

Flypaper

February 2011



The *Flypaper* is a
monthly publication of
**The Fox Valley
Aero Club**

An Illinois not-for-profit
Corporation

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AMA Gold Leader Club



Academy of Model
Aeronautics Charter
Club #252

Bill Best's RC Plane Gimbal page 8



Doug Swanson photo

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Swap Meet Flyer

Al's Hobby Shop Celebrates 64 Years
Chicagoland Classic Pattern Championships Flyer



PRESIDENT'S MESSAGE Tom Spriet-president@foxvalleyaero.com

Here we are, deep in the grips of another Illinois winter. I sometimes wish I were back in the moderate temperatures of Adak, Alaska which is 600 miles into the Bering Sea...Not !!!

Also in the past is 2010, which I for one am glad is over. I reflect back on the year that had a lot of highs and lows, as most years do. 2010 brought FVAC a lot of new members and friends; it also claimed some in return.

As we move forward into 2011 there are unknown challenges to be meet and overcome. We as a club are a very lucky bunch that are drawn together for a common purpose: the flying of RC airplanes. Don't be tricked into the idea that this hobby is without stress however. Right now, most of you are busy in the man cave assembling a new ARF or creating a masterpiece from scratch that you will ultimately take to our beautiful field and hopefully return home with still in one piece! Yes, the stress of the maiden flight!

As January comes to a close and we bring in February, two events come to mind. First is the E-Fest event held at the Armory in Champaign. While I have not attended this event, I understand it's a load of fun and a way to pass away one of those cold days of winter.

On February 26th, FVAC will again have its swap shop at the Kane County Fairgrounds. This is the place to offload those items you don't use anymore and to pick up that bargain for the upcoming flying season. Jim

Toth has this event on track, but will need your help to make it another successful event. Save the date! Come out and participate and help Jim if you can.

Lastly I want to reiterate my request from the last issue that while we are a lucky bunch, there are many families that are fighting with the economic situation we live in today. To that end, please bring one item, a case of items, or a boatload of items to our next and subsequent meetings for us at FVAC to share with the less fortunate people of our community.

Giving is truly a rewarding experience,

Tom Spriet



Tom Spriet photo



The Salvation Army
DOING THE MOST GOOD™

Founded in 1865 by William Booth

Tri City Corps
Jos K. Anderson
Community Center

Shaw Clifton
General

Paul R. Soller
Territorial Commander

Rubin Doldévicz
Lt. Colonel
Divisional Commander

Steven Koehler
Melody Koehler
Majors
Corps Officers

January 20, 2011

Mr. John Turner
Fox Valley Aero Club
PO Box 837
St. Charles, Illinois 60174-0837

Dear John and Fox Valley Aero Club Members,

I can't thank you enough for your contribution of gifts cards and more to The Salvation Army this past Christmas season. Your thoughtfulness is deeply appreciated. Your club really steps up during this special season and fills a great need for many deserving children.

The toy shop had another active season by serving 1,277 children for the Tri City area. We are grateful for your help in making this possible.

Again, thank you for your very special contribution and being strategic with your giving. If I can ever be of assistance to you do not hesitate to contact me.

God bless you.

Most Sincerely,

Steven Koehler
Major

Thanks so much for your special support!



P.O. Box 3939 | St. Charles, Illinois 60174 | p: 630.377.2789 | f: 630.377.2849 | www.satricity.org

I am glad to see January coming to an end, knowing the days are getting longer and looking forward to the next several months with SWAP Meet activities (including the FVAC on February 26th) and finalizing our 2011 calendar of events. February has always been my designated month to begin the tasks of looking over all of my equipment and model aircrafts.

Flypaper

February 2011

VICE PRESIDENT'S MESSAGE

John Turner—vicepresident@foxvalleyaero.com

One of the key factors is taking out all the battery packs and inspecting the leads and making sure there are no issues! Many of the new chargers can detect if your batteries are not charging up to capacity, therefore you will need to replace one of the cells (NiCad's or NiMH) and make the slow charge to determine if they will be ready for the upcoming flying season. For those using Lipo's and have a bad cell or the pack is "swollen or expanded", you might need to replace these. Some manufactures will let you exchange these for a new pack at a discounted price, and this is a good way to dispose of unwanted packs. Last year I purchased the Triton 2 EQ charger that has been an excellent charger for all types of batteries. A built in balancer for Lipo's is a great feature for several of my electric planes using Lipo technology. My anticipated time for inspection to charging and sign off should take me into early March.



