model airplanes in the United States. We have another such meeting scheduled at a conference for all of the military and governmental users of UAs in slightly more than a week.

A news item that is of concern to all of us is the report that a model airplane collided with a paraglider, resulting in the paraglider crashing. I don't have many details as I write this, but the model airplane was reported as having a 21-inch wingspan, so it may have been a "toy" as opposed to a "model airplane" as we would think of it.

According to the article I read, the paraglider pilot suffered minor injuries and the model flier was not charged by the police, but that does not remove the stigma that "these model airplanes are dangerous."

Incidents such as this give us all a black eye, and we need to remain keenly aware that any collision between a model airplane and any man-carrying aircraft will make the news and that it will not enhance our ability to continue to fly. *MA*

Til next month ...

[Dave Brown, AMA president](#)

# Editor bids farewell to Flypaper!



Above: Harley and I want to thank the members who have contributed to the Flypaper over the past two years and hope you will welcome Joe Bassett as your new editor. I thought it would be appropriate to take a few pictures of my shop to show you where I will be spending my time from now on rather than sitting at the computer doing the Flypaper. First a little background. I started out in this hobby in the early 1970's when Bob Walker taught me how to buy and Mike Ilyun taught me how to fly. That was before ARFs' were invented so my first plane was a Hot Line Comanche and my first engine was a HP (Hirtenberger Patronen) .61. (No it didn't last long) Bob sold me a Kraft radio but told my wife Dorie that you only needed one radio and it would go from plane to plane. lol Then I got a couple of Pro-Line competition radios from Al Fuchsen (Al's Hobby) to use in my Bridi pattern ships (Kaos and Dirty Birdi). I stepped out of the hobby from '83 to '88 to fly full scale aerobatics in our own 7GCAA Bellanca Citabria. I tell people that after 500 hours of aerobatics it was time to stop pushing my luck. Back into the hobby with a vengeance I now have accumulated 25 aerobatic aircraft, 27 engines, 5 transmitters, 12 receivers and 150+ servos. My wife keeps buying me radios (Futaba of course) and those multi-cylinder four stroke engines so I keep buying her jewelry...seems like a fair trade. It helps to take your wife to Toledo every year so she knows what's new in the hobby. I only fly pattern or scale aerobatic airplanes but my goal is to retire in 6 or 7 years with enough inventory to last me long into retirement. I look forward to our first IMAC event at our field this year and I will be flying in the basic or sportsman class.



Above: The fleet at rest...several of my planes sit in their winter storage location awaiting their annual inspection. Once a year it is a good idea to go over your planes and check all the components, connections, fuel system, and cycle and load check the batteries etc. After every thing is cleaned and tightened and mechanically checked, don't forget to review the radio programming. Below: My 44% 3-W Ultimate fuselage getting ready for paint. That's a 3-W 150 w/canisters sitting there and a 30-10 three bladed carbon fiber prop. Still a lot of work to do on this one and I hope to fly it by 2007, OK maybe 2008. With a wingspan of 93" and a fuselage length of 93" I just hope I can get it out of the basement. My 70 CC Sukoi will fly IMAC basic or the 100CC Extra 300 will do the Sportsman or Intermediate. The 150 CC is for Advanced and Unlimited competition so I have a lot of time to finish the Ultimate.

