



Fly paper



February 2013

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

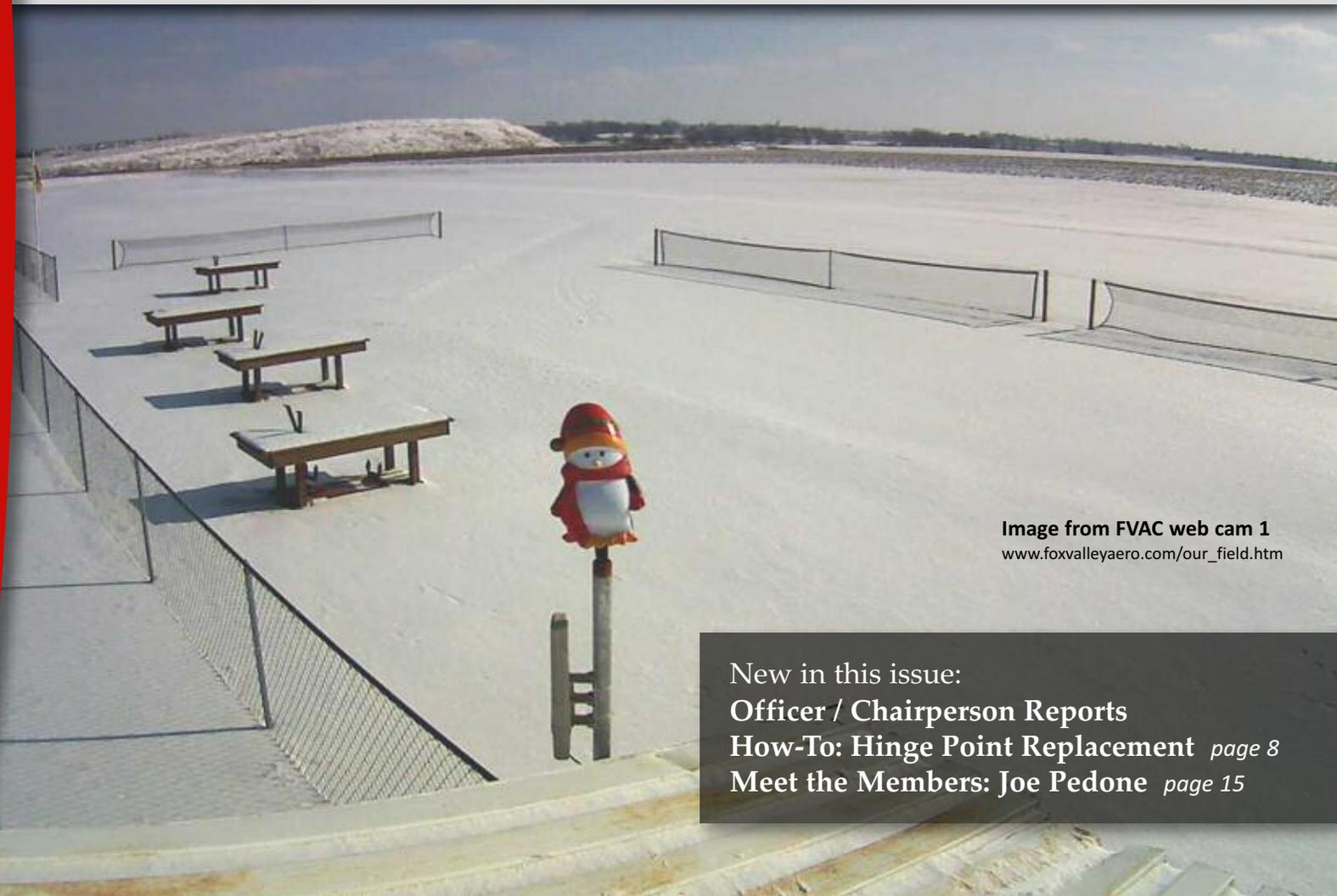


Image from FVAC web cam 1
www.foxvalleyaero.com/our_field.htm

New in this issue:
Officer / Chairperson Reports
How-To: Hinge Point Replacement *page 8*
Meet the Members: Joe Pedone *page 15*



PRESIDENT'S MESSAGE

Tom Spriet-president@foxvalleyaero.com

Unlike last year, February is very winter like! Like many of you I keep checking the cameras looking for someone with skies on a bird—none yet! Keep looking though, Cliff, Sal or Leroy will show up sooner or later and partake in winter fun at the field. Yup, winter has a grip but remember, the field is open 365 so do something different. Go fly off snow—it's a hoot!

On a warmer note, I, like many, am working in the man cave on a couple of projects. At our next meeting we will have John Redman from Horizon Hobby come up and I'm sure put another item or two on the want list... Don't miss the meeting!

We are looking to assemble a team to help Doug Swanson with sorting and assembly of pictures to present to our webmaster. If you have interest in helping in this manner please let Doug or myself know of your intent to help.

