



Flypaper

January 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



**First in Flight for 2013:
Smilin' Joe Pedone**
Congratulations, Joe!

Doug Swanson photo

New in this issue:
Officer / Chairperson Reports
Meet the Members: Jason Boettcher page 8
How-To: Ethanol Removal from Gas page 10
Event Report: Frozen Fingers page 16
Shots From the Field page 19
Boxelder Tree Takedown Photos page 20



PRESIDENT'S MESSAGE

Tom Spriet-president@foxvalleyaero.com

It seems like only yesterday, it was "Y2K" and the world was going to end. Well blink, and here it is: 2013, and the world is still turning as always. Now there is talk about the Mayan Calendar ending so.....?

The reality of it all is our flying for 2012 is behind us. You can't go out and get that one more flight in. It's all about choices, you can go to the man cave and work on that new Christmas gift or blow the dust off the one that's been in the corner and get it ready for the new season. You can look on the FVAC field cameras and see who is crazy enough to be flying today, or you could be the crazy guy and go enjoy this Chicago weather and fly yourself. Either way, the whole year is ahead of us to enjoy our great hobby and be with friends and family.

Now is the time to plan ahead for the upcoming FVAC calendar. Its time to consider a trip to remote places like Toledo "Weak Signals" or Champaign "E-fest" or possibly a quick trip to Florida to visit past FVAC members and take in an Jet show while you are there. Yup, it's all about choices.

So if you got 'em, fly 'em. If they're still in the box, then build 'em. If you don't have 'em, visit your local hobby shop to buy 'em.

Here's to 2013!! May it be the best year it can be for all.

Tom Spriet

www.hobbico-efest.com



E-Fest is coming! It's held over February 09 & 10, 2013, in Champaign, Illinois at the University of Illinois Track and Field Armory



Tom Spriet photo capture

It's hard to see him in this photo, but if you look close you can see Dale Gathman braving the first snow of the year to get a little stick-time.

attention all-season fliers! (crazies)



The left 3 bays of the Juice Bar will remain operational throughout the winter season! A portable toilet will also remain on site.



FROM THE EDITOR

Doug Swanson-newsletter@foxvalleyaero.com

2013—here we go. What will this year bring? I’m hoping for successful events, lots of stick time and blue skies. Oh, and I hope to complete some of the unfinished projects in my workshop. As usual, there are so many attractive new aircraft hitting the market that I *want* most of what comes out (not good). My wife tells me I don’t know the difference between needs and wants. There’s a difference? Huh?

The Flypaper is starting off the new year strong. Thanks to the contributors this month for providing some great reading. I hope this member sharing continues throughout the year.

This month’s ‘Meet the Members’ features Jason Boettcher. See his responses to my questions on page 8. Thanks for sharing with us, Jason.

Bob Boen has provided an informative and timely how-to article regarding ethanol and our gas engines. If you feed your engine with pump gas from the station, this is a must-read. His article can be found on page 10.

Dale Gathman has written a report on our first event of the year: Frozen Fingers. This fun event was an exiting way to kick off 2013. If you missed it, check it out the mayhem starting on page 16.

Some of Dale Gathman’s ‘Shots From the Field’ can be found on page 19. Thanks for showing us fair-weather fliers what goes on at the field, Dale!

Last October, a group of members came out help take down the Boxelder tree north of the pavilion in an effort to alleviate the bug problem. A few photos snapped during the takedown and cleanup can be found on page 20.

That’s it for me this time. I’ll see you at the meeting. Doug

WHERE THE HELL



DID I PARK THE INVISIBLE JET?



Super Decathlon 100cc ARF by Hangar 9 (HAN1070)

Photo Credit: Bitten and Bound. Additional Nonsense by Joslyn Gray for Strollerderby



VICE PRESIDENT'S MESSAGE

Alvin Cole—vicepresident@foxvalleyaero.com

So the new year is in full bloom. Winter projects on the bench and a well deserved rest for your favorite plane that you flew all summer long. We had a great time at our annual Christmas party. This event

continues to get better each year and the club participation is at an all-time high. I am looking forward to serve you in my new capacity and welcome your feedback as we continue in our quest to make this club one of the best in the Midwest. Our continued participation in community functions such as Toys for Tots will help us be seen as an asset to the community. The Frozen Fingers event was also a great event. I'm sure this is the beginning to a great flying season.

