



Flypaper

February 2012



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



Joe Pedone's Great Planes Dazzler about to get its feet cold.

Dale Gathman photo



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

Hey folks... It's January 26th and the weather for tomorrow is supposed to be 40-ish with bright sun and gentle winds. Can you believe the winter we are having? So far it's been great and for those of you who fly on snow and are frustrated that your skis are mounted but there is no snow to fly off of, well..... Tough! Enjoy the warmth and the smaller gas bills for home heating that this warmer-than-average winter is giving us.

2011 is now a memory. I certainly hope that 2012 gives us a drier flying season than last, with well-populated events during pleasant weather conditions, plan on attending our events if you can. We are hoping for a banner Festival of Flight this year and that can only happen with your participation, so save the dates!

As we move forward into 2012, like every year, there are unknown challenges to be met and overcome. Most of you are busy assembling a new ARF. Some of you are still working on that masterpiece that you started from scratch as a much younger man. A few of you are looking at that ready-to-fly Christmas present and looking for a place to go fly it. We have advertised a few places to fly indoors but the big dog of indoor flying sites is about to happen. It's called E-fest and the particulars are these:

"E-Fest will be held at the University of Illinois Armory Track & Field Facility in Champaign, Illinois on February 11 & 12, 2012. With its 100-foot ceiling and vast open space, the Armory offers an ideal stage for hot R/C flying during cold winter days.



Both days of E-Fest allow several hours for open flying. Other times are reserved for slow & micro flyers, jets, helis, 3-D, combat, and sponsored demos. Saturday's fun concludes with "Black-Out Night Flying"...when the Armory fills with music and flying LEDs. Don't miss this winter's Big Event in R/C flying. For complete information about E-Fest -- admission and registration details, schedules, lodging, maps and more -- visit the festival web site at www.hobbico-efest.com"

Last year I went for the first time, although I didn't fly, it's quite the indoor event and a good way to pass a winter's day.

On February 25th, 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, on point with "JT" and Joe Pedone helping out, have this event on track but will need your help to make it a successful event. Save the date! Come out and participate and help

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FESTIVAL OF FLIGHT

July 21-22, 2012



P-40B Warhawk 50 ARF by Hangar 9 (HAN2595)

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if you can. This year we will be expanding the time with indoor flying after the tables are cleaned up and put away.

Well, it's time to put down the pen and start assembling my Extra 260 replacement.

BTW, remember to bring those completed projects to the meetings for show and tell. You never know, there could be a prize to be won for that special project?

See you soon.....

Tom Spriet

A6110 HV Standard Servo by Spektrum (SPMSA6110)



You don't want to miss this!

Be sure to attend the next club meeting on February 9th. Horizon Hobby's John Redman will be in attendance. He will be there to answer all of your questions and also give us a sneak peek at some of their latest offerings.

Blade 500 3D BNF Basic by BLADE (BLH1850)



Albatros D.Va 25e ARF by E-flite (EFL4605)



FROM THE EDITOR

Doug Swanson-newsletter@foxvalleyaero.com

I sure am enjoying this forecasted horrible winter! Spring seems to have arrived early, but I know we're not done with winter yet.

I want to again thank all of the contributors who made our AMA contest-winning newsletter such a

success. If you'd like to view it again, it is available on the Club's website under "newsletters", and is the October, 2011 issue. Look for the FVAC's national recognition in the March issue of *Model Aviation*, under the "In the Air" column!

What made that issue so great is what

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makes all issues great—the contributions. If you've never contributed before, please don't be shy. Your latest project, shop pictures, builder's tips—please share with us.

Icon A5 BNF by
ParkZone (PKZ5880)



Looking ahead to this year, an opportunity has come up for me in the form of a fishing trip to Canada. I feel the need for a float plane!

Hmmm... What to get. I'm thinking electric, for simplicity

and quiet operation. That new Icon A5 from ParkZone has my interest right now. I like the fact that you can easily change configurations between flying boat and landing gear, so I'll get use out of it even if there isn't a lake handy.

Dale Gathman has come through again in this issue with some great photos from the field. You will find two pages worth this month, pgs. 5 and 12.