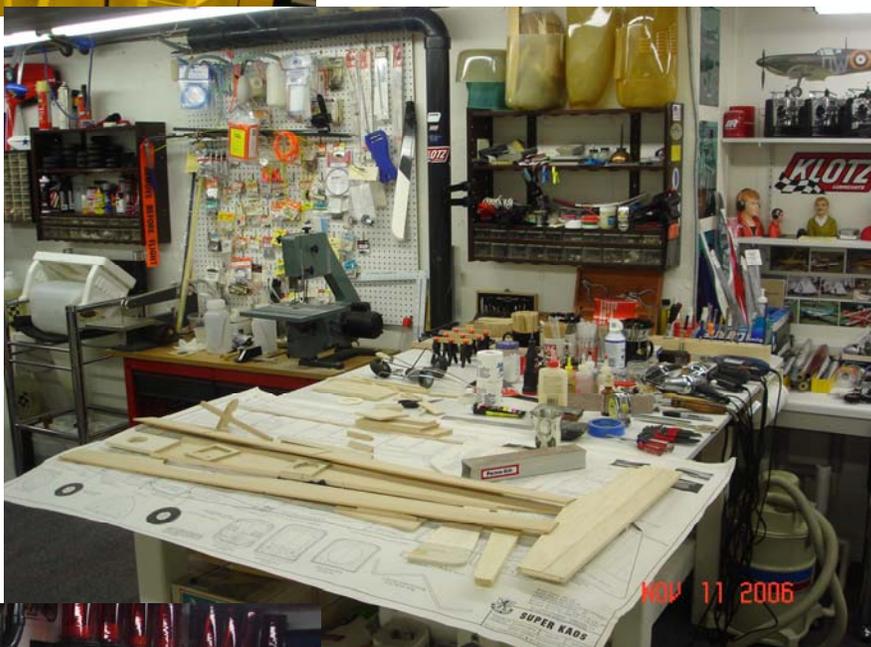




Left: Is this what is meant by a wing wall? Don't forget to include the wings in the inspection as they also take a lot of abuse during the year. Below: I am currently framing up a Super Kaos kit which I found on EBay. This will qualify for the Senior Pattern Association events that are starting to get closer to our area. Senior pattern refers to the aircraft not the pilot but I probably would qualify either way. I have several Conquests and a Curare kit waiting to be built but there are three Ultimate kits ahead of them. The Ultimate is the best flying airplane I have ever flown and the best of those was designed by Dave Patrick. He did his own and Gold

bergs. I have a picture of myself sitting in the original full scale Ultimate at Sun & Fun with Gordon Price standing next to it trying to sell it to me. Personally, I think kit building will return to popularity some day but I stand in awe at the talent we have in this club with the likes of Merlyn Graves who scratch builds the giant warbirds. We have other great builders like Bob Walker, Gary Ernst, Steve Gawlik, Armin Weber, etc. but Merlyn is in a class by himself.

OK from now on I will either be in my shop or at the field practicing the IMAC sequences but I am available to



anyone that wants to learn to build or fly model aircraft. I like helping Dan Compton train newcomers how to fly but I think it is also important to know how to build.

I have enjoyed putting this publication together and taking care of the website. To my fans I say thank-you, to my critics I say \*#& ^%\$.

Who knows, someday when King Jeff decides to hang it up I may get back into the politics.

Your retired editor,  
*Paul Jacobs*



# Secretary's Report

By Julian Pugh

Minutes of the November 9, 2006



President Jeff Anderson called the meeting to order at 7:30 P.M at the St Charles Township Hall.

Secretary Julian Pugh requested approval of the September Minutes as published in the Flypaper. The minutes were approved by voice vote of the club.

Julian Pugh then handed out the points score sheet for each club member. These sheets list activities each member has participated in and the number of points allowed. Julian asked anyone who found mistakes to contact him by e-mail, listing the mistake and it would be corrected.

Cheryl Bohler reviewed the annual Christmas party to be held December 8<sup>th</sup> at the Hilton in St. Charles. She encouraged every member to contact her to register and pay for the event.

Treasurer Bill Simmons then presented a financial statement to the club. The club has an outstanding balance of approximately \$2,000.00 in the treasury.

President Anderson then presented the slate of Officers and Board Members to be presented at the election the night of the Christmas party. They are as follows:

President:	Jeff Anderson
Vice-President	John Fischer
Secretary	Julian Pugh
Treasurer	Bill Simmons

Board members (each member will be allowed to cast a vote for any six of the below listed candidates)

Ken Kaiser	Cliff Fullhart	Gary Koester
Dominic Saverino	Allan Galle	Cindy MacFarlane
Paul Douds	Bill Sponsler	Bob Walker

Board members who will continue next year are:

Mel Ziska (Past President0	Carl Griesbaum (Safety)	Jason Walsh (Membership)
Greg Bohler (Field)	Cheryl Bohler (Field)	Joe Bassett (Flypaper Editor)

Fun Fly Chairman Allan Galle announced the results Climb and Glide. Winners were:

Allan Galle	1 <sup>st</sup> Place	Gary Koester	2 <sup>nd</sup> Place	Dan Compton	3 <sup>rd</sup> Place (Expert Class)
Julian Pugh	1 <sup>st</sup> Place (Advanced Class)	Jack Ekstrom	1 <sup>st</sup> Place (Novice Class)		
Bill Shearer	1 <sup>st</sup> Place	Bill Brown	2 <sup>nd</sup> Place (Beginner Class)		

Safety Chairman Karl Griesbaum had nothing to report.

Field Chairman Greg Bohler reported the porta-potty will be retired for the year, the dumpster will be put on vacation status and a bid will be let for mowing the field next year.

Steve Baker and Julian Pugh gave a short update on the upcoming FVAC Swap Shop in February.

Jeff Anderson reminded everyone to bring a new unwrapped toy to the Christmas party for the FVAC 'Toys for Tots' donation. This is very important.

