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AMA Gold Leader Club



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Flypaper

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Fox Valley Aero Club

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It's been a rough winter.

Dale Gathman photo

PRESIDENT'S MESSAGE

Alvin Cole
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By now we are into our events season and based on how we support our club, we plan to have an awesome swap meet. This swap has gotten better every year as we work together under the leadership of Joe Pedone and John Turner.

Our flying season will be full of fun events and great interactions between our club members. I have had a chance to meet new people at our meetings and look forward to spending time at the field with everyone.

Just as a reminder I feel that what will stand for this year will continue to make our club one of the best clubs around.

Courteous- meet new people and share knowledge and smiles.

Safety - let's look out for each other by always doing the right thing. "Be Safe"

Fun - let's not take this hobby too seriously. "We are just playing with our toys"

Alvin Cole – President

The viewpoints in this newsletter are solely those of the individual authors. They may not necessarily represent those of the Editor, Officers, Board or Membership of the Fox Valley Aero Club.



THREE DAYS OF NONSTOP FLYING!

Fox Valley Aero Club Presents
WINDY CITY WAR BIRDS
+ CLASSICS JUNE 26TH-28TH **RADIO CONTROL**

9 A.M. 'TILL DUSK
AMA EVENT • SPECTATORS WELCOME

\$5 ADULTS | **NOONTIME**
\$8 CARLOAD | **AIRSHOW**
KIDS FREE | **PAVED AND GRASS**
(UNDER 12) | **EAST & WEST RUNWAY**

FOOD • VENDORS • RAFFLES

AWARDS WWI | **RV PARKING AVAILABLE**
FOR BEST MULTI ENGINE | **WITH NO HOOKUPS**
JETS & MORE | **SECURE STORAGE**
FACILITIES AVBL.

OPEN TO GIANT SCALE MILITARY & CLASSIC R/C AIRCRAFT ONLY

80" WING SPAN MINIMUM MONOPLANE
60" WING SPAN MINIMUM BI-PLANE
140" JETS OVERALL
[WINGSPAN PLUS FUSELAGE]
ANY PROPULSION SYSTEM
ANY THEATER OF WAR
CLASSICS- FULL SCALE REPLICAS
1974 OR EARLIER

AIRFIELD LOCATION: ROUTE 38, 1/2 MILE WEST OF PECK ROAD ON THE SOUTH SIDE OF THE ROAD. LOOK FOR THE FVAC SIGN!



TREASURER'S REPORT

Paul Jacobs

treasurer@foxvalleyaero.com



Dues are now due both for the club and the AMA so if you haven't yet done so, now would be a good time to sit and write out the checks. Flying season is less than 45 days away so let's get everyone current. I'm showing 15% have not paid their AMA dues and 33% have not paid the FVAC dues as of this writing. Enough said, let's get it done.

Speaking of getting things done, my DC-3 is probably 85% there as shown in the pictures. Still need to add the window glass and some



minor electronics tweaking and it should be ready to break in the engines which are OS 95V FS. The plane is all composite and is 6 feet long and 104" wingspan. They say the flying weight should be 20 pounds but I think that is before I add the ballast to the nose to get it to balance. I think our chief instructor Dan will have his hands full on this maiden but he can practice a little with the Dualist first. I bought a gyro from Bob Boen to stabilize the rudder and I will get some on board glow drivers at Toledo to make sure the engines stay lit.



Mark Knoppkie presented a conservative maintenance budget to the board for this year so our checkbook should remain in good shape. We will also spend some seed money on the Windy City Warbirds and Classics event but hopefully will recoup that and more.

Until next month,

Paul

SAFETY CHAIRMAN'S MONTHLY TOPIC

Tom Siwek

safety@foxvalleyaero.com



Workshop Safety

I anticipate that the bulk of our club members are headlong in winter projects of various types. Some are starting a model from scratch, some are assembling an ARF and some are sprucing-up their rare find from one of the many winter swap meets. Regardless of your mission, practicing some sensible behaviors around the

shop will help in preventing a mishap that could start your 2014 season off on the wrong foot.