Looking at my overall aircraft fleet, I try to make it a habit to replace all my props and run "after oil" into the engine and carburetor. I found this high quality oil lubricates the motor while its setting idle for a few months. All connections from servos to control horns are monitored and sometimes replaced, including the replacement of all rubber safety connectors that wrap around the quick links. Seems summer flying plays a lot of wear on tear on these items and it is good safety to replace these at little or no costs! An alternative for



My newest addition to the fleet — Great Planes Revolver with a .46 OS/Pitts Muffler

these connectors is cutting up 1/4" fuel tubing and stretching them over the link with surgical forceps. All covering should be inspected for tears or loose ends around exposed edges like wing tips, elevators, rudder/tail, and areas around the front cowling. Exhaust fuel residue can cause a lot of coverings (silk/ultra coats) to come loose and will be more difficult to heat

or replace on these surfaces. I have found by cleaning these areas and reapplying low heat to the "plastic coats" these areas can come back like new. Coverings that may not take to the surface might need little CA for adhering to those areas. If in doubt, ask some of our master builders within the club and they will have awesome ideas for getting your aircraft looking like new. Don't forget to check all your wheel collars to make sure they are still tight or replace the set screw and use Loctite. Finally—this is always my biggest challenge—take out the fuel tank and inspect the fuel lines and maybe replace the inside clunk lines. Somehow there always seems to be issues within this area of inspection from taking out and replacing these wonder "fuel cells" that somehow keep our aircraft engines running.

As a new New Year resolution, one should make up a notebook or log listing all your aircrafts and in it, the activities performed. This information can keep you and your aircraft current on what was done or replaced during all of your inspections. I have seen some

cool computer spreadsheets that look like mechanic's log books, and are very professional. All it takes is some extra time for entering all the information on a monthly basis.

Be sure to mark your calendar for the FVAC SWAP Meet at the Kane County Fairgrounds on Saturday, February 26th. Jim Toth has been instrumental for securing the facility and will be the coordinator for tables and communications. He will need extra volunteers for setting up and taking down all the tables for this upcoming event. I look forward to seeing you next month at the field or monthly meeting.

Fly Safe



My shop with a few planes. From my article on winter inspection, one can see I have a few models to go over and check off. The Piper Pawnee and Sig Skybolt biplane will be ready for upcoming maiden first flights this spring!



Vibe 50NEX Heli Kit: V5NX by JR
JRP9575

Fox Valley Aero Club
Meeting Minutes
January 13, 2010 @ Township Hall

President Tom Spriet called the meeting to order at 7:35pm. After welcoming everyone to the 1st meeting of the New Year, Tom introduced the 2011 officers and board members, encouraging all members to contact any one of us regarding questions and concerns. He also suggested that we make an attempt to get to know as many of our fellow FVAC members as we can.

Secretary Tony Sokol asked for approval of the December 2010 minutes as published in the *Flypaper*. **Dave Murray** motioned for acceptance, 2nd by **Karl Griesbaum**. Minutes were approved.

Vice President John Turner thanked the Christmas Party committee for putting on one of the best parties yet. John and **Sal Perno** met with Mayor DeWitt and Major Kohler of the Salvation Army to present them with the Toys for Tots donations from this year's collection which exceeded last year by quite a bit. He also met with the Mayor and former Mayor who really like what we are doing and consider as good neighbors and an asset to the community.

Treasurer Paul Jacobs reported that at this point we are in the black and a little ahead of last year. He noted that around ½ of the membership have already renewed for 2011. He will be filing our 2010 tax reports shortly.

SECRETARY'S REPORT

Tony Sokol—secretary@foxvalleyaero.com

Field Chairman Greg Bohler had nothing to report at this time.

Flypaper Editor Doug Swanson requested that all information for publication be submitted to him 2 weeks prior to the general meeting each month. This will give him time to organize the information and get it to the members well in advance of the meeting. Doug also has made a request for volunteers to cover events throughout the year taking pictures and gathering information for publication in the *Flypaper*.

Safety Chairman Karl Griesbaum emphasized the importance of staying within the published flight path limitations as agreed with the village. Above all make sure that we do not fly over the gun range when it is active or the neighbors to the west. Tom added that we will be creating an acknowledgement form for all members to insure that they are aware of the rules and flight path limitations. This is only to insure that all flyers are aware of the rules. Tom also displayed a Google Earth map utilizing a GPS receiver mounted on an RC plane. The map traced the flight path of the plane from start to finish enabling one to see just exactly how far they are flying out from the field.