This year will be different than last in that we will be looking for more help from the general membership to accomplish our end objective. That objective is for all to have fun at the field. This can only happen by more of you becoming involved in preparation and participation in our events. More on this later as our events begin to unfold.

See you at the meeting-

Tom



FVAC in the media



In the April, 2013 issue of *Fly RC* you will find a write-up on the Warbirds and Classics over the Midwest event. On page one of the coverage you will see a familiar sight: A Thunderbirds jet tearing across the sky with the smoke on. That's right, it's our own Dave Murray and his FeiBao T-33. Congratulations, Dave, for having your plane appear in the magazine.

www.flyrc.com

Multiple model airplane enthusiasts were amazed and delighted each time his famous 8-29 took to the sky. This is off to Mac and his sons of Charlie Evans, Buddy Curtis, Tom Holmes, Sam Williams and Trey Hooton who all did a wonderful job of promoting model aviation to the crowds.

This event continues to draw pilots from all over this country as well as Canada. In attendance were such notables as Dennis Cruik, Paul LeTourneau, Chris Tucker, Carl Burdhuber, Chuck Hamilton and Jeff Quisenberry to name just a few.



40 FLY RC MAGAZINE

Dave Murray has been flying radio control jets for 38 years and has 26,000 hours of flight time for a major international pilot. The FeiBao T-33 shown here is Dave's 120th jet that he has built. It has a 106-inch wingspan, is 103-inches in length and weighs 88 pounds. A Jet Cat P-100 turbine produces 40 pounds of thrust which is fed by a 120 ounce fuel tank and features a 90 ounce reserve fuel capacity for approximately six to seven minutes of the white stuff. It is flown with a Futaba T10GAF radio and has the independent air systems and three batteries on board to power the flight controls.

Daddy is the pilot of the X-1. He flies it down to just above the landing, and then sets off a rocket engine in the X-1.

X-Acto Z-Series Zirconium Nitride Coated Blade

"The Z-Series is our Sharpest, Most Durable Blade Ever! The gold hue on the cutting edge is a zirconium nitride coating applied at the atomic level after blades are atomically sharpened. The result is the sharpest blade in the industry."





FROM THE EDITOR

Doug Swanson-newsletter@foxvalleyaero.com

The flying season (as I define it) is getting closer! I'm a fair-weather flier, so around two months from now I hope to be drawn outside by the irresistible flying weather that I love. This past week I've started to get this year's events entered into my calendar. The IMAC schedule is taking shape on the www.mini-iac.com web site. I usually prepare an Excel worksheet with all of the contests and the approximate travel times to each. This makes it easy to pick the contests within a reasonable travel distance, along with secondary choices in case a few of the closer options don't work out for me. New

this year is another Illinois contest (besides ours) being held in Rockford by the Rock Valley RC Fliers on June 15 and 16. Ours is also on the schedule (August 3 and 4) and is beginning to attract registrants.

Contrary to popular belief, I did not get arrested last month. If you saw my mug shot in the January issue, it might have appeared that way. The photo comes from an I.D. card I received after some training with the CTA. While watching the other classmates get their photos taken, I noticed no one was smiling. In order to conform with the group, my number-one priority while in the chair was to not smile for the camera. I succeeded, and also managed to be caught mid-blink when the shutter snapped... The result was a classic image in my family.



This month's issue features a how-to article put together by Dave Brustle. He shows us his method for replacing hinge point-style hinges in an already assembled model. This helpful article can be found on page 8.

This month's 'Meet the Members' features our First-in-Flight winner for 2013, Joe Pedone. You will find his answers to my questions on page 15.

Dale Gathman has sent over some 'Shots From the Field', but I'll hold them 'till next month when there are a few more.

That's it for this month. I'll see you at the swap meet on February 23rd.

Doug

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

TOLEDO 2013!

April 5th, 6th, & 7th

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 Military, ANG, and Reserves along with Pink or Blue Retired US Military are FREE!

Glasair Sportsman RTF by HobbyZone (HBZ7600)



VICE PRESIDENT'S MESSAGE



Alvin Cole—
vicepresident@
foxvalleyaero.com

The snow has finally fallen and with the temperature being what it is, simulators should be your best friend. Let's hope there will be good weather for our annual swap. Last year's swap was very

well organized and well attended. The help of the club members made the event a great success. Details will be finalized at the next meeting, along with a list of tasks that we will need help with. Please plan to attend this meeting prepared to sign up for the tasks that will need to be done. Fox Valley Aero Club has been known to have great events and this one should be nothing less.

Now is a good time to give your planes a good once-over. Check the servos, batteries, push rods, etc. Doing these things will help to keep your fleet flying safely.

Here is a good checklist to print and keep with you for a great season of flying.