My winter project that I started about three weeks ago is already complete and ready to maiden. I guess it wasn't much of a winter project. My sundowner 50 came pre-hinged, so a few evenings and a few spare parts that were laying around and it was complete. All I need is the perfect Indian summer day to get this plane in the air. It is just the kind of plane that I like: *F A S T*.....

Sundowner 50 ARF by Hangar 9 (HAN4725)

See you at the field,

Alvin



FVAC in the community

We delivered many toys and over \$1,200 in gift cards to the Salvation Army from our membership. A big thank you to everyone who made a donation. Major Miller was extremely pleased with our donations and commented, "We have come to count on the FVAC with these gift cards for our young adults—especially the teenagers. This is appreciated very much!"

John 'JT' Turner



L-R: John Turner, Major Jonathan Miller, Senaida Maier, and Sal Perno





TREASURER'S REPORT

Paul Jacobs

treasurer@foxvalleyaero.com

With 2012 in the rear view mirror it's time to look forward to our swap, Toledo, and a great flying season. The club's treasury is in great shape and all members checks were deposited as received in December as last year there were complaints from some that don't like a check to be outstanding. This resulted in a larger cash balance at year end due to 2013 dues in the previous year but a full report



was sent to all board members for approval at the next meeting. Remember, all information is available to any member wishing to review it.

With some time off over the holidays I was able to complete a couple of ARF's that had been sitting on the bench. The first is a Dirty Birdi from Great Planes. I put an OS .61 FSR Anniversary Gold engine in it and used the standard gear. The second is a U-Can-Do 90 which I won at the 2011 Christmas party and I put an OS 120 Surpass on it. I'm not a big fan of 3-D—probably because I can't do most of it—but this may give me a chance to try and improve.

That big Extra you see on the other bench has had its batteries and control box from Smart Fly installed and will be ready for the IMAC event this year. Hopefully all of you are doing your annual inspection of your fleets and cycling batteries. Be sure to check all your fuel lines as they do deteriorate over time. The gas Tygon lines become brittle and the silicone lines simply get mushy if left in fuel over a long period.

Till next month, Paul



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

January 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
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

MEET *the* members

Jason Boettcher

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

Jason: I started flying R/C in 2005. After trying on my own for a while, my father and I attended David Scott's "One Week to Solo" flight instruction in Shawno, Wisconsin. This was a great way to spend some family time together while learning something we were both interested in. The class really helped gain confidence.

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

Jason: I've been with Fox Valley for 3 years.

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

Jason: When I started, I joined Propmasters in Naperville. As I got into larger planes, I joined the Barnstormers in Saint Charles.

When I changed jobs, Pratt Wayne was on my commute to work, so it's nice to catch a quick flight after work. After I got my largest plane I knew it was time to join FVAC.

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

Jason: I am not, however, my father and a close relative both earned their Private Pilot licenses, which means I've been fortunate enough to try flying a Cessna a few times. I've been tempted to enroll in ground school at DuPage airport; aviation is sort of in the family blood. My Grandfather used to give lessons and fly his Curtiss Jenny in and out of Morton Grove. His license was signed by Orville Wright, which is an interesting piece of family history.

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

Jason: Yes, I need to work to support this madness; I am in the automation business and do electrical engineering for Industrial controls. Specifically, I design electrical panels, write machine control software, and start up production equipment.

FlyP: Are you married? Have any children?

Jason: My wife's name is Jen and we have been married for 11 years. We don't have any children, but we do have a dog. Jen is supportive of this hobby, which is really fantastic.

continued on next page



Jason with his 100cc Aeroworks Yak 54 ARF-QB at the 2012 Chicagoland Fox Valley IMAC Challenge

Dale Gathman photo

FlyP.: What are you flying currently?

Jason: Primarily, I fly an Extra 300S with a 1.60 2-stroke glow engine. I also like to fly my 35% Yak 54, which is my only gas model. There are also several 40-sized models and a few electrics in my hangar. One plane that I really miss flying is a Great Planes Predator, which is a 'quickie'; its a V-tail plane with a Thunder Tiger .40 glow for pylon racing, which is yet another part of the hobby to explore.



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

Jason: This winter I'll be building up an electric gas fueler for my Yak. Also on the bench is an Extra 260 with a .91 4-stroke—just happened to have the engine from a previous plane and could not pass up the deal on the airframe. OK, the real truth is I don't feel right unless something is being built!

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

Jason: I have to say the giant-scale Aeroworks Yak 54 is really fun to fly.