Carl also indicated that he will be ordering T-shirts and sweatshirts soon.



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Membership Chairman Sal Perno introduced new member **Dale Gathman**, who is currently building a trainer.

Government Relations Chairman Alvin Cole began by once again stressing the importance of observing the gun range and neighbor limits. We need to promote ourselves as "Good Neighbors" and maintain that relationship. Everyone will be well informed as things develop along these lines. He also mentioned the letter of information that will be forthcoming to ensure that everyone is up to speed on the rules and limitations.

At this point, Tom provided an opportunity for the individual board members to speak out and simply express their thoughts, if any, regarding the club. **Cindy McFarlane** expressed her appreciation for the support the club and its members have given to Al's Hobby Shop. **Joe Pedone** expressed the concerns of several members to change the voting procedure to allow more members to participate in the voting process. **David Todd** described his position with the City and his work in solving some of the problems regarding the dumping of manure near the field as well as water drainage problems that need to be solved. **Dennis McFarlane** informed us of the new "QR" code which is a type of bar code being used by magazines to provide additional information via your smart phone. **Dave Murray** expressed his desire to work with the FAA regarding upcoming issues. He is glad to be back on the board, and hopes to bring back "Northern Illinois Jets" in 2012.

Show and Tell:

Dave Murray displayed his new Slick 540 which is powered by a DLE 55—his first prop plane in 15 years! He

also displayed the Dragonfly, which is a turbine trainer that "flies like a Cub". He extended an invitation to all to come out and get some Buddy Box time on the trainer.

Walt Thyng ("the only thyng we have", he says) displayed his Korben Super Ace. This is from an old wooden kit powered by an electric power system. (What else? Ed.) It weighs in at 5lbs and he had lots of parts left over.

Steve Gawlik displayed a Shoestring racer in the bones built from Model Airplane News plans. He also displayed plans which were expanded 2X from a rare old Goldberg Shoestring kit. This will probably be powered by a DA-50.

Mark Hamilton displayed a Venom RC Sky Eagle, a hand launched foam T-33 ducted fan jet powered with 50mm fan unit. The Eagle weighs a mere 11oz without batteries.

David Cotton from Propmasters informed the membership that **David Scott** will be visiting the Propmasters' meeting on January 25th at the VFW hall in Naperville.

In closing, Tom reminded us of the upcoming swap meet and the help that Jim Toth will need this year.

A motion was made by **Dave Murray** to adjourn with a second by **Chuck Noyes**. Meeting was adjourned at 8:44pm.

Respectfully Submitted,
Tony Sokol - Secretary FVAC

Paul Jacobs photo



I thought I'd start with a couple of pictures of the Sukhoi as I finally finished stuffing a DA 100 in the front of it. Had a spare cowl from a swap last year, so it looks like it was intended to be there but it was a tight fit. The right thrust caused the plug on the left to stick out farther than the right, but it should fly alright. It had fairly good performance with the 70cc Precision Eagle so I'm hoping the airframe can take the extra power and hold together. While I was at it I changed over to 2.4 GHz and with all the extra



E-Flite Hawker Hurricane 25e PNP EFL2975

TREASURER'S REPORT

Paul Jacobs—treasurer@foxvalleyaero.com

channels the Futaba 10C offers, I was able to put the four aileron servos and the two elevator servos on separate channels. This eliminated several Y-connectors and makes trimming a lot easier. I'll buy some fresh batteries for it at Toledo and it will be ready to go for the IMAC season.

The Club's treasury is still in great shape as renewals keep coming in, so I don't anticipate any money problems this year. The calendar has been set and the sanction requests have been sent to the AMA to confirm the dates. After that happens we can begin to get ready for a great flying season with lots of fun events.

It is time to start scouring your shop for items to sell at the FVAC Swap coming up on the 26th, so I think I'll go down and start packing. Until next month,

Paul



Paul Jacobs photo

Flying an RC Plane in Place, Cradled in a Gimbal

A Work in Progress By Bill (Doc) Best

A COUPLE YEARS AGO, for no particular reason, I was thinking back to one of my favorite boyhood exhibits at Chicago's Museum of Science and Industry—



Here's a picture of what I put together in trying to satisfy these conditions. It shows the plane and how it's cradled and gimbaled. Transmitter is in the background.

a model airplane mounted in a wind tunnel with glass panels, where you could sit down to see what happens when you manipulate the joy stick and pedals. The kids were lined up, eagerly waiting their turn at the controls. With appropriate nudging, you could see what happened with the plane's control surfaces, and the plane would respond right or left, up or down, and bank right or left. However, it could not do lazy-8s, loop-the-loops, or slow rolls when controls were held off neutral. It occurred to me that a gimbal might be a fun way to achieve that additional flexibility. I talked to guys at Robart about the idea, but they didn't see any commercial future in it, so I set out to see what I could do by myself. It was an on-again, off-again project lasting a couple years. I reached the current state about half a year ago.