Flyzone Micro DH
82 Tiger Moth
Biplane Tx-R
(FLZA2062)

Check the Balance

You should always balance your RC airplane **before** coming to the flying field. However, it is always a good idea to check the forward/backward balance one more time before the first flight of each day. Remember that the fuel tank must be empty when checking the balance.

Check the Bolts

The engine vibrations during flight sometimes cause bolts to vibrate loose. Make sure the bolts holding the wing to the fuselage are in place and are tight. Make sure all engine/motor mounting bolts are tight. Also make sure the propeller nut is tight.

Control Surfaces

With your radio system on, make sure the control surfaces are moving correctly with each stick movement of the transmitter. Make sure all control surfaces are secured firmly. Sometimes CA hinges can work themselves loose.

Make sure all snap links are closed on the control horn clevises. You may also want to cut a small piece of fuel tubing to stretch over the snap link to keep it from coming apart in flight. Make sure all the servo horns are firmly attached to the control surfaces. Make sure the screw holding the servo horns to the servos are in place and tight.

Battery Levels

Make sure the voltage of the transmitter and receiver batteries are acceptable levels before flying. Follow the recommendations in the radio manual for minimum charge requirements. Failure to perform this pre-flight check before **every** flight could result in a pile of twisted balsa!

Engine

Be sure the engine is properly tuned before taking off. It's a good idea to hold your airplane vertically with the nose upward while running your engine at full throttle to make sure it will run when in this position while in the air.

Also make sure you hear the fuel clunk moving freely when shaking the airplane. Some times during a rough landing the fuel clunk can get flung towards the front of the tank and get stuck. This is sure to cause a dead stick landing.



TREASURER'S REPORT

Paul Jacobs

treasurer@foxvalleyaero.com

Renewals are coming along nicely and over 55% of the members have already renewed. Dues must be paid by March 31 to be considered current and they remain at \$100 for senior members over 18 years old and \$25 for junior members 18 or under. Additional family members are also \$25 each for those

with AMA numbers and wanting to fly. Notices have already gone out to members that have not renewed their AMA membership as their insurance would have expired on December 31, 2012 and they cannot use the field as they are uninsured. AMA does not have the three month grace period like the FVAC.

I'm still getting prepared for the FVAC Swap coming up on the 23rd of February and I will hopefully be able to sell the remaining items of Dominic's stuff at that time. Stop by my tables and look for some great bargains.

On a sad note I would like to inform everyone that Tom Neitzel died after a freak accident this month. He fell off a roof at his girlfriend's apartment and fractured his skull. After several surgeries he succumbed to his injuries. A lot of you probably knew him as he flew R/C with me for over forty years and he had the Ultra-light that found my Extra in the bean field a couple of years ago. May he rest in peace.

If you haven't already done so I would suggest you get your reservations made for Toledo coming up April 5th to the 7th. Hangar 9 has already come out with a 100cc Decathlon ARF and today I saw that Quique has designed a new

Yak 54 100cc composite ARF. This is a big change for Hangar 9 as they have not done a painted in the mold carbon fiber airplane before and both should fly the IMAC sequences well. The Yak is probably beyond my capabilities but that Decathlon is tugging on my checkbook...we will see. Having logged 500 hours back in the '80's in my full scale Citabria doing basic aerobatics I'm leaning toward the high wing design.

Till next month, Paul

FVAC Membership Renewal 2013

Dues are now due

Annual Dues remain at \$100

Family Members are \$25 each.

Must be an AMA member and live in the same household.

Children must be 18 or under.

Make all checks payable to the FVAC and send them to:

Fox Valley Aero Club
P.O. Box 837
St. Charles, IL 60174-837

or

Paul Jacobs
1010 Bankfield Ct.
Naperville, IL 60540



Composite QQ Yak 54 2.6m ARF
by Hangar 9 (HAN5200)

FOX VALLEY AERO CLUB

RADIO CONTROL

SWAP MEET

When: Saturday, February 23, 2013

Costs: Early-Pay Table Rental Discount if paid by February 1st:

Location: KANE COUNTY FAIR GROUNDS
(St. Charles, IL)

- Over 15,000 square feet of tradeshow
- Admission \$5.00 per adult, children under 12 FREE

- One table \$15.00 each
- Two tables \$12.50 each
- Three or more tables \$10.00 each

All table rentals after February 1st \$20.00 each

All table rentals include one free admission.

Where: 525 Randall Rd.
St. Charles, IL 60175
(Use Randall Rd. entrance between North Avenue and Lincoln Highway/Route 38)

Checks Payable to: Fox Valley Aero Club
PO Box 837
St. Charles, IL 60174-0837

Time: Tables ready for setup at 8:00AM

Open Admission from 9:00AM TO 2:00PM

What: BUY, SELL and/or TRADE RC Aircraft, Helicopters, Radios, Equipment, Cars, and Boats.
Food service available all day.