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

Jason: It may be strange, but my passion for modeling does not spill over into the full-scale world. In fact, my knowledge of full-scale aircraft is very limited.

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

Jason: My dream project was completed three years ago when I finished the AeroWorks 100cc Yak. 'Building' and setting up a giant-scale bird for aggressive aerobatics, while keeping safety #1, was an interesting and rewarding journey. I feel very fortunate that this dream could be realized.

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

Jason: I've observed the guys who fly IMAC at FVAC for several years and see myself following their lead. More specifically, I really look up to the pilots

who fly giant scale, aggressive, high-alpha maneuvers during demonstrations at the various FVAC events, such as the Festival of Flight. After I finally took the leap to get into IMAC and had an opportunity to meet these folks, it was quickly realized that they are as friendly and helpful as they are experts in flying!

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)

Jason: This was the first year I finally mustered up the courage to try IMAC. The folks at FVAC were extremely helpful and several friendships formed quickly. I'll never forget showing up early Friday afternoon the weekend of my first contest with the Yak to practice the Basic sequence, which I had been flying with the 25% Extra. I was quickly discouraged with my performance and doubted the decision to try competition; quite frankly, I was pretty shook up after seeing how well others flew. I can honestly say that every FVAC member who flew IMAC (now or in the past) stepped right up and mentored me—increasing both confidence and proficiency at the same time. Imagine having fun, meeting new friends, and becoming a better pilot—all in one afternoon! If you have been thinking of trying IMAC come on out, there is a great group of folks here at FVAC who are willing to answer any questions and help you out.

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

Jason: The worst moment was when a fellow FVAC pilot crashed his 100cc bird while landing when I was spotting. I still go over those last few seconds of the flight to try and figure out what I could have done better to help...

FlyP.: What are your interests beyond model aircraft?

Jason: Jen and I like to take long walks with our dog, and also bike on the many trails available locally in the Aurora/Batavia area. I also like to tinker with electronics, especially audio equipment and lasers. An interesting project on the bench is a laser projector which draws graphics and produces beam shows. ➔

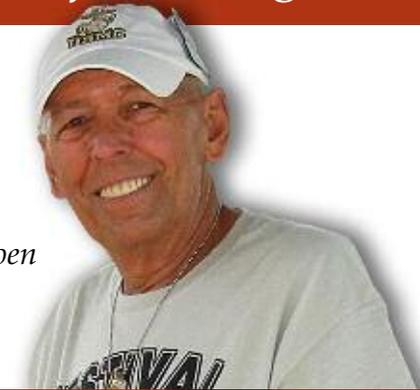
HOW-TO

Make Ethanol-Free Gasoline For Use in RC Model Aircraft Gas Engines

Remove Ethanol (Alcohol) from your pump gas, produce more power and make your engine last longer.

- A “How-To-Do-It” section explaining how to safely remove ethanol from locally purchased pump gas, and how to properly tune your engine to use this modified fuel.
- The theory behind it and the reasons why you should go “Alcohol Free”
- How to tune your engine for best performance with this new blend

by
Robert Boen



EVOLUTION ENGINES' (Horizon Hobby) recent introduction of a 10cc gas RC engine and the new article in this month's issue of *Fly RC* magazine certainly illustrates the hobby-wide focus on using these new, smaller gas engines in RC applications. It is now possible to convert 40-size through 60-size RC aircraft (that would normally be powered by glow fuel motors) to gasoline operation, and be able to take advantage of the more economical source of fuel (\$3.50 vs.

\$23.00 or more) to power these types of RC aircraft.

While using pump gas (with ethanol; E10) in a RC application affords the average RC modeler access to a fuel source that is relatively inexpensive (compared to glow) and very convenient and accessible, converting to E10 gas operation does have a down-side that the RC modeler should be aware of.