I looked for a small, radio-controlled model to work with, and settled on the Ember 2.4 GHz Ultra-Micro Flyer, 13" long, 16" wingspan, weight 0.8 oz, not available with ailerons when I bought it. I figured if the concept worked, I could jerry-rig ailerons later. The objective was to mount the plane in a gimbal where it could rotate through three axes, turn left or right, loop-the-loop, and roll. For the first pivot of the gimbal I used a lazy susan; for the second a hoop pivoted in a U just beyond the upright plane's wingtips; for the third, inside the hoop, pivots at front and back of plane with axis 90° off the second axis. Intersection of the three axes would need to meet or come close to the center of gravity of the plane with its cradle. This 3D point should also be close to the centers of thrust and lift of the airplane. Prop wash would have to be relatively strong, hitting all plane control surfaces.

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I purchased raw materials at Target, Ace Hardware, and Home Depot; cut, bent, screwed and glued the hoop to the desired 26" diameter. Biggest problem was constructing the plane's cradle to permit needed adjustments of center of gravity while maintaining centers of thrust and lift. To shift center of gravity, some parts were designed to slide along each other, then be tightened in place. My last adjustment added several popsicle sticks in front of the plane with a red rubber band. It still isn't as perfectly-balanced as I'd like.

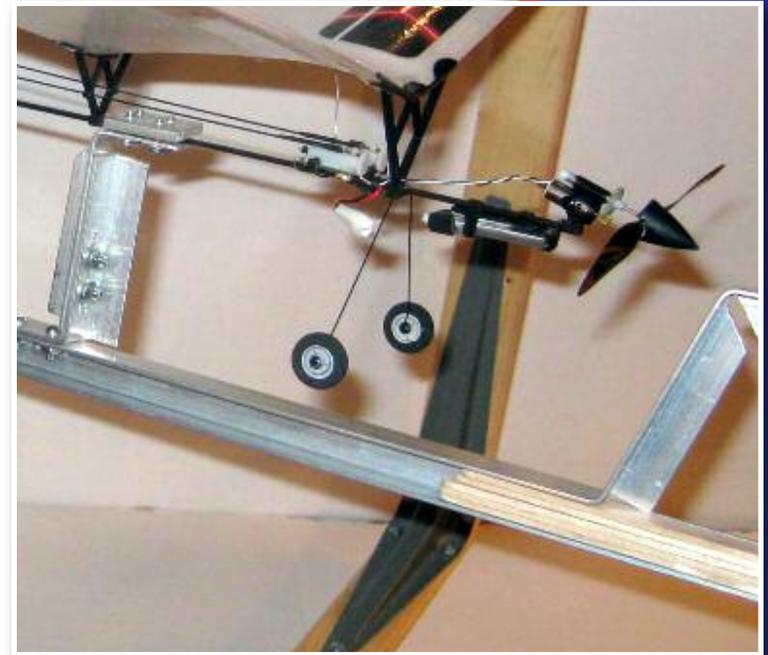
How well did this work? Both success and failure! Pivoting around axes was exactly as planned, but prop wash was far from needed strength (and was aimed slightly up rather than straight back). A new plane with appropriate prop wash strength and direction and having better size and placement of control surfaces, not yet built, is bound to succeed!

Some thoughts on design are to do away with the current relatively heavy cradle; let the backbone of the plane be the third axis; and use two higher-powered electric engines, one on each side, attached to a flat wing. If it's going to be used by young kids, some protection from spinning propellers would be needed.

As far as I know, I'm the first to plan and attempt such a construction. In keeping with my on-again off-again project propensity, I hope to some day build a new plane and its axis from scratch to use in this gimbal. It may be months away. If any club member wants to

advise or help me, it would be gladly welcomed.

Is this a worthwhile project? It's a rather crude approach to RC model training that is currently available at lower cost and with greater pizzazz in sophisticated computer simulators. The difference is that here you're watching a real live plane right in front of you, and it stays there. It's a way to learn the difference in how you handle the controls depending on which direction the plane is headed. This could be an early introduction to flying for kids 6-10, and it could be a desk plaything for kids 6-95. At the very least, I've found it a challenging and fun project. ✈



Bill Best photo

Want to see the RC Plane Gimbal in action? Bill will have it at this month's club meeting for closer inspection; and will gladly answer any questions related to it.