Membership Chairman Jason Walsh reported on a new information form to be sent to all members, requesting complete addresses, telephone numbers, email addresses, occupation, spouse, etc. be completed and returned to Jason.

Chief Training Pilot Dan Compton awarded solo certificates to the following members:

Joe Cubalchini  
Bruce Thomas  
Will Walters

The following pilots showed planes at the Show and Tell segment of the meeting.

Rob Sampson     Curtis Hawk  
Merlin Graves     KI-100  
Eric Ringstad     Sukoi SU31

Rob Sampson was voted plane of the month and received the Hobby Town Gift Certificate.

President Anderson adjourned the meeting at 9:17 P.M.

# Highlights of the November 9, 2006 General Membership Meeting



**OK, so the real highlight of the evening was “Brokeback Julian” asking Merlyn Graves “if he built in the nude?”**

# Treasurers Report

By Bill Simmons



As this is the last newsletter to be put out by Paul Jacobs I wanted to start out my update by expressing my appreciation for his efforts to make this the top news letter in the United States. We have RC enthusiasts from all over the country reading about people they don't actually know because of the notoriety of our publication. Finally, think of all the young men who were saved the price of a Playboy magazine by reading this newsletter.



**Left: I will really miss the fantasy women of Fox Valley Aero Club.**

**Right: My fear is that they will soon be replaced with pictures of my ex-mother in law.**

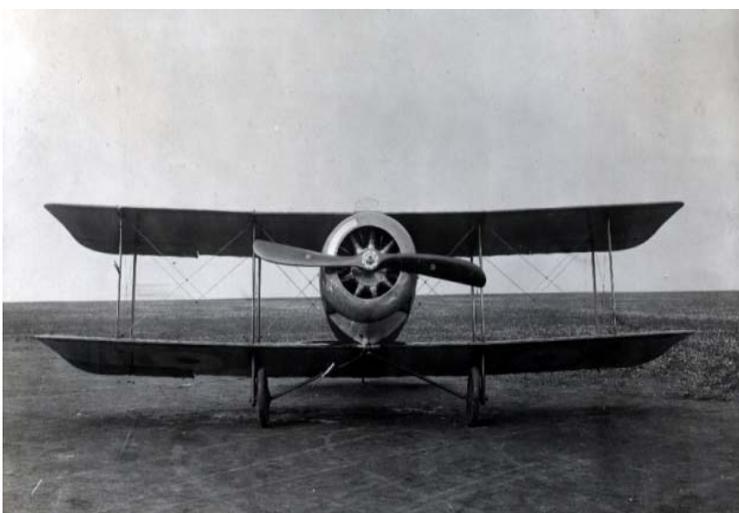


# Treasurers Report

By Bill Simmons



Now let's get back to my grandfather. My mother tells me that he never talked about the war except on one occasion when sat down with his son, my uncle, and explained everything to him. His brother was killed right in front of him during a battle that ended in hand to hand combat. As a result of surviving the battle he was given the chance to be a pilot with a group that had a four mission life expectancy. I believe his squadron name was the flying coffins. I've talked to a lot of veterans and they tell me that it is common for people who have seen that much action never want to talk about it. Because of this my knowledge of his aviation career is very sketchy. Right: This is a picture of my grandfather and

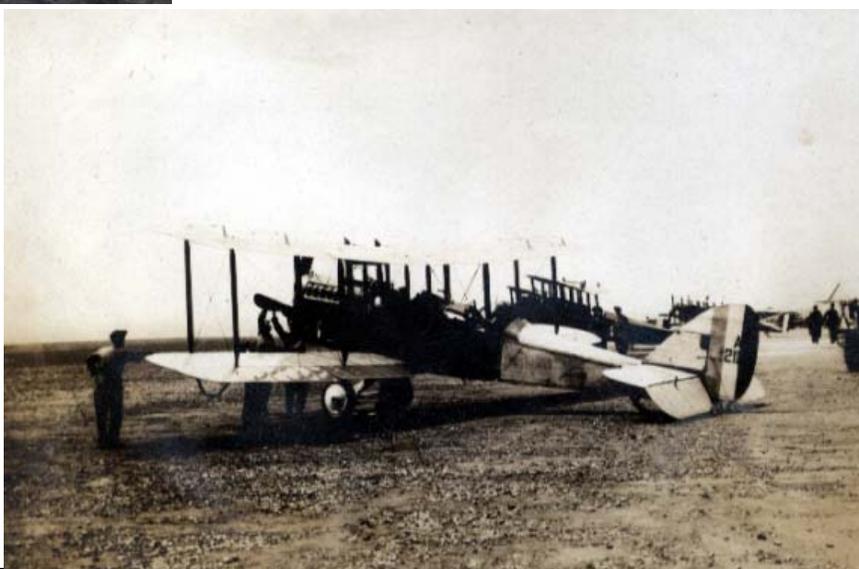


his brother. Left: I find this picture interesting because of the landing gear. From this angle it is hard to identify the model but it



definitely has seen a lot of hard landings.