Last month Walt Thyng shared his solution for a dusty shop with a construction article on building a filter out of items you may have lying around. This month we get to know the man himself. See his Meet the Members feature starting on page 6.

I've included a builder's tip this month which deals with something that we all encounter in the assembly of our aircraft: servo mounting. See it on page 10.

Last, but not least, check out the "Spotlight" on Piotr Niedoba's giant Christen Eagle I, starting on page 13. This is an amazing build, which is as impressive on the ground as it is in the air. If you know of an aircraft that could be featured in an upcoming issue, please let me know.

I'll see you at the meeting on the 9th!

Doug

TOLEDO 2012!

April 13th, 14th, & 15th

At the SeaGate Centre

401 Jefferson Avenue Toledo, Ohio 43604

Show hours: Fri/Sat 9am to 5pm - Sun 9am to 2pm

Admission is only \$10.00 per person per day

Kids 12 and under are FREE!

Active duty U.S. Military are free, ID card required, no ticket necessary!

Tiger Moth 20cc ARF by
Hangar 9 (HAN4615)



SHOTS FROM THE FIELD

by Dale Gathman



Alan Galle,
ParkZone T28



Joe Pedone, Great
Planes Dazzler



Dale Gathman,
E-Flite Extra 300



Todd Culbertson,
F117 and Hobby
King F14



Dave Cotton,
Goldberg Tiger II

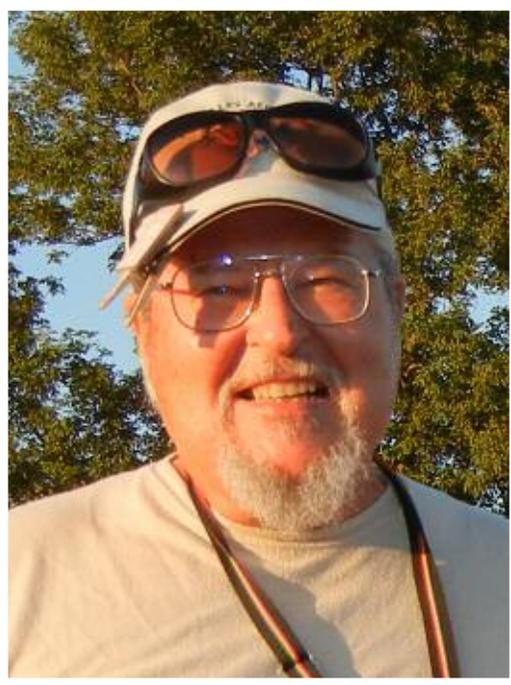


Tony Bahowick,
Precision Aerobatics
Addiction

MEET the members

by Doug Swanson

This month we talk with long-time modeller, and all-around interesting guy, Walt Thyng. Walt is our resident expert on electric power. If you have a question regarding these power systems, he's the man to talk to. Thanks, Walt for taking the time to share with us.



Walt Thyng

FlyP: *How long have you been involved in the hobby?*

Walt: **About forty years. I took a few years off to fly full scale and do a lot of motorcycling.**

FlyP: *How long have you been a member of FVAC?*

Walt: **I was a member for several years in the mid seventies. I rejoined three years ago when I retired to the area.**

FlyP: *Are you involved with full-scale aviation? If so, please elaborate.*

Walt: **I was rated in the Cessna 150, 152, 172, 172XP and 182; I also flew the**

Piper Tomahawk, Cherokee, Warrior 150 and 180. I developed Ophthalmic Migraines (no pain, but loss of vision and vertigo) and gave up my medical.

FlyP: *Are you forced to work to pay for this hobby? If so, what is your occupation?*

Walt: **I'm a retired clergyman and have to live within a budget which gets**

augmented with the occasional wedding, funeral or preaching assignment.