NOTE FROM THE EDITOR

Doug Swanson—newsletter@foxvalleyaero.com

I was out at the field recently, but it was not to fly. I brought my camera out there to take a few photos for these pages. I can't remember the last time I was at a flying field in February—much too cold for me! You all-weather flyers are to be commended! Or is it committed?

Just like J.T. mentioned in his Vice President's message, now is the time that I start to think about flying again. I need to first get the shop cleaned out so it's functional again. I'll start to spend some evenings down there getting aircraft ready for the upcoming season. I have a Top Flite Cessna 310 ARF that is just about ready to go. I think I need to make it a priority for completion and maiden in the Spring.



Doug Swanson photo

I stopped out at the field the other day. Not a soul to be found—except for this guy. He didn't have much to say.

Event Reporters Wanted!

Want to get more involved in the club? The *Flypaper* is looking for volunteers to cover our major events. Take it as far as you want—take photos, interview the pilots, learn about the aircraft, write a report—let those of us who couldn't be there feel like we *were*! If you are interested, please send an e-mail to newsletter@foxvalleyaero.com

As you finish up your projects, take a few photos along the way or snap a glamour shot of the finished product. Send it in to me at the e-mail address above, and I'll get it in the *Flypaper*—the Club would like to see what you're working on.

I'll see you all at the meeting next Thursday!

Doug



Great Planes Yak-55M
Sport/3D ARF 50-55cc,88"
GPMA1230

GOVERNMENT RELATIONS REPORT Alvin Cole-Albass6man@aol.com

We are yet one month closer to another flying season. It's hard to imagine those warm summer evenings, but they WILL soon come.

Our club, FVAC, has great amenities and a great group of people that all share the same passion for our hobby.

It is very important that we maintain our good standing in the community and keep relationships with our neighbors strong. Please be attentive to upcoming communication regarding this issue as the information is critical to help us maintain good relationships with the community. As we all go through this next year, let's remember all that was put into making this field a great place to fly. I look forward to flying at this field for years to come. Please feel free to contact me with any concerns that you may have.

See you at the field! Alvin Cole



Alvin Cole photo

Summer evening at Fox Valley Aero Club

We are in continued communications with the St. Charles police department regarding the upcoming flying season and have shared our events calendar. We plan to share information with the membership at upcoming meetings. Please share with me any questions that you may have regarding the gun range and I will get the answers.



Fox Valley Aero Club Flight Pattern



FIELD CHAIRMAN'S REPORT Greg Bohler-gbohler@sbcglobal.net

Welcome to the middle of winter. This is the hardest time to write an article about the field because there is nothing happening out there. It is the easiest time to be the field chairman though, for the same reason.

I have been able to spend a little time in my shop recently, and have actually been making some progress on my multi-year Cherokee project. It seems to take me at least twice as long as others to build an airplane, but in the end it is very satisfying to see them fly. I am confident that in the spring this one will see the air.



Tom Spriet photo

Over the years I have taken this time to solicit ideas for projects for our field. We have had some great responses in the past. They have brought us projects like the much loved "Juice Bar". If anyone has any ideas that they would like the board to entertain for this upcoming season, please shoot me an email and I will present them to the board. Thankfully, I don't have to dream up all the improvements myself. I simply try to make as many of your ideas happen as possible.

This time of year I can't even close with *see you at the field* 'cause I am in hibernation. Unless you show up in my work shop, I guess I will see you at the meetings.

Greg Bohler

MEMBERSHIP CHAIRMAN'S REPORT

Sal Perno-thepernos@yahoo.com

I would like to welcome **Randy & Collin Griffin** and their family to the Fox Valley Aero Club. Collin and his dad just joined on the 10th of Dec., 2010. They will be at the Feb. meeting, so all of you members say hello and welcome the Griffin's to our family. All of you who have not received your photo IDs, please send your name to me at thepernos@yahoo.com. In the subject line put *Photo ID*.



Thanks, and keep your floats on the ice (snow)

FOX VALLEY AERO CLUB INSTRUCTORS

Support Your Local Hobby Store

Your local hobby store will help you save a ton of money in the long run by guiding you, and helping you avoid purchasing products that are not right for your skill level. Hobby stores are available to help lend their expertise with pre-sale questions, after-sale support and personal customer service. They will make sure that you are not getting yourself into something that you will regret after you get home, and help you avoid spending more money than you need to. The ultimate goal of the hobby stores staff and owner is to keep you involved in the hobby for life and keep you informed with everything you need to know to get the most out of whatever direction you choose.