10GX 10cc (.60 cu. in.) Gas Engine
by Evolution Engines (EVOE10GX)

E10 Gasoline - General Problem Areas & Issues:

- Water Absorption! Water Contamination (W/C) and the resulting Phase Separation (P/S) of the gasoline and Ethanol are the biggest issues. Ethanol attracts, absorbs and holds moisture in fuel tank with the increased occurrence of lean, water-diluted fuel. Once P/S starts to occur in the E10, the Ethanol cannot be recombined back into the blend and it must be removed from the tank. Failure to do so will result in a flame-out.
- Vapor lock or fuel starvation. Most common in carbureted engines; hot weather and/or operation at high altitude results in the engine leaning out and/or quitting. (Ethanol increases gasoline's vapor pressure).
- Drop in octane (after water absorption and P/S and W/C start to occur).
- Decreased fuel efficiency and power due to lower energy (BTU's/Gal).
 - Non-Ethanol Gasoline = 114,000 BTU/Gallon.
 - Ethanol = 76,000 BTU/Gallon
 - E10 Reformulated Gasoline = 111,836 BTU/Gallon.
 - 3.3% loss in BTU output (power) results in lower H.P. & RPM
- Decreased life cycle of parts and engine due to the highly corrosive nature of Ethanol.
- Decreased shelf life of E10 gasoline. Typically, this is 3 to 6 months, depending on the local weather, humidity and temperature conditions.

That's the bad news. Now for the good news...

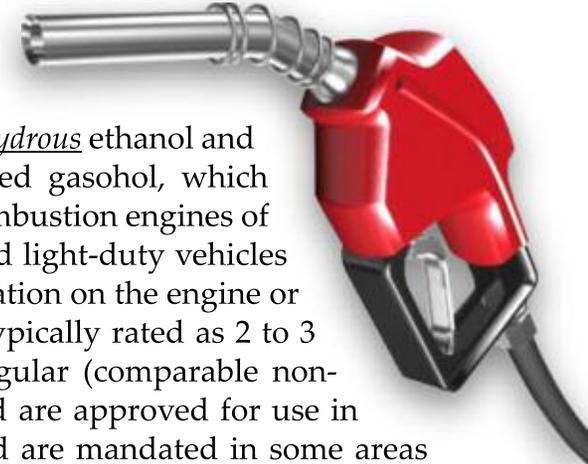
You can get rid of the Ethanol in your pump gas that you use for your RC gas airplane safely, conveniently and easily.

Just add water!

I didn't invent the process, but I have certainly tried to refine it.

Background Facts:

Normally pump gas (gasohol) is defined as being E10, a fuel mixture of 10% *anhydrous* ethanol and 90% gasoline sometimes called gasohol, which can be used in the internal combustion engines of most modern automobiles and light-duty vehicles without need for any modification on the engine or fuel system. E10 blends are typically rated as 2 to 3 octane points higher than regular (comparable non-alcohol blended) gasoline and are approved for use in all new U.S. automobiles, and are mandated in some areas for emissions and other reasons (i.e. extending the fuel supply).



Using E10 gas does have as some risk to the equipment if used on a long term basis without proper maintenance procedures. Ethanol is a very strong solvent and a corrosive cleanser, and while small amounts will keep your engine clean, excess alcohol will wear down engine parts. Ethanol's water-absorbing (*hygroscopic*) qualities are the most problematic issues for RC flyers, but can be managed if fuel is stored properly and replaced often.

Why remove the E10, you ask?

1. More power & RPM (You will have to re-tune the engine here).
2. Easier starting.
3. Better fuel economy / lower fuel costs.
4. No water contamination (eliminates flame-outs).
5. Longer shelf life possible for non-E10 gas (2 to 3 years with proper storage).
6. Longer life for Tygon tubing; helps reduce hardening.
7. The gas will be cleaner and non-corrosive; will reduce maintenance problems with Walbro carburetors.

Defining the Process

First of all, this removal process is best described as “Controlled Phase-Separation”. Our gasoline fuels have been blended with “up to” 10% Ethanol (grain alcohol) by volume with gasoline for years now. The Australian RC’ers have had it worse, as their gas supplies are blended with 15% to 18% Ethanol, and they were probably among the first group of model aircraft hobbyists to use this process. Our EPA is now looking at implementing a shift to E15 in our country that if approved, will make some type of ethanol removal process even more necessary for local R/Cers in order to fly safely. American auto manufacturers have come out as being uniformly against this practice on all 2012 and older vehicles, and will not warrantee any fuel system damage if the policy is implemented (Note: Walbro only guarantees that their carburetors will safely operate with up to 10% Ethanol).

Next, How to do it

Start out by getting a clean and dry 1 gallon polyethylene container ready for use. A used glow fuel jug is a good start for this, as it is semi-transparent, and you will need to see the relative liquid fluid levels as the process gets underway.