After 1PM, we will be open to foamy electric and light electric indoor flying. Come and participate or sit and enjoy the show. AMA cards required.

FOR TABLE RESERVATIONS AND INFORMATION:

John Turner @ 630-443-7807
jtgrassroots@yahoo.com

Joe Pedone @ 847-695-0328
jtpe@aol.com

Fox Valley Aero Club Calendar of Events

February 14  February 23	FVAC Member Meeting FVAC Annual Swap Meet	6:30 Board 7:30 Regular at Township Hall Kane County Fair Grounds
March 14	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
April 11 April 13 or 20	FVAC Member Meeting Member Work Day	6:30 Board 7:30 Regular at Township Hall FVAC Field
May 9 May 27	FVAC Member Meeting St. Charles Memorial Day Parade	6:30 Board 7:30 Regular at Township Hall TBD
June 8 June 9 June 13 June 14 & 15 June 23	Kids Day Fun-Fly & Pig Roast FVAC Member Meeting Al's Helicopter Fun-Fly Geneva Swedish Days Parade	9:00 AM start, 1:00 PM second round FVAC Field 6:30 Board 7:30 Regular at FVAC Field FVAC Field TBD
July 11 July 20 & 21	FVAC Member Meeting Festival of Flight	6:30 Board 7:30 Regular at FVAC Field FVAC Field
August 3 & 4 August 8 TBD	Chicagoland IMAC Challenge FVAC Member Meeting Cub Scout Rocket Day	FVAC Field 6:30 Board 7:30 Regular at FVAC Field TBD
September 12	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 10 October 20	FVAC Member Meeting Fun-Fly & Turkey Fry	6:30 Board 7:30 Regular at Township Hall FVAC Field
November 14	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 6	Annual Christmas Party	Hilton Garden Inn

Messerschmitt Bf 109F-2 60 ARF by Hangar 9 (HAN2785)



HOW-TO

3/16" Robart-style hinge replacement

By: Dave Brustle

Recently I acquired a new project that needed a lot of TLC. I decided to tackle the hinges first. The previous owner had installed the cheap Chinese hinges provided with the kit. From my experience these are not worth messing with as they are poor quality and brittle. Some of these hinges were already broken. Upon inspection, I found there were air bubbles in the plastic right at the hinge point which caused weak spots. Changing all the hinges would be mandatory.

Let me start by saying that this is one of many ways to replace pin hinges. I will show the way I do it and explain the reasoning behind it.

-Let's get started.

First, if there are still hinges attached, I like to cut them with a Dremel tool and a cut-off wheel. A small saw blade will work as well, but is slower and requires more elbow grease. I cut at the hinge line from both sides down to the hinge pins.



When you are down to the hinge pins on both sides, flex the control surface over and the pins should pop right out.



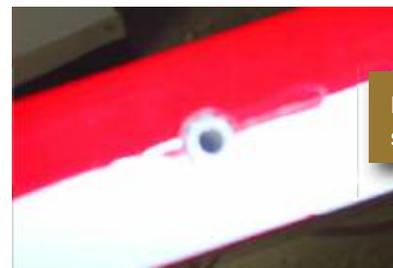
I use wire cutters and an X-Acto knife to trim the remaining plastic from the hinge points. Use an ultra-fine Sharpie to mark the center of the hinge.



I then use a Robart Hinge Point Drill Jig to drill a 1/8" hole in the center of the pin. Go slow and use a sharp bit. Remember to clear the chips often to avoid binding.

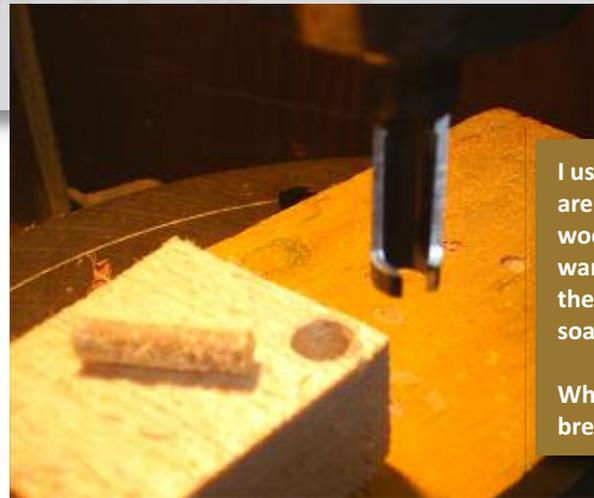


If you did it right or got lucky, this is what you should end up with.





Now I open the 1/8" hole to 3/16" using the drill jig again. Once again use a sharp drill, go slow and clear the chips.



I use a tool called a plug cutter and a drill press. For those who are not familiar with a plug cutter, it is used to cut cross-grain wood plugs to fill holes in furniture and boats. The reason you want cross-grain plugs vs. a dowel is that the small fingers of the cross grain aids in holding the hinge pin. Also, the glue will soak into the cross grain, creating a stronger bond.