Dan Compton – Chief Flight Instructor

Cell: 630-664-6426
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Hobbico NexSTAR 46 Select RTF 68.75"
HCAA17

Tom Siwek

Cell: 224-542-0323.
tsiwek@sbcglobal.net
Available primarily on weekends

Bill Sponsler

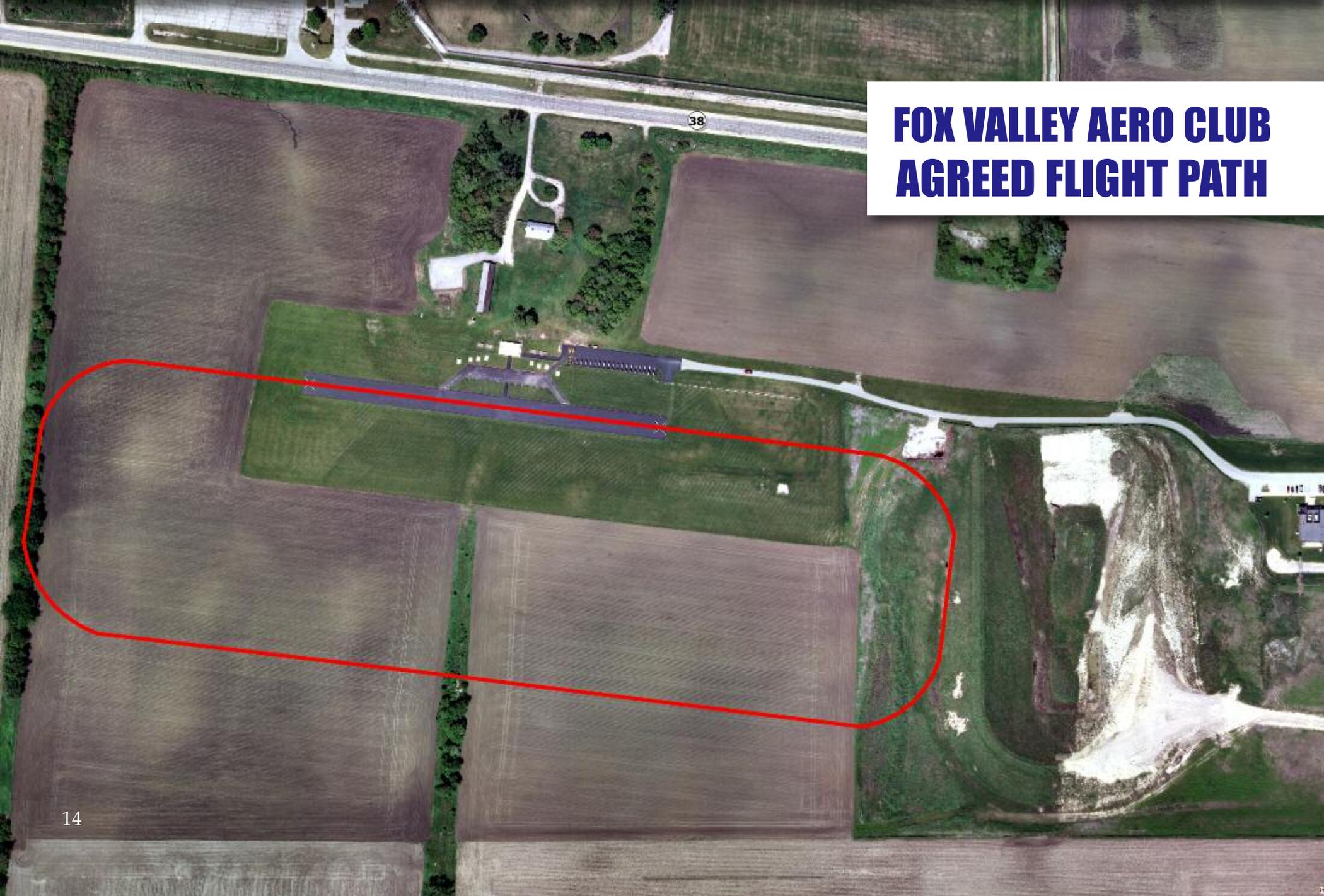
Cell: 847- 323-6578
bsponsler@comcast.net