Right: Not sure what plane this is. Looks like a Jenny I think. Wish I knew the story behind this. Thought Sam would enjoy this.



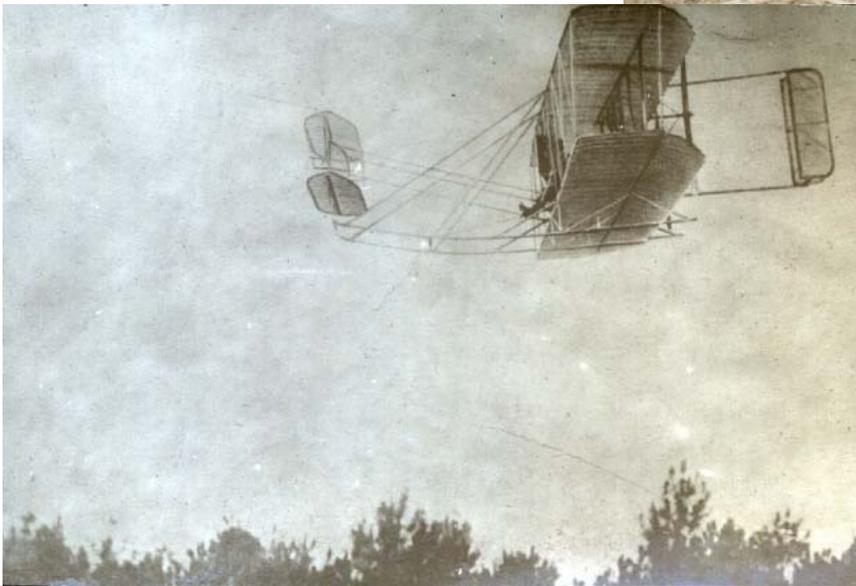
# Treasurers Report

By Bill Simmons



**Left: I believe that this is the same plane after one of Julian's landings.**

**Right: This is my grandfathers unit. I believe my grandfather is the one wearing the hat.**



**Left: Last picture for this month is the one plane we should all recognize.**

# Field Maintenance Report

By Greg & Cheryl Bohler, Chairpersons



Hi, welcome to winter. Even though the weather has been conducive to flying a lot of people have put their planes away for the season. By now, the Porta-Potty has been removed and the dumpster has been put on vacation status.

There are some pilots who enjoy flying all year long. More power to them. We're in the shop and actually making more progress than usual on next year's adventures.

There have been several people ask about snow plowing at the field during the course of the winter. We do not pay to have any plowing done. For the people that have snow plows, if you want to volunteer your services, they are much appreciated by our all season flyers and spectators. **PLEASE ONLY PLOW THE DRIVEWAY AND OUR PARKING LOT. PLEASE DO NOT PLOW THE RUNWAY.** The resulting wind rows on the sides and piles at the end of the runway become airplane magnets. The all season flyers will replace their wheels with floats or skis and adapt to the conditions. Silly them, it's warm in our shop.

Thank you to everyone who helped with all the projects and field work this year and also for all your hard work to make all of our events the successes that they were. It has been our pleasure to work with all of you all year long and we look forward to another great year next year.

Greg and Cheryl Bohler

**And this missive received from member James Toth:**

**In case we find ourselves starting to believe all the anti-American sentiment and negativity, we should remember England's Prime Minister Tony Blair's words during a recent interview.**

**When asked by one of his Parliament members why he believes so much in America, he said: "A simple way to take measure of a country is to look at how many want in...and how many want out."**

**Only two defining forces have ever offered to die for you:**

- 1. Jesus Christ**
- 2. The American G. I.**

**One died for your soul, the other for your freedom.**

**YOU MIGHT WANT TO PASS THIS ON, AS MANY SEEM TO FORGET BOTH OF THEM.**

## R/C Flying Down Under

**Bill Sponsler**

Every few years my wife and I travel back to her hometown of Perth, Western Australia. Spring is in full swing in that part of the world right now and Perth modelers are looking forward to a full season as we put our planes in the basement for the winter. On one quiet morning I was able to visit a model flying field in the Perth area and see how things are done down under.