Ethanol (grain alcohol) is “anhydrous” meaning that it has an affinity and ability to absorb moisture (water) from the atmosphere, not the other way around. Since 1 gallon of liquid has 126 ounces in it, and we’re dealing with a 10% mixture here (alcohol and water have a SG very close to each other), measure out and pour 12.6 ounces of water (yup, right out the tap will do) into the jug and use a magic marker to draw a line at the top of the water line. Ok, you can use more water if you want to (13 ounces is ok), but you’ll run out of room in your 1 gallon jug later if you use much more than that.

12 Once you have the jug with the 13 ounces of water in it,

pour 1 gallon of your favorite gas in it, cap the jug and shake vigorously for 15 seconds or so, and then set the jug on the countertop and let it settle. This process works in any temperature down to freezing, but warmer temperatures do help speed up the process.

O.S. GT60 Gasoline Engine w/Muffler (38600)



Note: I use a good grade of premium gas (93 to 94 Octane) from BP or Shell. Since Ethanol is a detonation inhibitor and Octane booster when added to gas, removing it knocks down the Octane Rating by 1 to 2 points. Not to worry here; you are not removing any power from the gasoline, and your RC engine will run just fine with the reduced octane level. The Octane Rating system is merely an arbitrary numerical rating system to describe the gasoline’s resistance to detonation (knocking)... nothing more.

After the jug has settled (an hour or so), measure what appears to be the new water level that has appeared, and draw another line at the new level and measure it. This is the new combined Ethanol/water mixture that has formed. If the new line is approximately the same distance up on the jug, as the first one that you drew... then congratulations! You have removed the Ethanol from your first gallon of gas! All that remains is to carefully siphon off the new gas and store it in a new container, and dispose of the water/ethanol residue in the old jug.

What has happened here is you started a “Controlled Phase-Separation” in which the Ethanol was removed from the gas by allowing the Ethanol to combine (remember, it’s anhydrous) with the water in a controlled manner. Since the specific gravity (S/G)

of Ethanol is very close to that of water, and the combined S/G of the new Ethanol/water mixture is *significantly heavier* than that of gasoline, the Ethanol/water mixture drops out of solution, and sinks to the bottom of the jug. What you are left with is your new "Alcohol-Free Gas".

Tuning your Engine

I won't bore the reader of this article with a discussion of air/fuel ratios, or the stoichiometric air fuel ratio requirement for a gasoline burning engine that it was originally designed for. Suffice to say, you can use this gas "as-is", but your engine will be running very rich. You will need to retune the engine to run leaner, much as you did when the engine was new and you first test-fired it using gas with Ethanol in it. The retuning is required because the engine was calibrated and tuned for a fuel (E10) with a lower BTU output. You now have a fuel (non-E10) that has more power (higher BTU's), and you will need to lean the engine out slightly to take advantage of the new fuel. Your engine will like you, and your gas will last a little longer. Doing this usually results in an increase in RPM of 300 to 400 RPM on the idle and the top end, so some adjustment on your idle setting may also be required.

Other Tuning Tips

I've found that most modern RC gas engines with electronic ignitions come tuned from the factory with 31 to 32 degrees BTDC ignition advance. Using an old drag racer's trick of retarding the advance to tune for the top end, I usually retard the timing back



Desert Aircraft
DA-120

down to 28 to 29 degrees BTDC. Use of a degree wheel (from any auto parts store, or make your own) is mandatory here.

Remember, the Hall-Effect magnetic trigger on your engine's ignition triggers the spark on the collapse of the magnetic field, not the other way around, so tune & plan accordingly.

Using this tip usually results in a 100 to 200 rpm gain at the top end, with very little impact on idle or throttle response. Believe me your engine will like you for it!

Summing it up:

I've been using this process for over 5 years now, with no flame-outs or engine failures due to fuel choice or mixture settings. I've also done in-flight testing comparing flight profiles with 100LL vs. Power Master vs. Non-E10 Reformulated Gas, and can find no appreciable difference.

I've also concluded a 3 year aging test using the above 3 gas blends (with and without 40:1 oil blend) to observe the effect of the hardening effect of the 3 fuels on the Tygon tubing. The Non-E10 gas faired a little better, and remained more pliable longer, but in the end all 3 had a hardening effect on the Tygon. This may be due more to the Benzene and Butane additives in the gas, than it does with the ethanol.

Lastly, I've had many flyers come up to me and ask "Why?" stating that they've run pump gas in their "Weed-Whackers" for years with no problems. That may be true, but then again their "Weed-Whackers" don't cost thousands of dollars, or fall out of the sky when they start sucking dirt and water.