How many times have you damaged a model – or yourself – as a result of clutter on the work bench? It's easy to get cut by Xacto knives, hand saws and drill bits that are lying around on the bench. Often, we have to move things around as part of the fabrication process. Having a clean and organized work area serves to prevent mishaps of all kinds.

Many of us have only a sliver of the basement or garage to work on our models. Confined spaces, adhesives and solvents don't mix. Many of the products we use in building/assembling can produce fumes that when inhaled over time, leave us feeling less than stellar. Insure that your work area has some air circulation. A small table or box fan in your work area can typically move enough air to dilute harmful fumes.

While we're on the subject of inhalation, let's talk dust. Breathing in wood or fiberglass dust does you no favors either. A tip I use is to sand over a large-mouth pick-up attachment that comes with most shop vacuums. It not only immediately sucks the dust from the work area, it keeps the dust from sticking to the part you're sanding, your skin and your clothes. If you can't effectively remove airborne dust from the work area, wear a dust mask and a long-sleeved shirt while engaged in sanding activities.

The last, and one of the most important topics, is eye protection. For most of the activities associated with model building, it's not critical that we wear safety glasses while we work. However, there are times where we have to cut, grind and drill stuff. Safety glasses should be worn whenever using power tools. Cut-off wheels, grinding stones and polishing bonnets can burst during use. Without eye protection, you're possibly facing a major eye injury. Chips from drilling and grinding can be just as bad. Following the safety precautions outlined in the owner's manual that comes with your tools is your best bet for staying safe.

March's Topic – Preparing your models for the flying season.

Until then, stay safe.

Tom

SAFETY CHAIRMAN'S MONTHLY TOPIC

Tom Siwek

safety@foxvalleyaero.com

(Un-Edited Reprint of the January 2014 Topic).



Safety of Electric Models

I open my column this month by expressing gratitude to Karl Griesbaum for the many years he served as the club's Safety Chairman. Over this time, we've experienced very few incidents given the thousands of flights that annually occur at our club's field. Karl has decided to pass the torch and I have accepted the club's call to serve in this capacity.

As we enter 2014, we will take a fresh approach to the subject of safety. As many know, safety is my profession. I've investigated hundreds of power tool accidents over the past few years and have come to learn that there are a few universal truths that apply to safety. One of which I feel applies directly to the practice of this hobby is that many accidents occur because we become familiar and comfortable in the building and operation of our models. This ultimately can result in complacency, which leads to accidents.

A known and effective measure to combat complacency is to be proactively discussing safety and make it a regular part of our meetings and flying environment. This helps keep the topic top-of-mind as you're flying and working in the shop. Both the club officers

and board members feel this level of visibility is warranted and will further help the club keep accidents to a minimum.

We will have a monthly topic that will be discussed at club meetings. I will select topics that are timely and encourage collaboration. We have a lot of experience in the room that can be utilized. If one member learns something new from a discussion topic that helps them avoid an injury, we have succeeded with this venture.

Our topic at the January meeting was **Safety of Electric Models**. With dome flying in full swing and E-Fest around the corner, this seemed like a timely topic to cover. The first topic was propeller safety. The safety recommendations included:

- Setting-up your speed control and motor with the propeller off the airplane. Many people have experienced instantaneous start-up when switching servo channel direction for the throttle. The propeller should be installed only when everything is set-up and operating properly. Motors can be run for short periods of time without the cooling from the propeller.
- Always assume that the motor could energize the moment you connect the battery pack. Arming functions in the speed control could fail or you simply could bump the stick as you're handling the model. If the model is unrestrained, you or someone else could be injured.
- If running the motor in the workshop, ensure you do so in an area where items will not be blown around. You can be injured (your eyes in particular) if something were to fly off the bench and strike you as a result of the prop-wash.