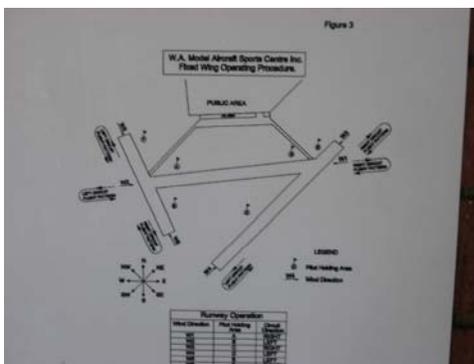
The site I visited was the Western Australia Model Aircraft Sports Centre. It is located within the confines of Whiteman State Park, which is Northeast of Perth by about 20 minutes. The parking lot for the R/C field is also shared with a R/C car track, and a control line club with concrete circles.

Seven different R/C flying clubs share the field that has everything from trainers through jets and turbine helicopters. There are six fixed wing clubs, and one rotary wing club, with a total membership of about 180 between all of the clubs. Each of those clubs has slightly different interests, but it is mostly a personal decision as to which club a person belongs to. One of the clubs is very involved in student development and has a very active training staff, so a newcomer might be more attracted to that club. Someone with several years in the hobby might not want to be a member of that club as they have particular club imposed flying regulations they might find constraining. The club dues are about twice what we pay which include insurance that is taken out for that particular flying site. However, the policies are designed so that guest flyers from other clubs can fly for three days without being on the policy. This allows the clubs to host contests and events without a special policy for each event.



The field itself has three runways. Each runway is approximately 900' X 45' with overrun for each. Ten pilot stations exist, and the pit area is covered because of summer temperatures routinely in the 100's. They also have a brick radio impound facility, and a club house with bathrooms. I also noticed a large brick BBQ with a 3'x3' cooking surface. They take their barbecuing VERY seriously! There is about 15 acres cleared around the runways, with several hundred acres of scrubby bushes, eucalyptus trees, and other foliage in the area. Because of the extreme heat and dryness of the summer, the park may restrict flying on certain days

because of the chance of brush fires. I was told this was especially true of the turbine models.



There are a few differences that I noticed from FVAC. Firstly, they fly on a different frequency band (36mhz), and use three different modes of controllers. In the United States we primarily use mode 2, whereas they have members using mode 1, 2, and 3. Mode 1 switches the throttle and elevator from what we are used to, so a mode 1 transmitter has the throttle and aileron on the right stick, with the elevator and rudder on the left. Mode three is the opposite ours with the aileron and elevator on the left stick instead of the right. Their instructors only do one mode as it is a bit of a brain shift to fly with one student on mode 1 and the next on mode 3. They also have a regulated flying environment. Instructors are certified from the association, and students have to pass set flight tests to advance and solo. Any model over 7kg (app. 15lbs.) must have a special certificate, and certain pilot certification. They have minimum altitudes for aerobatics, and also designated flying patterns like ours. Perth is the second windiest city in Australia, so they tended to fly aircraft with higher wing loading to make handling better in the windy conditions.

The similarities with us were many. Everyone I met was very friendly and forward with information. Most of the small models had O.S. engines, and all the transmitters I saw were either Futaba or J.R. Many of the planes we would be familiar with except that you might see more of the Chinese companies over there with less Great Planes models as they are more expensive. In general most of the equipment was about twice what you would pay for it here in the U.S.

It is always interesting to see how others enjoy the hobby in different areas, and I am glad that I took the time to visit the field. My only regret is that I did not have something to fly. Maybe next time.

Bill

**I also received the following response from member Bill Sponsler, one of several airline captains we have in the club, to the e-mail I forwarded to the membership on Nov 22.**

**Paul,**

**I have had the honor of carrying several fallen soldiers and their escorts back to their burial places on some of my flights. There is more to the process than just what is written below. The escort will supervise the coffin loaded into the cargo hold, and even our rough baggage handlers treat it with the utmost of care. There is normally a company representative to make sure the process goes smoothly. The only people that normally get this type of attention are VIP's we carry, and they don't get looked after with the same amount of care.**

**Last year we had a gentleman escorting his fallen son from PHL-ORD-TUL to his burial place. This gentleman was a Vietnam veteran. His calmness and of the situation was astounding as my impression was that he understood the sense of purpose of his sons sacrifice. Before we arrived at the gate in Tulsa, we explained the situation similar to what was written below. You could hear a pin drop until the process was complete.**

**It is my observation that the media does not understand the general public appreciation of our military.**

**Bill**

**And this note from Steve Baker our Swap Shop Guru:**

**Well it's that time of the year; winter is upon us and its time for the swap shops. Don't forget about our Swap Shop at the Kane County Fair Grounds on Saturday February 25<sup>th</sup>. At 9:00 am. I expect it will be just as successful as last year. I have had requests for table reservations and everything is going along just fine. We need help to set up tables and chairs at 7:00am that morning we will have coffee and doughnuts. Our club table was a big success last year. We had a lot of donations and made a lot of money for the maintenance of the field, for the upcoming season. So anyone working in their shops this winter and has spare parts or old airplane kits or crashed airplanes that they want to get rid of, please bring them to a club meeting and give them to me, or bring them to the swap that morning. Anyone interested in renting a table, call Julian or me.**

**I hope you can all make the Christmas party, see you there!**

**Steve Baker**

THE FOX VALLEY AERO CLUB  
ST. CHARLES IL.