FlyP: *Are you married? Have any children?*

Walt: **I've been married to Carol for 23 years. She has three kids and I have two. Between us we have nine grandchildren.**

FlyP: *What drew you to aeromodeling, and at what age?*

Walt: **The family hero was General Harrison Thyng, who is one of seven aces in both piston and turbine fighters (his name is in the list of Aces that Paul blasted recently), so aviation has been an interest for as long as I can remember. I started with plastic static models, moved on to control line, escapement r/c, galloping ghost and finally proportional.**

FlyP: *I know you use electric power exclusively. What drew you to electric power systems at a time when glow engines were the standard?*

Walt: **When I quit the hobby in 1980 I was bored and not having fun. After I gave up my full scale medical, I started thinking about getting back into r/c. I was in a hobby shop/computer store when I spotted a glider with a "broken" prop on it. I made a joke about it with the owner and he said it was electric powered. I had never heard of electric power before, so I bought three model mags and read up on it, then did a computer search. I went back to the shop and bought the glider (a Graupner Uhu), which was ready to fly. I took it to the local football field, climbed up to the top of the bleachers, tossed it off, found that my thumbs still worked so I opened the throttle and I was hooked!**

FlyP: *Did you develop, or help with the development of any new techniques or methods for electric power systems?*

Walt: **Since I'm not an EE, I really didn't design any equipment. I just simply refused to accept any limits on what could be done with e-power. I figured that the airplane didn't care what kind of power spun the prop! The big trick in the early days was figuring out what you could take out of the structure because it didn't have to absorb glow power vibration. On the other hand, you had to plan for electric's instant torque, so the structure had to resist twisting. In the early 90's I put together a compilation of resources and techniques for the e-power newbie. I gave out about 1,000 copies. It is totally out of date now.**

FlyP: *What have been some of the milestones with electric-*

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powered flight?

Walt: **As far as e-power milestones I would say outrunner motors, the newer ESCs, and lipos. As for me it was traveling to different fields in the early 90s with my purpose built e-powered Astro Hog (which I still have) and being told it wouldn't fly, or it would be under-powered or it wouldn't have any duration. I would take off, roll inverted and do a huge outside loop, split "S" on the downside, do a high speed pass then proceed with a 12 minute aerobatic flight and land with power to taxi back. At least two clubs where I did this demo are now almost entirely electric now.**

FlyP: *What are you flying currently?*

Walt: **I have about 18 birds in ready or almost ready to fly condition. They range from an 18 inch flying wing to a 16 foot glider. About six of them are scale. Three are warbirds; four are self launch gliders.**

FlyP: *Do you have any current or planned aircraft projects?*

Walt: **I'm currently (pun intended) building a 72 inch Moraine Saulnier MS502 Criquet from a Dennis Bryant Fiesler Storch plan.**

FlyP: *Is there a dream project for you in radio control?*

Walt: **Yes. I have the last production Jack Stafford Ercoupe. I also have documentation on the 'coupe that the army used to test JATO in the early forties. I think it would be cool to mount rockets under the wing to simulate the test flights.**

FlyP: *What is/was your favorite model aircraft?*

Walt: **Probably my favorite is my Platt Waco YMF5. It's a great looker and flies like a dream. Unfortunately it was damaged when I moved and needs to be repaired.**

FlyP: *What is your favorite full-scale aircraft?*

Walt: **Corsair**

FlyP: *Is there anyone that you look up to in the radio control hobby?*

Walt: **You mean like "touch-and-go Cliff"? Probably the guy I most admire is Keith Shaw. He's a pioneer in electric flight, a great pilot and a fantastic builder.**

FlyP: *Are there any facets of the hobby that you would like to try? (eg. a certain power system type, different type of aircraft, competitive flying)*

Walt: **There are a number of vintage planes I never had that I would like to build: the Aeromaster, Taurus, Kaos, Bird of Time glider are some of them.**

FlyP: *Are there any embarrassing moments at the field you would like to forget--but are now remembering because I asked?*

Walt: **When I dumb thumbed my Eyeball in a cross wind landing and smeared it all over the runway.**



Walt with his Goldberg Gentle Lady, Avox 1010-2Y motor, 3 cells, Graupner 8x4.5 folding prop.