We then transitioned into lithium polymer battery safety:

- Properly select your batteries for the application. Ensure that you have selected a pack with the appropriate discharge rating for the motor/propeller combination. Batteries that are discharged at a current higher than the rating can experience cell damage. Damaged cells can lead to a fire when under charge.
- Always use a cell balancer before or during charging. Charging an unbalanced pack can cause one or more of the cells to be overcharged. Overcharging can cause overheating and lead to a fire.
- Charge your batteries in a flame resistant canister or sack. Charge away from combustibles. Have an appropriate fire extinguisher in the area in case of an emergency. Charging sacks made of Nomex are available from hobby shops and military ammunition canisters are also effective.
- Allow your batteries to cool before re-charging. Charging hot batteries can lead to cell damage. Damaged cells can lead to a fire when under charge.
- Take packs involved in crashes out of service. They may have experienced internal damage that can result in internal shorts. The internal shorts can simmer and over time result in overheating and fire. It's best to discharge the pack in saltwater (let it sit for a day or two) and dispose per manufacturer instructions.

On the topic of fire extinguishers, there was discussion amongst the group on appropriate extinguishing methods for a battery fire and what to do if a pack is overheated and has yet to catch fire. I

consulted some Material Safety Data Sheets (MSDS) for lithium-polymer cells and found the following. It comes directly from the battery manufacturer for Venom hobby batteries.

Fire Fighting Procedure: CO2, Dry chemicals, water or Foam Extinguishers. During water application, caution is advised as burning pieces of flammable particles may be ejected from the fire.

(Note – Lithium-Ion and Lithium-Polymer batteries are different from Lithium batteries. Lithium batteries require the use of a Class D fire extinguisher.)

So, from a practical standpoint, having an adequate amount of water is likely to get the job done. Hitting it with one of the above referenced extinguishers should also do the trick. Keep these items handy when you're charging your packs.

February's Topic – Workshop Safety

Until then, stay safe.

Tom



SECRETARY'S REPORT

Dale Gathman
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Fox Valley Aero Club **Member Meeting Minutes** **February 13, 2014 @ St. Charles** **Township Hall**

Photos by Doug Swanson

President Alvin Cole called the meeting to order at 7:35 pm. He then displayed his 'Best Girl' plane, a Jackal, which he upgraded by adding lights and Robart electric retracts. He also adorned the plane with Robart stickers. The afterburner lights that he added were quite impressive with the room lights dimmed.

Treasurer Paul Jacobs reported that the checkbook is in good shape, and he has a deposit to make. Gary Stephens moved to accept the Treasurer's report as presented, seconded by Dave Cotton. Motion passed unanimously.

President Alvin Cole then read a thank-you letter that the Salvation Army sent to the club, thanking us for our wonderful assistance with the Tri City Corps Christmas Program (Toys-for-Tots).

Secretary Dale Gathman asked for any additions or corrections to the December 06, 2013 or the January 09, 2014 Member Meeting Minutes (The correct versions of these minutes were emailed to the members on February 11, 2014 – the minutes that were published in the January Flypaper had errors). None were voiced. Tom Spriet moved to accept the minutes as emailed to the members. Dave Cotton seconded. Motion passed unanimously.

Safety Chairman Tom Siwek presented tonight's safety topic, Shop Safety. Tom asked the audience to express some of the things that we try to keep in mind as we work in our shops. Two of the things

expressed were carbon monoxide and X-Acto Blades. Tom then stated that a few things that he feels are important are:

1. Shop Clutter – We need to keep work surfaces clean – watching where we set blades, drills, and other things that can cause us harm.
2. Safety Glasses – Especially needed when operating our Dremel tools. Tom said that he has seen people whose lives have been turned upside down due to a grinding wheel or cutting wheel that shattered while being used. Even though the tool doesn't seem to have a lot of power, it can still cause big problems if our eyes are not protected.
3. Ventilation – We need to make sure we have proper ventilation when using the glues we use when working on our models. We also need to watch particles that get in the air when cutting or sanding fiberglass, etc. Tom suggested that we clamp our shop vac's nozzle to the tabletop next to the item which is generating dust, and have the shop vac running to collect the dust particles while we cut, grind, or sand.