When you cut your plugs, cut a few extra; I have had them break or get lost on the shop floor.



When you are done drilling, remove any remaining pieces of the hinge pin. I use small needle nose pliers, tweezers and awls to do this.

I use Elmer's polyurethane glue to install the plugs. It foams up to fill any gaps, grips great and remains pliable. You also won't have trouble with epoxy hardening to fast. I use a tooth pick to insert glue in the holes and wipe it on the plug. I only do about 1/2 of the end that goes in the hole first. When you glue in the plugs, you will have to check on them as the glue foams up. I wipe the excess off with acetone a couple of times as it dries.



Hopefully you will end up with a nice clean plugged hole to start over with.

Now comes the part that many people will wonder what the heck is going on. I drill the 3/16" hole out to 1/4". I use the same drill jig as before, using a 1/4" bushing that is available from Robart. If you feel lucky, you can free hand this and hope it goes straight. My reasoning for using the same location is that sometimes extra material is used on the trailing edge to provide enough grip for the hinges. If you move them over to one side or the other, you might not have enough grip. Drilling out the 3/16" hole to 1/4" removes all glue that might interfere with the bonding of the new hinges. Now we will go on to how I fill the 1/4" holes.

Once you have all the holes plugged, you can lay out your Robart hinge points, drill and install them just like a new plane. This may sound like a long and drawn out job, but I did a complete plane in just over an hour of actual work time. That's 17 hinge points drilled out, plugged and drilled for new points. I hope you guys will give this method a try. ➔



SECRETARY'S REPORT

Dale Gathman—secretary@foxvalleyaero.com

Fox Valley Aero Club Member Meeting Minutes

January 10, 2013 @ St. Charles Township Hall

President Tom Spriet called the meeting to order at 7:34 pm, and welcomed everyone.



Vice President Alvin Cole addressed the crowd. He expressed that our club is a great group of people to hang out with, and he looks forward to a phenomenal year ahead. Last year was so much fun, culminating with our Christmas party which was awesome, and then this year we did the Frozen Fingers event, which was the best thing he has seen in a long time. He is looking forward to serving the club in his new role, and his emphasis this year will be to help make sure we are successful as a club.



Alvin Cole

Tom Spriet commented that his article in the last Flypaper told us to 'build them if you got them', and seeing all of the planes around the room, it looks like we've got them.



Paul Jacobs

Treasurer Paul Jacobs reported that the checkbook balance is in good shape. At this point, about half of our members have renewed their AMA membership. He reminded everyone that they cannot fly at the field until their 2013 AMA membership dues have been paid. Our club membership is due by March 31st, but AMA membership was due January 1st. Paul will post a list of those members who have not renewed their AMA

membership at the field as soon as it gets warmer. He reminded us that the checkbook and year-end statements are available to any member who wants to review them. **Dennis McFarlane** moved we accept the Secretary's report as presented, seconded by **Gary Stephens**. Paul mentioned that our FVAC 2013 member sticker should be attached to our AMA card, and that the stickers are available tonight to those who have already paid their dues.

photos by
Doug Swanson

Secretary Dale Gathman asked for any additions or corrections to the November 08, 2012 General Meeting Minutes. None were voiced, and Dennis McFarlane moved to accept the November minutes as presented, seconded by Alvin Cole. Motion passed unanimously. Dale then asked for any additions or corrections to the December 07, 2012



Dale Gathman

Annual Christmas Party/Member Meeting Minutes. None were voiced, and **Tony Sokol** moved to accept the December minutes as presented, seconded by **Dave Cotton**. Motion passed unanimously

AMA Membership – Clarification was made that to fly at our field, a member has to

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have a 'FULL' or 'JUNIOR' membership from the AMA. 'PARK FLYER' memberships do not have the same insurance coverage, and as such do not allow someone to fly at our field.

Field Chairman Mark Knoppkie stated that he is taking over the Field Chairman position from **Greg Bohler** this year, and that he 'accepts the challenge'. Tom Spriet mentioned that Mark is familiar with most everything that needs to be done and everything should go smoothly. Mark said that the first thing that we are going to do is to replace the sign over the pavilion. The current sign is in bad shape, and he plans on replacing it before spring. Tom commented that the material for the sign is ordered. Mark mentioned that he needs to get a copy of our old FVAC insignia which has the 'Fox in a Biplane', and was wondering if anyone had one. Everyone turned to **Cliff Fullhart**, who said he could go back to the archives and possibly find it. Mark will get a design put together and have it ready for the meeting next month.