Jason Walsh

Cell: 630-291-1872
jwalsh1@ameritech.net



**FOX VALLEY AERO CLUB
AGREED FLIGHT PATH**



2011 Fox Valley Aero Club Calendar of Events

January 1	First to Fly Fun Fly	10:00 AM FVAC Field
January 11	FVAC Board Meeting	7:30 Board Meeting E & T Glass, Geneva
January 13	FVAC Regular Meeting	7:30 Regular at Township Hall
February 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
February 26	FVAC Annual SWAP	Kane County Fair Grounds
March 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
April 14	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
April 16	Member Work Day	FVAC Field
May 12	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
May 27 & 28	Classic Pattern Contest	FVAC Field
June 4 & 5	Chicago Pattern Contest	FVAC Field
June 9	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
June 11	Kids Day	9:00 AM start, 1 PM second round
June 17 & 18	Al's Helicopter	FVAC Field
July 14	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
July 23 & 24	Festival of Flight	FVAC Field
August 6 & 7	Chicago IMAC Contest	FVAC Field
August 11	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
September 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 13	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 23	Fun-Fly & Turkey Fry	10:00 AM FVAC Field
November 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 2	Annual Christmas Party	Hilton Garden Inn

FOX VALLEY AERO CLUB
RADIO CONTROL SWAP MEET
Saturday, February 26, 2011

Biggest SWAP in Illinois – 15,000 sq. ft. of heated facility, 175+ tables

Location:
KANE COUNTY FAIR GROUNDS

COST \$5.00 ADULTS
(CHILDREN UNDER 12 FREE)

USE 525 Randall Rd., St. Charles, IL
60175 ENTRANCE

FOR TABLE RESERVATIONS AND
INFORMATION, CONTACT:

PREPAID TABLE RENTAL \$15.00
INCLUDES ONE FREE ADMISSION PER
TABLE, TABLES \$18.00 AT DOOR AND
ONE FREE ADMISSION.

JIM TOTH 1-847-888-8890
Fax: 1-847-888-0992

DEALER TABLE SET UP AT 8:00AM

E-MAIL: jimhaydu2@sbcglobal.net

OPEN ADMISSION FROM
9:00AM TO 3:00PM

Mail Address:
39W140 Red Cloud Lane
Elgin, Il. 60124

Al's Hobby Shop Celebrates 64 Years of Family Business

On Saturday April 16th, Al's Hobby Shop will be hosting an Open House and super sale in the store in honor of its 64 years of doing business in Elmhurst, Illinois.

Please come and join us in our celebration. There will be manufacturer representatives on hand to talk about their products, slot car and mini-rc racing, drawings, and in store raffles.

Refreshments will be available as a thank you to all of our customers for their loyal support.

April 16th, 2011

10am-5pm

Hope to see you there!

BOX 449
119-125 ADDISON AVE.
ELMHURST, IL 60126
PHONE: 630-832-4908
FAX: 630-832-3812
www.alshobbyshop.com



Classic TOC Class: New Classic Pattern Event!

Chicagoland Classic Pattern Championships

May 28, 2011

Fox Valley Aero Club (www.foxvalleyaero.com)

CD: Rusty Dose/Dave Guerin

Event description: The Chicagoland Classic Pattern Championships was created to celebrate the growing interest in "Classic Pattern", the golden age of R/C pattern flying, from 1968 - 1985. The scheduled one day event combines rules and structure from the Senior Pattern Association (www.seniorpattern.com), the Ballistic Pattern Association (www.ballisticpattern.com) and a new classic pattern class called Classic TOC.

Background: There has been no other event that has shaped the face of R/C precision aerobatics like the "International Tournament of Champions". The format brought together the finest FAI pilots from around the world competing for a special trophy, earning a part of history AND prize money. The maneuver schedules required different approaches and design paths creating innovation of model design, control and propulsion systems.

In 1978, the "Tournament of Champions" (TOC) organizer's Bill Bennet of Circus Circus Hotel & Casino, Art Schroeder, Editor of Model Airplane News, Jerry Nelson, Contest Director changed the format from little toy pattern airplanes to scale outline planes with a minimum of 800 square inches for monoplanes and 1000 for biplanes. The maximum size limitation was 2500 for monoplanes. These changes required the invited modelers a tremendous challenge of designing eligible models as well as execute new, more difficult maneuvers.