Tom stated that he will miss the March meeting, but will be putting a topic into the March Flypaper. During the April meeting, we will be covering the AMA Safety Code and our Field Rules.

Membership Chairman Tom Flint asked if there were any guests present, and there were none. He then expressed his desire that we all be courteous at the upcoming swap meet. Tom had a bad experience at a swap that he had just attended, and both Tom and Alvin expressed their desire for all of our members to be courteous to everyone who attends our swap meet.

Show and Tell – Tom Flint showed a drill powered air compressor that he uses to fill his retract air tanks. The pump is available for about \$25.00. He also recommended that when drilling small holes, we buy drill bits that have a hex drill-driver end, and use that enlarged end to hold the bit as we turn the bit by hand to drill our hole. Tom then showed his Beechcraft Bonanza that he is working on. He showed us a method of marking servo hatches and wheel wells onto





sheeted wing surfaces using tissue paper to transfer lines. Tom stated that RC Universe has over 33 pages of build information on his plane. The average build time was two years. Tom's humor filled the room with laughter as he recapped some of the things he read on the site. He

said that out of the 33 pages, there were about three pages of useful information. Tom explained that he was able to get the Robart retracts working, but he did something a little different – he put the air tank in the wing forward of the center of gravity. Tom then said that if his plane is lost it calls him, as he pulled his cell phone out of the plane, which again filled the room with laughter.

Alan Galle showed a plane that he acquired from **Dave Murray** at



last year's swap meet. The plane is a beautiful Hondajet. It was supposed to have rear pusher fans, but Alan cut the tops off of the pods and installed electric ducted fans. Alan said that he would rate this plane as 'just okay' - the covering withstands very low heat, and there were

some things that didn't quite line up. It has two E-Flite 3600kV motors/fans that provide about four pounds of thrust each. It has a 64" wingspan, and a flying weight of about nine pounds. The plane also has Robart electric retracts. Alan hopes to get it out to the field this summer.

Field Chairman Mark Knoppkie announced that he only ordered four inches of snow, and we got forty. He mentioned that someone plowed the driveway, and the field is now accessible. He said that we are pretty much on schedule for this year's events. Mark submitted a



proposed budget to the board, and it has been approved. He said the biggest maintenance item we are going to do this year is to seal the pavilion roof. We are also going to change the poles that get mounted in the cornfield, as the current poles are not straight any more. Mark said that he has his application for AMA Contest Director, and he will submit it this year so that he will be able to C.D. our

Festival of Flight this year. There will not be many changes at the field. The field table modification project has been 'tabled' by the board for now. The members inquired who plowed the driveway leading to the field, and nobody knew. If you plowed the drive, Thank You!

Show and Tell – Dave Murray showed **Chuck Noyes'** new trainer, a Kadet LT40. Dave built the ARF at Robart's facility in about four hours. The plane now sports Robart stickers.



Dale Gathman demonstrated what he thinks is the coolest feature of



the new Spektrum DX9 radio. He wirelessly linked his DX5 transmitter (the slave) to the DX9 (the master). **Sal Perno** (the simulated student) helped with the demo by running the controls on the DX5. **Tom Flint** assisted by holding Dale's PT40 trainer

in a simulated flying position. Dale demonstrated that the DX9 allows any switch on the radio to be the 'trainer' switch. He assigned the task to the leftmost switch (not a momentary switch), and turned the switch on. At that point, Sal had control of the plane. Dale showed that all the person with the DX9 master radio has to do to get control back from the student is to move any of the two joysticks on the DX9 (master). The master then maintains control until he flips the assigned trainer switch off and then back on.