Mark Knoppkie

Show and Tell – Grant Hiestand showed his Pulse XT60, powered by an OS 40 Electric motor, a 6S battery, and a Castle 100 Amp ESC. It has standard 4 channel control. He recently installed a Guardian in the plane to help do some nice stable



Grant Hiestand

flights and shoot some nice level shots of the runway. Grant also showed off a handmade

radio box made of Styrofoam that he can use for flying during cold weather. It has holes for his hands and a window through which he can see the radio while flying. He was able to fly for eight minutes with no gloves during one of our cold winter days recently. Grant next displayed his Augusta A109 helicopter, which is a TREX 550. It has 174 flights on it, and he recently changed to a new control system, which has GPS and stabilization (attitude control).

Jason Flowers presented his SAB Goblin 800 class electric helicopter. It runs at 2050 RPM on a 14S battery array. The rotor has a two-stage reduction with a 450 Kv motor, turning 770mm rotor blades.

Dave Brustle exhibited his newly finished Giant Model Products Extra 300. He stated that it took a lot of work, and that it was a good 20/20 plane (looks good at 20 mph from 20 feet away). He is powering it with a DLE 30. The hinges on this plane, which were already installed, were really poor quality, so Dave replaced them with better hinges.

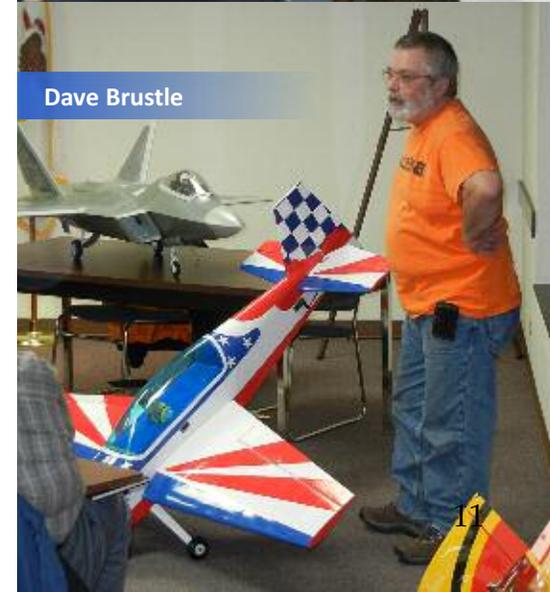
Dave Murray showed off his beautiful Global Jets F-22 Raptor. When he was in California last October he had the opportunity to fly one like it, using only a single stick for the control surfaces. That plane had 46 lbs. of thrust. He decided then that [continued on next page](#)



Jason Flowers



Dave Brustle





Dave Murray

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he had to have one. The plane will fly on a JetCat P80, but Dave has decided to install a JetCat P160, which has 36 lbs. of thrust. The plane will weigh 34 lbs. with 140 oz. of fuel on board. One unique feature is that the retractable gear goes straight up into the fuselage. The Jet Legends retracts are pneumatic. He hopes to have it completed by late February or early March.

Flypaper Editor Doug Swanson wished everyone a Happy New Year. He told us that the *Flypaper* is rolling along nicely. He thanked **Bob Boen** for submitting his article explaining how to remove ethanol from gasoline for model aviation use (see January 2013 *Flypaper*). Doug said that **Dave Brustle** has an article written on replacing the hinge points on a plane, which will appear in February's *Flypaper*. Doug also requested that anyone still building an ARF or kit submit a story and photos of the construction process, including things that went well or not so well. He is currently working on a 'Meet the Members' feature for February and his goal is to have a member highlighted in every issue published this year.

Membership Chairman Chuck Noyes reported that there were no new members at the meeting this month.

First-in Flight Trophy – Tom Spriet presented the First-in-Flight trophy to this year's winner - **Joe Pedone**. Joe stated that he feels very honored to have his name on the trophy beside the names of the past winners. He accomplished the victory without sustaining any broken bones or bruises. Sal Perno suggested that we not take off in a semi-circle next year (good



Joe Pedone & Tom Spriet

suggestion Sal). Congratulations on a well deserved victory Joe.

Swap Meet – Joe Pedone reported that the Swap Meet is scheduled for February 23rd, and that 45-50 of the 140 total tables have been reserved so far. For those who haven't reserved their table yet, he reminded us that a discount is offered for tables reserved and paid for by February 1st. Most of the commercial people are returning this year. JT and Joe went to a swap meet in Milwaukee with **Armin Weber** last week, and handed out flyers to the people there. Joe and JT have sent flyers to all



Gary Stephens

the AMA clubs in a one hundred mile radius, as well as all of the hobby shops in the area. Joe also mentioned that it takes many volunteers to set up and run the meet, and he will be sending a sheet around for volunteers to sign up, hopefully before the next meeting.

Show and Tell – Gary Stephens displayed his new adjustable pitch (20-10 to 20-14) carbon fiber prop. It is designed for 50-60cc gas motors, and cost \$85.00 from Troy Built Models. He plans to install it on his Corsair.