All for saving the cost of 13 ounces of water out of the tap! ✈



SECRETARY'S REPORT

Dale Gathman—secretary@foxvalleyaero.com

Fox Valley Aero Club

Annual Christmas Party/Member Meeting Minutes

December 7, 2012 – Hilton Garden Inn – 6:00 pm.

Music for the evening was provided by **Alvin Cole** on the bass, Alvin's son, **Alvin Jr.**, on the drums, and **Jamel Kimbrough** on the keyboard. Thanks Alvin for your generosity and your great band. Photos from the past two years events and planes in flight were being projected on the wall, for all attendees to enjoy.

Prior to dinner, **President Tom Spriet** called on **Cliff Fullhart** to introduce us to a rather large-scale biplane that he and a few helpers had assembled in the middle of the dance floor shortly after they arrived. Cliff told us that the plane was a 1/3 scale 114" wingspan Sopwith Pup, made from a Balsa USA kit. It has been donated to the club by Cantigny Park. Since it doesn't have an engine, **Mel Ziska** is graciously donating the needed engine to the club (thanks Mel). The plane is going to live with Cliff, and he stated that any member may fly it, as long as they have been checked out by him (and probably on a buddy box).

Tom Spriet then asked **Mel Ziska** to come forward, and he presented Mel with a 2012 President's Choice Award "For Dedicating His Time, Talent, and Expertise to a Great Club With a Beautiful Field". Mel has been a dedicated, longtime member, and has helped many of us with advice and help over the years, as well as serving and doing many things to advance the club.

Next, Tom called on **Walt Thyng** to deliver the evening's blessing. Prior to the blessing, Walt reminded us that this was the anniversary of the attack on Pearl Harbor, and that we



Proud Bird EF1 Racer Sport ARF
by Great Planes (GPMA1260)

should remember all those who lost their lives during this terrible event in history. He also remembered **Dan Knippen**, good friend of many in the club, for his dedication to the club, especially the IMAC activities. Dan, you are missed. Walt then delivered the blessing, after which dinner was served.

During dinner, Tom Spriet asked me (**Dale Gathman**) to come forward, and to my great surprise presented me with a 2012 President's Choice Award "For Fantastic Photographic Images". I have taken photos of many of the members planes both on the ground and in flight during the past year, and have shown many of the photos at the member meetings. Thank you, Tom.

Soon after, Tom called on **Paul Jacobs**, the 2011 recipient of the Top Gun Award, to award this year's Top Gun. Paul explained that the Top Gun Award is voted on by a group consisting of the previous Top Gun award recipients, and this year, the Top Gun Award is being bestowed upon (a very deserving) **Doug Swanson**. Doug has been our Flypaper Editor for the past two years, and has done a fantastic job. He has also stepped in and helped out with the IMAC event for 2012. Great job Doug!

As dinner was finishing up, Tom called on **Secretary Tony Sokol** to announce the winners of this year's board election. Tony said that he received 105 ballots this year, and that all votes counted, as some of the winners won by only one vote. Tom then announced the Chairperson positions for the 2013 season.

continued on next page

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The following members will fulfill the positions of officers, board of directors, and Chairpersons for 2013:

2013 Board of Directors

Officers:

President Tom Spriet
 Vice President Alvin Cole
 Treasurer Paul Jacobs
 Secretary Dale Gathman

Directors at Large:

Eric Karl
 Cindy McFarlane
 Dave Murray
 Joe Pedone
 Tom Siwek
 Tony Sokol

Past President:

Dennis McFarlane

Chairpersons:

Field Chairman Mark Knoppkie
 Safety Chairman Karl Griesbaum
 Government Relations Bill Sponsler
 Membership Chairman Chuck Noyes
 Flypaper Editor Doug Swanson

Gifts were distributed to all attending ladies. A big thanks go to **John (JT)** and **Pam Turner** for acquiring and wrapping the gifts.

Tom then asked for a round of applause for **Paul** and **Dorie Jacobs**, who planned and directed the Christmas Party. This is the last year that they will be directing this event, and they are handing the reigns over to John and Pam Turner for the 2013 season. Thanks Paul and Dorie for your selfless service to the club.

As business concluded, Tom announced that the time had come for the much anticipated raffle. Many awesome prizes were won by our members. Tom gave a big Thank You to **Cindy McFarlane** of **Al's Hobby**, and **Ken** and **Sharon Kaiser** of **HobbyTown** St. Charles for their generous help and discounts given during the prize acquisition. The "Big Dog" winner was **Tom Flint**, who received a check for \$1050. Can't wait to see what he shows up with at the field.