FlyP: *What are your interests beyond model aircraft?*

Walt: **Motorcycling (BMW K1200 RS with Hannigan sidecar) and I am an eternal student, so I read and surf the net a lot. ➔**

FOX VALLEY AERO CLUB RADIO CONTROL SWAP MEET

Saturday, February 25, 2012

Location: KANE COUNTY FAIR GROUNDS

525 Randall Rd., St. Charles, Il. 60175

Use Randall Rd. entrance between Rd's # 64 and #38

BUY, SELL and/or TRADE

**RC AIRPLANES, HELICOPTERS, CARS and maybe some BOATS
BIGGEST SWAP in Illinois with 15,000 sq ft. of heated facility, washrooms and
gourmet hot dogs/sausage food service available. 190-plus tables.**

PREPAID TABLE RENTAL

JANUARY/FEBRUARY PAID RENTALS

\$14.00 PER TABLE

(note- all tables include one FREE PASS)

TABLES \$19.00 AT DOOR AND ONE FREE ADMISSION

Pay early and save some bucks

TABLES READY FOR YOUR SET UP AT 8:00AM

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

AFTER 1PM, WE WILL BE OPEN TO FOAMY ELEC.

FLYING INDOORS AND LIGHT ELECTRICS.

Come and participate or sit and enjoy the show.

COST: \$5.00 ADULTS

(CHILDREN UNDER 12 FREE)

**FOR TABLE RESERVATIONS AND
INFORMATION CONTACT:**

Jim Toth

Phone: 1-847-888-8890

Fax: 1-847-888-0992

E-mail: jimhaydu2@sbcglobal.net

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

- or -

John Turner

Ph.: 630-443-7807

jtgrassroots@yahoo.com

Joe Pedone

Ph.: 847-695-0328

jtpe@aol.com

VICE PRESIDENT'S MESSAGE

John Turner-vicepresident@foxvalleyaero.com

January has been a pleasant month for flying if you like temperatures hovering around 25-30 degrees! Just a few of us are exercising our planes on either wet pavement or snow covered grass, as wheels are exchanged for skis or floats! Only a couple of snow storms this month have entertained those FVAC "snowbirds" or those just wanting to come out to the field and hear about upcoming events. One of the upcoming events will be our annual SWAP being held at the Kane County Fair Grounds on Saturday, February 25th. Jim Toth has been coordinating the table reservations with both myself and Joe Pedone communicating with members and area hobby vendors. Additional tables are still available and can be reserved by contacting Jim, Joe, or JT. One of the new venues will be afternoon foamy flying inside the fair grounds. Flying should start in mid-afternoon and should be a lot of fun for those wanting to fly inside. Be sure to bring extra batteries as there may be limited electric outlets for charging those LiPos or NiCds!

Kudos goes out to Rosemary and Mike Raynes, who will be serving our food functions during the SWAP meet. Rosemary indicated she will be making a couple of special menus and will need a couple of volunteers for both morning coffee and lunch. The Raynes have been very helpful over the past few years at some of the FVAC events, especially the annual Turkey Fry. Thank you again for your help!

A6M5 Zero 300 BNF
Basic by E-flite
(EFL6175)



Finally, my highest compliments to our FVAC Editor, Doug Swanson! Doug took the Flypaper to a new dimension by submitting our newsletter to the AMA 75th Anniversary Newsletter Contest and took our club to first place! Again, thanks to all the members who submitted articles for this special edition and our editor who continues to make our Flypaper a great newsletter.

See you at the Fox Valley SWAP meeting on February 25th and fly safe!

JT



Dale Gathman sent these photos of his ParkZone T-28 with Super Cub LP Floats attached. He says it flies great with the floats on it, and it is a blast. If anyone would be interested in adding floats to their T-28, the the idea and instructions came from Fly RC magazine. The instructions are found at the following location: <http://www.flyrc.com/011206>



Builder's TIP

by Doug Swanson

During these winter building months, I want to share a trick that I use to mount servos. It is essential to maintain a gap between the servo case and the wooden structure that it mounts to. If the case is touching the wood, the vibration transferred will eventually destroy the servo. Before I started using this method, it was common for the servo to shift slightly while pre-drilling for the servo mounting screws. If the servo ended up too close to the wood sides, it was then