Alan Galle showed his West Michigan Park Flyers Mako seaplane. It is made of Depron foam, glued with Foam Tac glue (available from Beacon Adhesives). It came almost completely painted, and was very easy to build.

Tom Flint (Mr. Lucky-Winner of the Big Dog 2012) brought his latest NRF (Never Really Finished) plane, a Top-Flite P-51D kit, with retracts and servos, which he received for free. It was partially built starting about ten years ago by a former student who **Dan Compton** trained to fly in 1995. About a month

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Alan Galle



Tom Flint (RTF)

took the plane and started finishing it off. Tom had to re-glue the wings, as the glue had lost its grip over time. He also told us that he has to do a lot of carving and shaping, as 'the rest of the kit was a big balsa log, and the instructions say to carve to look like the blueprint'. Tom has converted the kit into a P-51B model, which has the 'razorback' design.

Tom also pointed to his new Hangar-9 PA-18-150 1/4 scale Super Cub ARF (still in the box), which he purchased with his Big-Dog winnings.

Mel Ziska showed his new flat foamy which he procured from West Michigan Park Flyers (wmparkflyers.com). It is electric powered, and is very durable and fun to fly. He plans to take it to E-Fest, in Champaign, this year.



Mel Ziska

Board Meeting -Tom Spriet told the group that we had a board meeting last night, and Armin attended to address the Festival of Flight. Good groundwork has been laid in planning the Festival, and Armin is going to need volunteers. Our web site is going to be redesigned, and the project has been initiated. We will also need help with the Kids Fly event. Tom will ask **Ken Kaiser** if he would be interested in coordinating the event again this year.

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and a half ago, the student called Dan and asked if he knew anyone who would want the NRF kit. Dan gave it to **Cliff Fullhart**, who looked it over and said he wanted nothing to do with it. Dan then thought of Tom, who



John Fischer

Show and Tell – John Fischer showed a great looking ME262 from Nitro Planes. It is a model of the world's first combat jet, which was flown by the German forces towards the end of WWII. John was surprised to find that it was only \$199.00, and all electrics were included and

installed. It came with dual 70mm Ducted Fans/3500 Kv motors running off of 60 Amp ESCs. It also included electric retracts and navigation lights. John added a Spektrum receiver. It is powered by a 4S 5300 mA LiPo. Wingspan is 60" and it weighs 8 lbs. Assembly time was approx. 2 hours.

John then proudly displayed his new Spektrum DX18QQ transmitter. It is the Quique Somenzini SE version of the DX18. It comes with a 2600 mA LiPo, rubber grip covering on the switches, 50 model memory, and dual diversity antennas. It works with both DSM2 and DSMX.

Jim DiVerde exhibited his Balsa USA Trainer which he built from a kit. He powered it with an OS 46AX. He used Solartex to cover it. Jim said that this is a great plane to build for anyone new to kit building, as the instructions walk you through the process in detail.



Jim DiVerde

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Alvin Cole showed off his Hangar-9 Sundowner. He purchased it from Paul Douds, and finished assembling it in three evenings. He installed an Evolution 61 powerplant. After being in the hobby for five years, Alvin now has 26 planes, but insists that he is NOT obsessed, he is an enthusiast.



Alvin Cole

Dale Gathman showed photos he had taken of John Fischer's Christen Eagle and Collin Griffin's P51 in flight.

Tom Spriet asked for a volunteer to fill the pop machine this year, which usually needs to be checked weekly. **Dave Murray** volunteered to take on the responsibility. Thanks Dave.



Dale Gathman

Hearing no further board business President **Tom Spriet** asked for a motion to adjourn. **Tony Sokol** moved, seconded by **Dennis McFarlane**. The meeting adjourned at 8:40 pm.

Respectfully Submitted, Dale Gathman – Secretary FVAC



Mark Hamilton

Mark Hamilton displayed his WOW Planes B24J bomber. He has been working on it on and off for about two years. It is an all Styrofoam kit, which was all pre-cut, but required a lot of shaping and sanding. It has four 1500 Kv motors with four ESCs. It uses a covering method called 'liquid sheeting', a two part epoxy mix which gets painted on over the

foam, and more or less smoothes out. He installed E-Filte retracts. The twin rudders are connected to a single bell crank with a cable system. The plane weighs in at approx. 5 lbs. The motors run off of 2000 mA 3S LiPo batteries.

Collin Griffin announced that he has a Spektrum DX7S transmitter for sale. It includes everything it came with, except a few stickers. He is looking to get \$200.00 for it.

You don't want to miss this!

Be sure to attend the next club meeting on February 14th. **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.