Hanno Prettner was asked why he chose to make his model to such a large size he said "...I thought it best represented the intent of the contest organiser's..." Hanno's model was a 2500 square inch monster Dalotel 165 with (2) Webra .60's with pipes, retracts and was flown at a very constant speed which dwarfed the other models in size and performance. One of my pals, a very respected FAI and IMAC judge said that he arrived at the 1978 event, just in time to see Hanno fly in almost dead calm evening air and say "...the most spectacular flight I have ever witnessed..."

Ed Keck presented the Akromaster at the 1977 TOC as a demo and like any seemingly decent model...no fewer than (6) showed up for the 1978 inaugural prototype pattern event. Most were powered by the Webra .91 on a muffler which allowed the 9 - 10 pound model to "...complete a vertical eight from the bottom with no problem..."

[continued...](#)



Hanno Prettner and his championship Dalotel DM-165.



The famous team of Dave and Sally Brown.



Ivan Kristensen flew his CAP 10 to Third Place.



Harold Necker's Zlin Z-50-L, a total of five Z-50-L's were entered including one by Dave Brown.



Dean Koger had a pair of Laser 200's.



This beautiful Zlin 526 AFS belongs to Benito Bertolani.



A neat Spinks Akromaster by Fred Kugel.



Gunter Hoppe's Cranfield A1 has a jazzy pilot.

Classic TOC guidelines- The good news...this event is about recreating the coolest pattern contest ever...not about creating the most killer model/engine combination! The idea is to use a model that was flown in the 1978, 1980 or 1982 TOC and if possible use the same engine or current propulsion system providing about the same thrust. Contest directors may elect to use 1978, 1980, 1982 or combined specification standards.

Type of aircraft- Model must be similar in outline to a full size aircraft that had been designed for or flown in aerobatic completion utilizing a restricted aerobatic zone. The full size aircraft that has been flown in aerobatic demonstrations or airshows is not necessarily a qualified subject for this event. Eligible models include Spinks Akromaster, Cap series, Zlin series, Laser, Dalotel, Chipmunk, Pitts series, Yak 18, Skybolt, Sportsmaster, Super Fli and Hyperbipe.

Scale specifications- 15% dimension error allowed from contestant supplied top/side view drawings. Only general outlines may be altered more than 15%. Note that the 1982 standard allowed only a 10% dimensional and outline deviation. Any airfoil can be utilized. Fuselage cross section shape can be altered. No additional control features permitted other than used on original. Trim lines and color scheme to be similar to subject aircraft. Each model must have a simulated pilot.

Wing area specification- Monoplanes must have a minimum of 800 sq. inches for monoplanes and 1000 sq. inches for biplanes for the 1978 standard. The 1980/1982 standard requires a minimum of 1100 sq. inches for monoplanes and 1400 sq. inches for biplanes.

Weight specification- The 1978 standard allows up to a 22.2 pound maximum with fuel/batteries. The 1980 standard allows 16.5 pounds for monoplanes and 18.5 for biplanes maximum with fuel/batteries. The 1982 standard allows for 20.0 pounds maximum with fuel/batteries.

Engine specification- There were no engine restrictions in 1978. The 1980 standard allows for 2.1 cubic inches. The 1982 standard allows for 66cc or 4.0 cubic inches. Electric propulsion systems will be allowed with no voltage or Kv restrictions.

Aerobatic sequence- (T) = Turnaround Maneuver

1. Loop w/Snap
2. Hammerhead (T)
3. Slow Roll
4. ½ Cuban Eight with 1 ½ Snap (T)
5. Square Inside
6. Immelman (T)
7. 45 degree Diving Snap Roll
8. Pull Vertical- ½ Roll- Push to Vertical Dive-½ Negative Snap Roll-Push to Inverted Flight (T)
9. Outside Loop
10. Inverted Flight-Push to Vertical-1/4 Roll-Pull to Vertical Dive-1/4 Roll-Pull to Straight Flight (T)
11. 8 Point Roll
12. ½ Reverse Cuban Eight w/2 Point Roll (T)
13. 45 degree Climbing Roll
14. 1 ½ Turn Spin (T)
15. 4 Point Roll
16. Hammerhead with ¼ Roll Up-with ¾ Snap Roll going down (T)
17. 90 degree-90 degree Rolling Circle One Way, 90 degree Rolling Circle the Other Way
18. ½ Cuban Eight

Scoring- All maneuvers will be flown in an aerobatic zone defined as a 120 degree area (60 degrees either side of center) and 60 degrees high. Each maneuver will be given 0 - 10 points in accordance with FAI and AMA rules (1 point per 15 degree). Any maneuver done outside of the aerobatic zone will be severely downgraded.

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