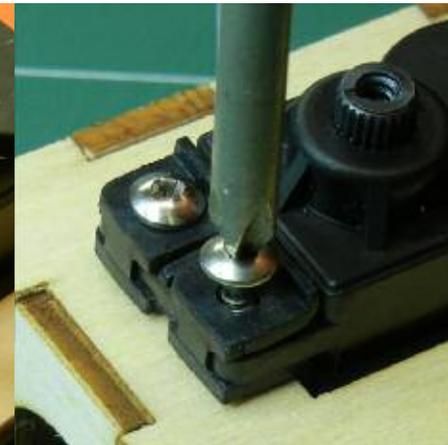
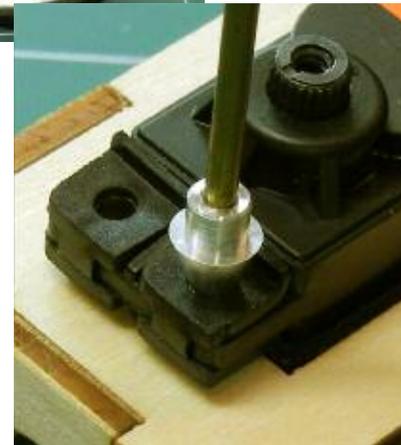


Next, I wrap several layers of electrical tape around the servo—just enough to make it slightly snug in the opening. I then use a Great Planes Dead Center tool, followed by a 1/16" bit to drill the holes and then install the screws in place. The screws are then removed, along with the servo, and thin CA is applied to harden the screw threads. That's it! If you have more of the same size servo to install, use the same tape-wrapped servo to get the holes drilled at all locations. When done, remove the tape and mount the servo(s) for good. ✈



necessary to trim the wood to provide the necessary clearance.

The first step is to get the rubber grommets and eyelets installed on the servo. A common mistake for new pilots is to install the eyelets incorrectly—they should be installed from below the mounting flange. When the screw is installed, it creates a sandwich of the proper size around the rubber grommet which provides the necessary isolation from vibration.



TREASURER'S REPORT

Paul Jacobs—treasurer@foxvalleyaero.com



Dues renewals are coming in at a good pace even though the January meeting was cancelled due to the weather. You can bring your dues to the February meeting or send them to the P.O. Box 837 in St. Charles, IL 60174. Sal Perno does have the renewal

stickers for your AMA card and will be at the meeting to get you one. Don't forget that all AMA renewals were due on January 1st as well and you should not be flying without their coverage. Our checkbook balance is back in great shape as all checks received have now been deposited. Field Chairman Greg Bohler tells me he is working on the 2012 maintenance budget but major improvements are on hold until the lease is renewed.

The AMA did send me a postcard confirming our sanction number and dates for the Festival of Flight on July 21 & 22. We are putting in an early order for great weather this year as well. VP John "JT" Turner has a business contact in the golf cart business so we will probably be switching vendors this year for our people movers.

Now that the holidays are behind I am able to get back into my shop and make sure the fleet is ready for 2012. I've got lots of batteries to cycle and load check, fuel systems that need fresh lines, and a couple of YS engines that need to go to Mark Knoppkie for some gaskets and silicone diaphragms. I am also working on a U-Can-Do 90 that I won at a Christmas party a few years back and should have it ready to go when the temperature hits 55 degrees again. My old Ultra Stik is looking tired and I think it is being held together with Klotz stickers but it sure still flies nice and I hate to have to retire it just yet. In any event there are two SWAPS in February that I can troll for a replacement. February 4th is Tri-Village in Wheaton and February 25th is ours at Kane County.