# RADIO CONTROL SWAP SHOP

SATURDAY, FEBRUARY 24, 2007  
KANE COUNTY FAIR GROUNDS  
ST. CHARLES IL.

ENTRANCE ON WEST SIDE OF RANDALL RD.

RADIO CONTROL AIRPLANES  
HELICOPTERS, CARS AND BOATS  
GLOW, GAS AND ELECTRICS

BUY, SELL AND TRADE  
TABLE RENTAL : \$12.50 EACH PREPAID \$15.00 AT THE DOOR  
TABLE SET UP AT 8:00 AM-9:00AM  
ADMISSION AT 9:00 AM-2:00 PM  
COST: \$5.00 ADULT (CHILDREN UNDER 12 FREE)  
FOR TABLE RESERVATIONS AND INFORMATION  
CONTACT STEVE BAKER 1-815-246-4227  
OR E-MAIL JULIAN PUGH AT  
JulianLPugh@gmail.com



# Fox Valley Aero Club Christmas Party



## Friday, December 8

HILTON GARDEN INN  
4070 EAST MAIN STREET  
ST. CHARLES, IL  
COCKTAILS 7:00 P.M.

DINNER 8:00 P.M.

DANCING & ENTERTAINMENT

9:00 P.M.-12:00 MIDNIGHT

DANCING & ENTERTAINMENT PROVIDED BY

**STUDIO 3 PRODUCTIONS**

SINGLE \$25 COUPLES \$45

**R.S.V.P. WITH ENTRÉE CHOICE BY 12/1/06**

[\(cherylbohler@sbcglobal.net\)](mailto:cherylbohler@sbcglobal.net)

Baked Sole Con Fagioli

Herb Crusted Roast Sirloin with Tarragon Sauce

Grilled Chicken Ziti

**ALL PAYMENTS ARE DUE BY 12/8/06**

At the door there will be NO MENU CHOICES &  
THOSE WITHOUT A R.S.V.P. COST WILL BE Single \$30 Couples \$50

**CHERYL BOHLER**

**36 FEECE DRIVE**

**BATAVIA, IL 60510**

ROOMS ARE AVAILABLE AT

**\$89.00 PER ROOM**

# FVAC MEMBERSHIP FORM

Initiation Fee: \$300.00 (For new memberships only.)

- Dues for Senior Members (18 years and over) ..... \$75.00 per Member
- Dues for Junior Members (17 years and under) ..... \$25.00 per Member
- Family Membership ..... \$75.00 per Family  
*(Each family member must hold a current AMA membership)*

Check  
One

NEW MEMBERSHIP

MEMBERSHIP RENEWAL

PLEASE PRINT

Your Full Name:

AMA Number:

Age: (Junior Members only)

Dues Amount:

_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____

Your Complete Mailing Address:

Please list the R/C channel(s) you use:

_____	____/____/____/____/____
_____	
_____	

Your Phone Number:

What is Your Occupation?  
(Please provide details)

Your E-mail Address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Total Payment Enclosed:

\$ \_\_\_\_\_

MAIL THIS FORM FOR RENEWAL ALSO

Complete and mail this form to:

**Jason Walsh**

**FVAC Membership Chairman**

**429 First Street**

**Batavia, IL 60510**

**Make checks payable to:  
"Fox Valley Aero Club"**

Signature \_\_\_\_\_

Date \_\_\_\_\_

# FVAC Membership Form

## Membership Fees

- |  |                                |
|--|--------------------------------|
| <input type="checkbox"/> <b>New Member Assessment (Senior Members)</b> | <b>....\$300.00 per Member</b> |
| <input type="checkbox"/> Dues for Senior Members (18 and over)         | ....\$75.00 per Member         |
| <input type="checkbox"/> Dues for Junior Members (17 and under)        | ....\$25.00 per Member         |
| <input type="checkbox"/> Family Membership                             | ....\$100.00 per Family        |

## Membership Information

- YES Include me in the member only phone book  
 NO Do not publish my information