AR635 6-Channel AS3X Sport Receiver by Spektrum (SPMAR635)



UM P-40 Warhawk BNF with AS3X Technology by ParkZone (PKZU1980)

MEET the members

Joe Pedone



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

Joe: I started building Carl Goldberg 1/2A control line kits in my early teens. One early memory I have is convincing my buddies to build Lil' Satan combat kit planes. What a blast we had competing against each other all summer long. In 1989, I could finally afford my first RC plane. It was



Where it all started...

a Great Planes PT 40 trainer kit. I went as far as soloing this plane at a club where I lived in Ohio. However, the members were pretty hostile to new pilots, and it left a bad experience that kept me away from the hobby for many years.

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

Joe: I joined FVAC in 2008. For years before that, I watched the flying at the old field while I was supposed to be watching my boys play soccer. The passion was always there, but it took attending a Festival of Flight at the new field to convince me to try again. Greg Bohler took the time at that event to introduce me to the club, and I knew right away I was hooked.

FlyP.: Please give a history of your RC Aviation past.

Joe: On joining FVAC, my son Stephen and I took training from Dan Compton, flying a Nexstar 40. We still joke today about Dan telling him to turn left, Left, LEFT!! After both of us completed training, aircraft started to multiply like rabbits in our basement. I even resurrected my 20+ year-old PT 40, which still flies today.

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

Joe: The early part of my career was spent in the jet engine business, working on some cool projects like engines for the F-14, F-16, F-18, etc. My last assignment at GE Engines was working on the project launch team for the 777 commercial engine. So you can see where some of my aviation passion comes from. My other passion is fitness and exercise, and currently I manage strategic operations for Life Fitness, the largest fitness equipment manufacturer in the world.

FlyP.: Are you married? Have any children?

Joe: I have been married to my wife, Marlene, for 30 years, who is a saint for letting me indulge myself in this hobby. We have two sons, Joe (23) and Stephen (21).

FlyP.: What are you flying currently?

Joe: I have a wide assortment of fixed-wing planes from micro electrics on up to 30cc gas, including sport, warbird, and aerobatic planes.

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

Joe: I have a ¼ scale Taylorcraft on the bench almost completed. I also plan to resurrect one of Dominic Saverino's old Hangar 9 B-25's this winter to fly next year.

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

Joe: Hard to pick a favorite as they all bring a certain amount of fun and challenge. I think the one I'm most proud to show off is my Top Flite P-47.



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

Joe: As inelegant as it looks, for some reason I have an affinity for the T-28 Trojan. They held a fly-in at EAA a few years ago, and I love the sound of those big Wright radial engines.

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

Joe: I've talked for many years about acquiring the Great Planes Super Stearman ARF. My late father started out as an aircraft mechanic, and before I came into the world, he and some friends had a business refurbishing surplus Stearmans after the war and selling them for general aviation. So it's one plane that I've known since childhood.



...beauty in the eye of the beholder!

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

Joe: There is an amazing amount of talent within our club, and the openness and willingness of our members to share information and ideas is something I thoroughly enjoy. However, if I had to single out a couple people, Dan (Compton) provided a fantastic introduction to flying. His patience and calmness is legendary! Another person that has been a consistent source of help, advice, and



"Cubbing" with Cliff

camaraderie is Cliff Fullhart. I also appreciate Cliff introducing me to full-scale flying, which created some lifelong memories.

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)

Joe: One of these years when time permits, I'd like to try building a Balsa USA WWI biplane kit.

FlyP.: Are there any embarrassing moments at the field you would like to forget?



Joe: A few summers ago, on a very hot day, I tip-stalled my Hangar 9 T-34 Mentor (*The Widowmaker!!*) into the corn at the far west corner of the field. After 4 hours of searching, I was thrilled to recover it, albeit in many pieces. After arriving home hot, sweaty, dirty, scratched up, and with

a bruised ego, I realized I didn't have my cell phone. Oh #\$\$\$%^&! Then spent the next 4 hours combing the corn again, speed dialing the number from my wife's phone. Finally gave up when the mosquitoes about carried me out. It's still out there somewhere, a donation to the corn gods!

FlyP.: What are your interests beyond model aircraft?

Joe: Running is a lifelong interest and you can find me out running a 5K or 10K race on many weekends throughout the year. I also enjoy hiking in the Rockies when we can get there on family vacations. ✈️

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Giants

Jets

Aerobatics

July 20 & 21
9 a.m. 'till dusk



FREE Parking

Admission: \$5 per Adult

Kids under 12 - FREE

Raffles! Food! Fun!

www.foxvalleyaero.com

AIRFIELD LOCATION: Route 38, 1/2 mile West of Peck Road on the south side of the road. Look for the FVAC sign!

SHOT of the month



**Sebastian Kowalski
brings his ducted fan biz.
jet in for a closer look.**

Dale Gathman photo

FVAC NEW MEMBERSHIP FORM

New Member Assessment Fee: \$300.00 (For new memberships only.)

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- Dues for Junior Members (17 years and under) \$ 25.00 per Member
- Family Membership \$100.00 per Member
(\$25 for each additional family member with an AMA card, either a spouse or a child under 18 years old.)

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