Until next month,
Paul

Great Planes F-86 Sabre
Micro EDF Tx-R
(GPMA1771)



SHOTS FROM THE FIELD

by Dale Gathman



Cliff Fullhart, Sig Somethin' Extra



Todd Culbertson, Hobby King F-16



Collin Griffin with his dad Randy and Collin's Hangar-9 P-51 Mustang



Tony Bahowick, Ohio OMP Edge 240



Sal Perno, Hangar 9 Pizazz, O.S. .46



Dale Gathman, ParkZone Habu



Vic Miller, modified Nitro Models Tiger Moth ARF w/O.S. 200 4-stroke



SPOT **light**

By Doug Swanson
Photos by author,
except where noted

Joe Pedone photo

Builder / Pilot: FVAC member, Piotr Niedoba
Plane: Exclusiv Modellbau 50% Christen Eagle I
Wingspan: 116 in.
Length: 116 in.
Flying Weight: 51 lb.
Engine: 3W 220 cc 4-cylinder Competition Series
HP: 22
Propeller: Biela 33x12 Carbon fiber
Spinner: provided with kit
Radio: Futaba 12FG
Receiver: Futaba R6014FS 2.4 GHz,
SmartFly Competition 12 Turbo power expander
Servos: JR 8711 2 on rudder
1 per each aileron and elevator
Batteries: servos - (2) Fromeco 5200 mAh
ignition - (1) Fromeco 5200 mAh
Low RPM: 900
Top RPM: 5,500
Gas / Oil Mix: 93 octane with Redline oil at 50:1
Unpacking & Assembly Time at the Field: 1 hr.

Recently, I had the pleasure of visiting with our own Piotr Niedoba in his home shop to discuss airplanes—specifically his 50% Christen Eagle I masterpiece. I was able to see it in the air at last year's Festival of Flight—hopefully, you saw it too. Many people in the local communities saw this plane (and Piotr) heading up the Club's Swedish Days parade float in Geneva last year.

The seed for the project was planted by member Rich Gabrys. He mentioned that he and Piotr should each build 50% biplanes. 2 weeks later, while attending Airventure at Oshkosh, Piotr's wife pointed out a Christen Eagle at the show. She said, "Wow, can you build one like that?" Piotr said, "Sure I can". And so it began. **continued...**





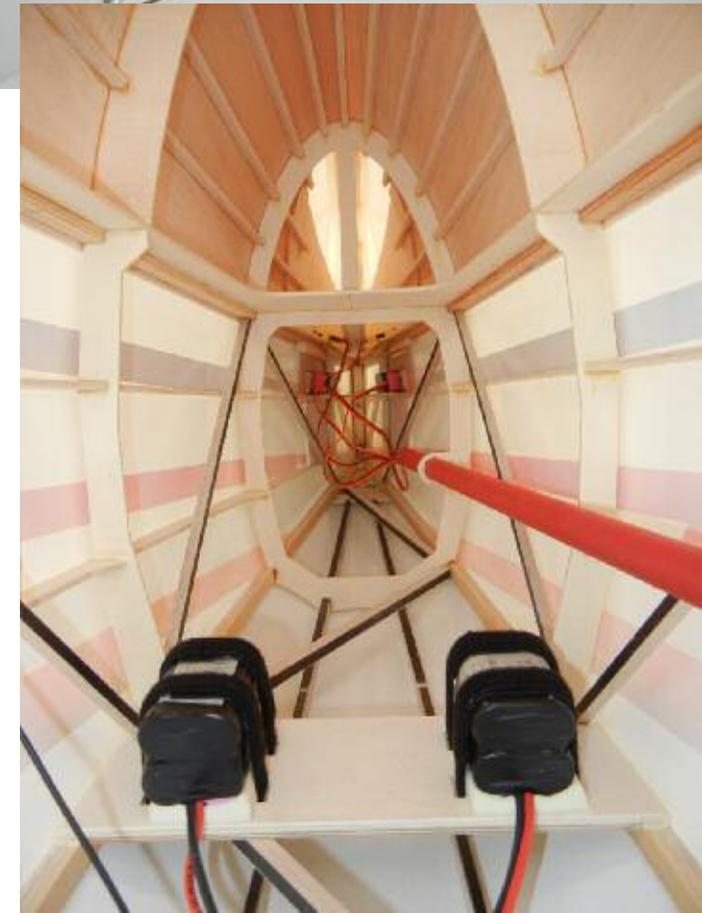
meters (131 ft.) of it! The beautiful eagle graphics are all vinyl. The engine exhaust started as stock can mufflers and was modified with new aluminum down tubes and bracing. The engine is kept cool with custom-made baffling, which is in two parts. He added fiberglass extensions to the cylinder cooling holes on the cowl, which then mate with lite ply ducting attached to the engine mount. Working every day after work and each day on the weekend, Piotr finished the project in 9 months.