Full Name: \_\_\_\_\_ AMA#: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_ RC Channels Used: \_\_\_\_\_  
\_\_\_\_\_  
Occupation: \_\_\_\_\_  
Work Address: \_\_\_\_\_  
Phone Number: \_\_\_\_\_  
Cell Phone #: \_\_\_\_\_  
Email Address: \_\_\_\_\_ Work Phone #: \_\_\_\_\_

## Other Information

- YES I will attend the Christmas party (please include \$25.00)  
 YES I will bring a guest (please include \$20.00)  
Your meal for the party:  Chicken  Beef  Fish  
Guest meal for the party:  Chicken  Beef  Fish  
 YES Please enter me in the "Big Dog" raffle at the Christmas Party (\$25.00)

## Totals

Total Amount Enclosed \$ \_\_\_\_\_  
(Make checks payable to Fox Valley Aero Club)

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

## Mailing Information

Please mail to: **Jason Walsh**  
**FVAC Membership Chairman**  
**429 First Street**  
**Batavia, IL**  
**60510**

# Fun Fly Report

by Alan Galle, Chairman



## November 11, 2006 Last Fun Fly Of The Year:

I had six gift cards to give out and there were six contestants to receive them, sorry no one was there to take pictures. The winners were:

Cliff Fullhart

Dan Compton

Dominic Saverino

Alan Galle

Merlin Graves

John Turner

John "Jack" Bolt, who went to his final reward in 2004, was the only two-war U.S. Marine Corps ace. As a junior officer during World War II, he scored six enemy kills while flying the Vought F4U Corsair. As a major during the Korean War, he scored six more while flying the North American F-86 Sabre on an exchange tour with the U.S. Air Force. Jack Bolt was a hoot! During a commercial airline flight several years ago, he was seated next to a young mother with a babe in arms. When the baby began crying during the descent for landing, the mother began nursing him as discreetly as possible. Jack pretended not to notice and, upon debarking, he gallantly offered his assistance to help with the various baby-related impedimenta. When the young mother expressed her gratitude, Bolt responded: "Gosh, that's a good looking baby... and he sure was hungry!" Somewhat embarrassed, the mother explained that her pediatrician said nursing would help alleviate the pressure in the baby's ears. Jack sadly shook his head, and in true fighter pilot fashion exclaimed, "Damn! And all these years I've been chewing gum."



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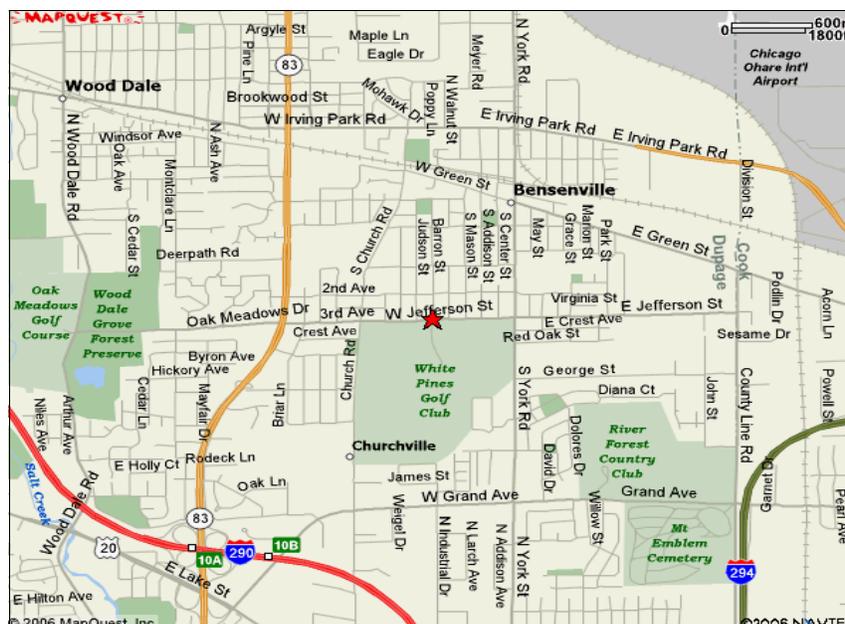
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# Membership News

By Jason Walsh



Sometimes I wish wives would understand the importance, the need, the thoughtfulness, and yes, even the investment (I can try, cant I?) RC can be, in particular a Raptor 50 with a 7 channel Spektrum radio because then she might buy it for me and stick it under the tree this year.

But as I told myself last year, I can use socks too.

Hey, renew your membership before its too late!!!! Its 75 bucks, and look where you get to fly! A beautiful paved runway with a bunch of cool cats? That's worth more than 75 bucks! Please, send in your re-registration today!