Dale then showed his newly acquired 77cc Evolution radial, which he purchased with his winnings from the Big-Dog raffle. The engine will run on 0% Nitro and about 7% oil. He plans on installing the engine in his Hangar 9 giant scale Corsair.

Swap Meet Organizers Joe Pedone and John Turner reported that the swap is a little over a week away. **Tom Spriet** displayed a new Swap Meet sign that he made for posting along Randall road on the day of the swap. Joe said the meet is on February 22. So far, 125 of 140 tables have been reserved. Joe had a sign-up sheet for volunteers, and passed it around the room. Last minute set-up will take place at 7:00 am, and general table set-up for outside people starts at 8:00 am. **Sue Galle** is going to help out by running the foamy fly after the swap. JT announced that everyone who rents a table gets one admission for free. In past years, some of the table renters asked to get multiple people in for free, stating that they were helping with their table. This year, each table renter only gets one free admission. Joe said that we would have a club table this year, where **Chuck Noyes** and helpers will sell items that are donated to the club. The money collected from the sale of the donated items will go to the club treasury. We will



once again have a 50/50 raffle which will be handled by **Pam Turner**. Most of the same vendors from last year will be there. Joe asked that all members wear their club shirt or sweatshirt. We will have wrist bands for attendees again this year.

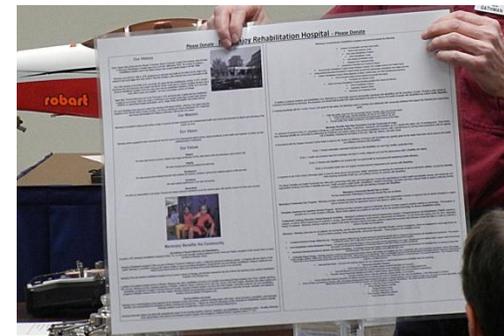


Show and Tell – Joe Pedone showed his new Great Planes Cirrus-22, .40-size plane. The fuselage is fiberglass. Joe said the fit-up was great. He installed an OS55ax. The plane balanced perfectly with the OS motor. He displayed the pre-installed lights by turning them on and having the room lights dimmed.

Rich Gabrys showed us his new cowl, which he had formed by a guy at G&L Hobbies in Tennessee. Rich sent his cowl 'plug', which he showed to us at the January meeting, down to the guy at G&L. The guy created the mold needed to form the cowl using Rich's plug. Rich now has two beautifully formed cowls for his newly designed Challenger.



Dale Gathman showed and passed around the Marianjoy Rehabilitation Hospital donation jar which he made to collect donations tonight and at the swap on February 22. He also displayed a poster that he created from info found on Marianjoy's web-site. The poster explains everything about



Marianjoy. Both the poster and jar will be placed near the registration table at the swap meet. All funds collected will be added to the donations we already have, and given to Marianjoy in Tim White's name (our neighbor to the west) and in honor of Dominic Saverino.

Alvin Cole then read the thank-you letter from the Salvation Army for the members who arrived late. Alvin stated that we were all part of the Salvation Army donation. **John Turner** then expressed how thankful the people at the Salvation Army were, saying that our donations were an answer to their prayers this year. JT also expressed how great a job the club did in giving this year. JT will send a copy of the thank you letter to the mayor of St. Charles.



Mel Ziska showed us a 'cute little airplane', a foam Ryan electric, which comes with everything, even a six channel radio. The name on the plane was a Starmax, but Mel found a KMP marketing label in the literature. The radio is set up for eight batteries, but they could be replaced with a regular 9.8 or 12V battery. Mel plans to remove the spring and



wire supports, as they add weight and are not needed. Mel also mentioned that he was going to E-Fest this weekend down in Champaign, IL. He said that even if you don't fly, it is an amazing event to see.