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Piotr purchased a kit by Exclusiv Modellbau. This kit is comprised of around 90% lite ply parts, with balsa sheeting and a few parts of fiberglass construction, including the cowl. There were many modifications that Piotr implemented during construction. The biggest changes include shortening the wingspan by 4 in. and lengthening the fuselage (in the turtle deck area) by 4 in. and the rudder by 2 in. The vertical fin was also made taller by 2.5 in. Another change was to lengthen the span of the ailerons to be closer to full span. He made these changes to eliminate the short coupling of the aircraft and also to copy some of the design traits of the Pitts Challenger. Extra cross-bracing was added inside the fuse., which was made out of balsa and carbon fiber. In an effort to save weight, the kit-stock fiberglass fuselage side panels were exchanged for balsa sheeting—a savings of 2 lbs. The toughest part of the build was getting the wings aligned and incidences set correctly. After he had the framework to his liking, it was time



14 for covering. Piotr chose white Ultracote—40



Custom-made baffling inside cowl and around cylinders



Custom exhaust extensions and carbon fiber-covered engine box

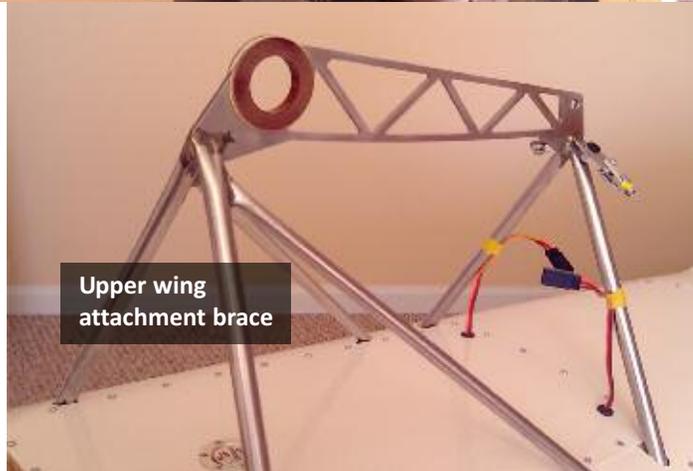


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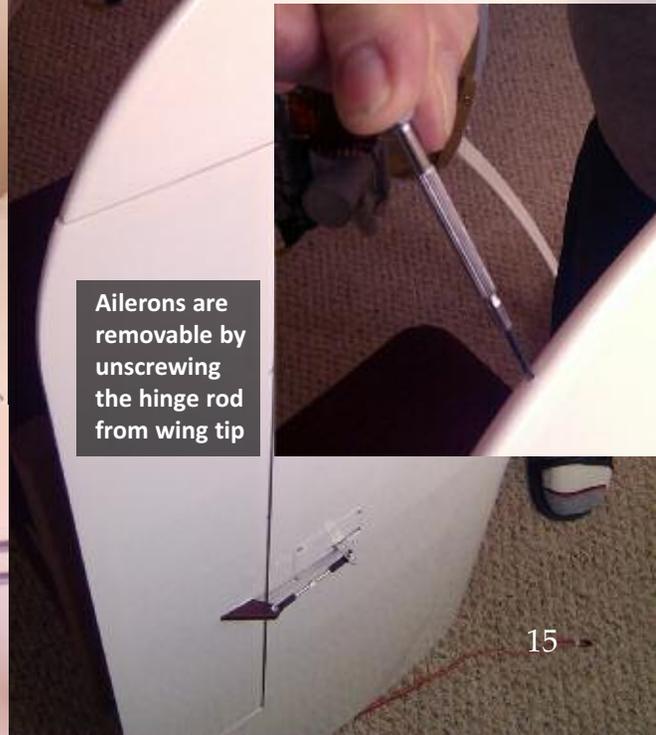
Flight Performance:

Piotr is still getting accustomed to the flight characteristics of the aircraft. He says it is a different type of flying compared to his other aircraft. It is not “pure fun from take-off to landing—I have to fly it with respect for its size”. One day during flight trimming he had 15 flights. Go up, make notes, land and make changes. Go back up, make more notes, land and make other changes. This routine gave him confidence with landings.