The great evening wound down with music, dancing, and good conversation between friends who share the interest of R.C. Aviation.

Respectfully Submitted,

Dale Gathman – Secretary, FVAC

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FROZEN FINGERS 2013

Report by Dale Gathman Photos by Paul Makowski and Doug Swanson



The competitors were:

Jason Boettcher – Avistar
Tom Flint – Parkzone Super Cub LP
Cliff Fullhart – Top-Flite Contender Kit
Alan Galle – Al Meyers Super-Pro Kit
Collin Griffin – Duraplane Trainer 40
Kevin Kessler – Knife Loop Yak 30
Joe Pedone – Great Planes Yak 54*
Rob Sampson – Parkzone T-28
Tom Siwek – E-Flite Mini Pulse XT
Walt Thyng – ModelTech Magic
Electric Conversion
Armin Weber – MS Composit Blade
Dancer
Mel Ziska – E-Flite Yak 54
* Winner of First-In-Flight 2013

OUR ANNUAL First-In-Flight event was once again held on January 1st, at 10:00 am. It was probably the best-attended 'Frozen Fingers' event that we have had to date. The weather was beautiful, but cold (11 deg. F.), and the wind was North at approximately 10 mph (straight across the runway). Sal once again arrived early, and got the fire burning to help keep the shelter warm. We had 12 pilots competing for the cherished 'First-In-Flight' trophy and 'bragging rights' for the year.



This year was the second year that we used the rules we adopted for last year's event. To win the title of First-In-Flight for 2013, the competitor had to have the first plane to leave the ground, complete one pattern flight, and have a successful landing.

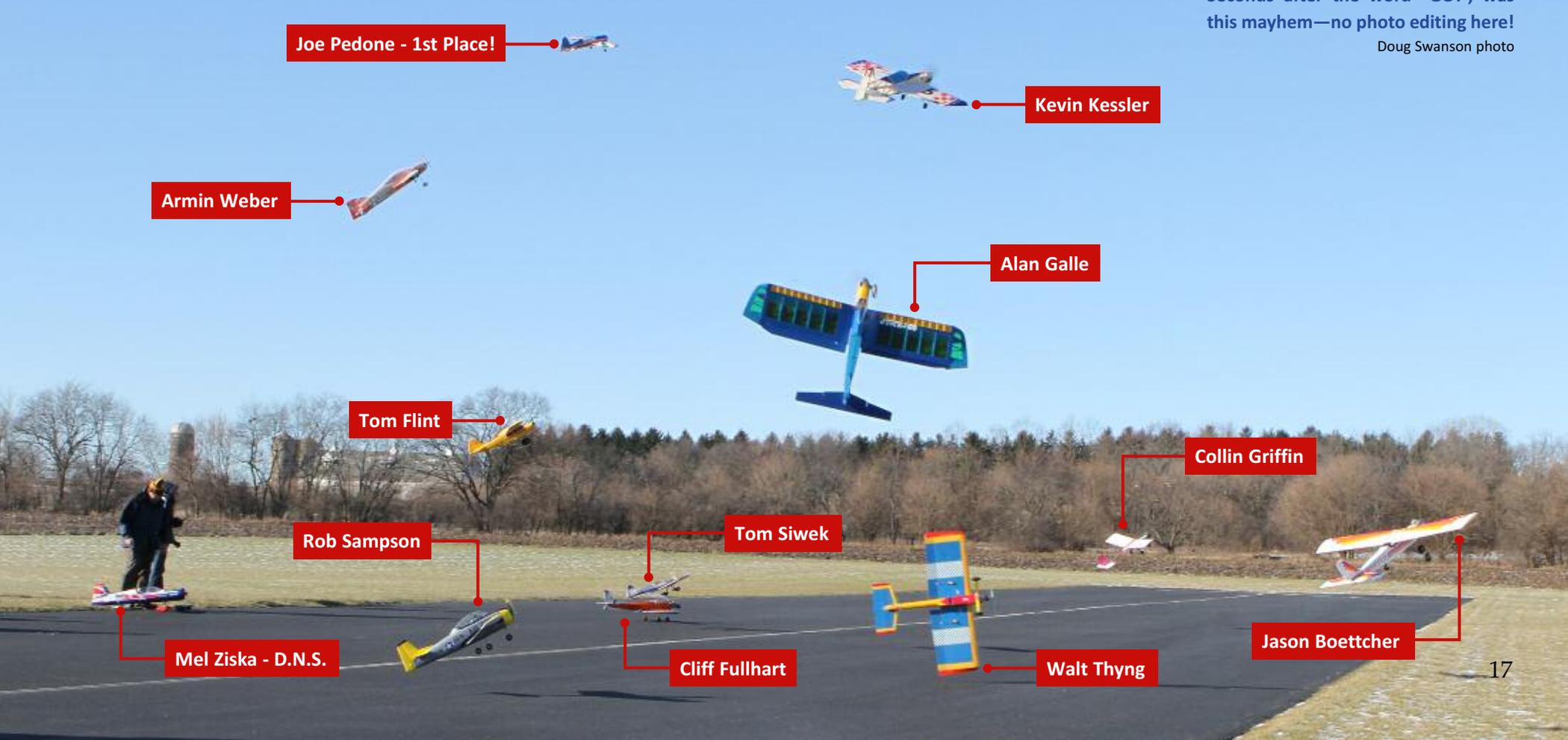
Cindy McFarlane and Dorie Jacobs were enlisted to