Windy City Warbirds - John Fischer displayed the new Windy City Warbirds and Classics event flyers that his daughter designed. John

got 100 large and 1000 smaller flyers printed up, so that we can distribute them to other clubs, hobby shops, and at the swap meet. **Tom Siwek** reported that through the RC FlightDeck site we currently have 14 pilots signed up from four different states. There have been over 400 viewers so far. John asked that anyone planning on flying at the event to register right away, so that visitors see a large pilot list. The best way to visit the site is through the link in the news article announcing the event which is on our web site. Pilot registration costs \$20.00 if paid by check, \$21.00 if paid by credit card or PayPal, and \$25.00 at the door. Cost for public spectators is \$5.00 per person, or \$8.00 per carload. **Gary Stephens** reported that they sent JPG versions of the flyer to all the clubs within a 100 mile radius of St. Charles, about 77 clubs in all. They will send them again a little closer to the event. John mentioned that **Cliff Fullhart** will be organizing the announcing, and will be looking for help. Carl Bachhuber is coming, and he will bring some HUGE airplanes from Wisconsin. A couple of guys from Horizon may also be coming. John Redman may come, as he will be in the area at that time, and Lewis Patton also plans to attend.

John Fischer then announced that his friend from Melbourne, Australia, who watches our club activity over the field cams, will be here for two weeks in August. He will be attending our club meeting, and will also visit our field. He and John plan on attending the Warbirds event in Fon Du Lac and also our Festival of Flight before he returns home the day after. Alvin mentioned that everyone is invited to attend our Warbirds and Classics event, even if they don't fly. We need to have a large club showing.



Hearing no further business, President Alvin Cole asked for a motion to adjourn. Sal Perno moved and John Fischer seconded. Motion passed unanimously. The meeting was adjourned at 8:55 pm.

Respectfully Submitted
Dale Gathman – Secretary FVAC

January 1 January 9	First in Flight Fun-Fly FVAC Member Meeting	10:00 AM FVAC Field 6:30 Board, 7:30 Regular at Township Hall
February 13 February 22	FVAC Member Meeting FVAC Annual Swap Meet	6:30 Board, 7:30 Regular at Township Hall Kane County Fair Grounds
March 13	FVAC Member Meeting	6:30 Board, 7:30 Regular at Township Hall
April 10 April 12 or 19 April 26	FVAC Member Meeting Member Work Day Fun Fly Open House	6:30 Board, 7:30 Regular at Township Hall FVAC Field 9:00 AM – 5:00 PM FVAC Field
May 8 May 26	FVAC Member Meeting St. Charles Memorial Day Parade	6:30 Board, 7:30 Regular at Township Hall Time TBD
June 7 June 8 June 12 June 20 & 21 June 22 June 26, 27, 28	Kids Day & Rocket Fest Fun-Fly & Pig Roast FVAC Member Meeting AI's Helicopter Fun-Fly Geneva Swedish Days Parade 2014 Windy City Warbirds & Classics	FVAC Field FVAC Field 6:30 Board, 7:30 Regular at FVAC Field FVAC Field Time TBD FVAC Field
July 10	FVAC Member Meeting	6:30 Board, 7:30 Regular at FVAC Field
August 2 & 3 August 14	Chicagoland IMAC Challenge Cub Fly and FVAC Member Meeting	FVAC Field Cub Fly 2:00; Meetings- 6:30 Board, 7:30 Regular at FVAC Field
August 23	Festival of Flight	FVAC Field
September 11	FVAC Member Meeting	6:30 Board, 7:30 Regular at Township Hall
October 9 October 19	FVAC Member Meeting Fun-Fly & Turkey Fry	6:30 Board, 7:30 Regular at Township Hall FVAC Field
November 13	FVAC Member Meeting	6:30 Board, 7:30 Regular at Township Hall
December 5	Annual Christmas Party	Hilton Garden Inn

SHOT of the Month



Cliff Fullhart's Balsa USA Sopwith Pup coming in for his signature 'Touch-and-Go'

Dale Gathman photo – taken August 2013