In the future, Piotr has plans to add a smoke system, canister exhaust and switch to racing fuel.



Upper wing attachment brace



Ailerons are removable by unscrewing the hinge rod from wing tip



SECRETARY'S REPORT

Tony Sokol

secretary@foxvalleyaero.com

Fox Valley Aero Club

General Meeting Minutes

January 10, 2012 @ Township Hall

Due to inclement weather, the meeting was canceled rather than risk lives or injury during our first major snow storm of the year. I would, however, like to take this opportunity to congratulate Doug Swanson for his efforts with the *Flypaper*, which won 1st place in the AMA contest. Here is a quote from one of my flying friends down in the Tulsa area to whom I regularly forward a copy of the *Flypaper*:

"Wow...that just great!

After seeing month after month of that fine *Flypaper* I'm not surprised that your club has won that contest.

Congrats to all!"

Dave Harmon

NSRCA 586

Sperry, Ok.

Also, don't forget the next meeting on February 9th. Be sure and bring your latest projects for show and tell.

Respectfully Submitted

Tony Sokol – Secretary FVAC

FIELD CHAIRMAN'S REPORT

Greg Bohler–gbohler@sbcglobal.net

This is the hardest month of the year for me to contribute to this newsletter. The field is covered with snow and all but a few die-hards have retreated into their shops to work on next year's projects. This includes me, as I have no ambition to stand in the cold and attempt to fly my planes. The project that I have chosen will be a challenge for me. I have started building my first biplane. It is the Liberty Sport by Sig. I will most likely have a lot of questions for those of you that already model biplanes. I already have spent considerable time trying to figure out how the wing struts attach to the fuse. Challenges like this are what make building a plane fun for me.



During the next couple months we will be making preparations for the field for next flying season. I mentioned last month that I will be working on the budget and on mowing and weed-and-feed bids soon. I am still able to entertain any project ideas anyone may have. Please contact me by phone or email with any new ideas.

See you at the next meeting,
Greg Bohler

UMX Gee Bee R2
BNF with AS3X
Technology by E-
flite (EFLU4580)



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 store's 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
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John Fischer
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Cliff Fullhart
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Tactic AnyLink 2.4GHz
Universal Radio Adapter
(TACJ2000)

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weekends

Bill Sponsler
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bsponsler@comcast.net

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



February 9 February 25	FVAC Member Meeting FVAC Annual SWAP	6:30 Board 7:30 Regular at Township Hall Kane County Fair Grounds
March 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
April 12 April 14 or 21	FVAC Member Meeting Member Work Day	6:30 Board 7:30 Regular at Township Hall FVAC Field
May 10 May 26 & 27	FVAC Member Meeting Classic Pattern Contest	6:30 Board 7:30 Regular at Township Hall FVAC Field
June 2 & 3 June 14 June 9 June 15 & 16	FVAC Pattern Contest FVAC Member Meeting Kids Day Al's Helicopter Fun-Fly	FVAC Field 6:30 Board 7:30 Regular at FVAC Field 9:00 AM start, 1:00 PM second round FVAC Field
July 12 July 21 & 22	FVAC Member Meeting Festival of Flight	6:30 Board 7:30 Regular at FVAC Field FVAC Field
August 4 & 5 August 9	Chicagoland IMAC Challenge FVAC Member Meeting	FVAC Field 6:30 Board 7:30 Regular at FVAC Field
September 13	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 11 October 21	FVAC Member Meeting Fun-Fly & Turkey Fry	6:30 Board 7:30 Regular at Township Hall 10:00 AM FVAC Field
November 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 7	Annual Christmas Party	Hilton Garden Inn



Futaba BLS172HV
Programmable Ultra-Torque
S.Bus Servo (BLS172HV)



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