judge the event, especially watching for any early starts. Doug Swanson and Brandon Makowski manned the still cameras, and Paul Makowski shot video. Because of the cross-wind, and the large number of pilots, the planes were lined up towards the northwest on the west end of the runway (which means they were taking off into the cornfield to the west of the shelter. The pilots

would have to immediately bank to the left upon takeoff, adding to the challenge of completing their lap without hitting each other. The countdown was given, and at the start signal, eleven of the twelve planes were all in the air, very close to each other, within a few seconds. One hit the turf about 15 feet from his take-off spot, and a few more ended up on the ground in the cornfield to the

Seconds after the word "GO!", was this mayhem—no photo editing here!

Doug Swanson photo



south. I don't have an exact count, but I suspect that only about half of the planes survived unscathed. The cross-wind was tuff for some of the pilots, as well as the cold temperature.

Upon completion of the competition, the judges, photographers, and I got together to determine the winner. After reviewing the photos and video, all were in agreement that the winner was Joe Pedone. Armin Weber was the second to leave the ground, followed by about five others almost simultaneously leaving earth's gravitational pull. It was amazing that Cindy and Dorie were able to keep track of all the planes, as we went from all on the ground to all in the air in a matter of a few seconds. Great job, judges.

Once all the planes were secured back on terra-firma, the First-In-Flight trophy was awarded to Joe Pedone. Congratulations, Joe...Great job.

A new twist added this year, per the suggestion of Walt Thyng, was that we erected a Christmas tree in front of the shelter. All were encouraged to bring any wood constructed plane parts that they had left from 2012's mishaps, and 'decorate' the tree with them. At the conclusion of the competition, Walt set fire to the tree, destroying all evidence of the 2012 mishaps, in hopes that 2013 will be a mishap-free year for all.

That concluded the event, but some stayed and enjoyed each other's fellowship and flew their planes. What a great way to start the New Year. If you missed this year's event, or have never attended 'Frozen Fingers', you owe it to yourself to give it a try. It is great fun. ✈



SHOTS FROM THE FIELD

by Dale Gathman



Mariano Rosales,
Flyzone DHC-2
Beaver



Alvin Cole,
Hangar 9
Showtime 50



Sal Perno,
Hangar 9 Cub 40 w/O.S. .46 AX



Mike Friedman, Great Planes
Avistar Elite w/O.S. .46AX



John Fischer, Hangar 9 Christen Eagle II,
also sporting his new Spektrum DX18QQ Special Edition



BOXELDER TREE TAKEDOWN

Photos by Doug Swanson and Paul Douds



President Tom Spriet enlisted the help of an employee of his, Tim Olin. Tim knows how to take down a tree, and made quick and safe work of the multiple trunks.



Tom Spriet makes smaller parts out of the bigger parts.



Mark Knoppkie steadies a log for Tim Olin.



Dale Gathman helped with the slicing and dicing.



Unloading branches and log sections near the mulch storage corrals.



Doug Swanson, Mark Knoppkie and Tony Bahowick draggin'-n-stackin' branches.



L-R: Randy Griffin, Brian Wituk, Jim Clousing, Sal Perno and Greg Bohler

SHOT of the month

So long, 2012. Hello, 2013.

Doug Swanson photo



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