Also, if you send it to me in time for the upcoming Christmas bash, throw in an extra 25 dollars and get into the Big Dog raffle. The capitalized letters means this years raffle will be bigger and doggier than last year's, which in layman's terms means we will have some cool stuff to give away. BUT, if you don't send in your extra 25, you run the risk of leaving the party empty handed.

Lastly, please fill out all the information on the renewal form. Its good to do this so I can update the membership list. I'm surprised at how many things I am correcting as renewals come in. Thanks a TON to you guys who did send back the whole form, it really does help.

OK, see you at the party and until then build straight!

Jason Walsh

# Instructors Corner

By Dan Compton



Reprinted from the AMA Insider magazine for December:

## GPS and Albert Einstein

by Russell Knetzger

Some aeromodelers own hand-held GPS meters (global positioning systems) for their boats or full-scale airplanes. In remote areas they may even use them in their cars or for remote-area backpacking. Did you know the GPS technology relies upon the theories of Albert Einstein, the great physicist of the 1900s?

Last year, 2005, was the 100th anniversary of the publication written by Albert Einstein at age 26, of four astonishing technical papers, all in one miracle year, any one of which would have catapulted him to the stardom in physics that he achieved and still holds. Prior to Einstein, Sir Isaac Newton was the most revered physicist.

In his first 1905 paper, Einstein theorized why the “photo-electric effect” occurs when light hits metal—basically that photons of light are knocking surface metal electrons out of their orbits, causing an electrical current to flow. His second paper went further into the makeup of the atom. His third paper was the whopper: the contention in his theory of “special relativity” that produced the fourth dimension—time—along with length, width, height, and that nothing can move faster than the speed of light at 186,282 miles per second.

Einstein’s fourth paper was almost as big a whopper: the famous equation  $E=mc^2$ , that energy and mass are interchangeable, where e-energy released is m-mass times c-the speed of light, squared. The formula later led to the atomic bomb.

Ten years went by and in 1915 he produced his fifth major paper: “General Theory of Relativity.” Both the general and special theories hold that time is not a constant.

To celebrate these remarkable insights, the 2006 edition of the World Book Encyclopedia supplement contains this quote by Alfred J. Smuskiewicz, a freelance writer in science and medicine:

“Almost 100 years later [of the 1905 special relativity and the 1915 general relativity theories], scientists used both theories to construct the global positioning system (GPS). This worldwide network of satellites transmits radio signals to receivers around the globe. By measuring the transit times for these signals—which travel at the speed of light—GPS allows people to identify their precise position anywhere on earth.

However, due to the effects of relativity, the clocks on the satellites tick at a different rate than clocks in the receivers. Einstein’s special theory of relativity showed that moving clocks—such as those on satellites—tick at a slower rate than clocks at rest. His general theory of relativity argued that clocks closer to a massive object—like the receivers on earth—tick at a slower rate than clocks farther away.

“Because the GPS computers need extremely accurate transit times to measure precise distances, engineers designed the GPS satellites to compensate both for special and general relativity.”

# Safety Corner

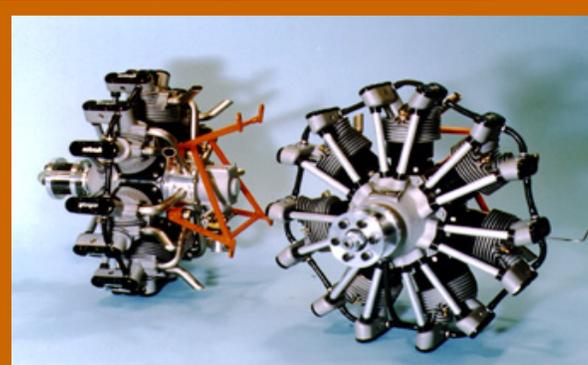
By Karl Griesbaum



Not much happening on the safety front so I thought I'd just share a couple of pictures showing a few careless moments in the sky. Have a great Christmas and New Year and I'll be back to help keep you safe in 2007.

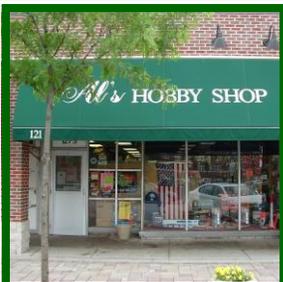


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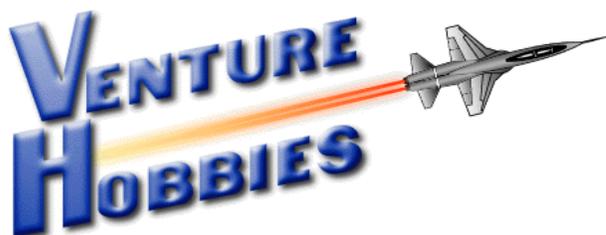
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