



The Fox Valley Aero Club

An Illinois not-for-profit corporation

Flypaper



June 2007

Club President

Jeff Anderson

Club Vice President

John Fischer



AMA Charter 252



Editor: **Paul Jacobs**

paul@mertes.com

June 2007

Club Secretary

Julian Pugh

Club Treasurer

Bill Simmons



AMA Charter 252

Congratulations to Al's Hobby Shop on their 60th Anniversary



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President's Message

By Jeff Anderson



Air World Turbo Raven Ready for action at FVAC

Thanks to several trips this winter to Tim Redelman's house in Winamac IN, Tim and I worked on putting this Turbo Raven together along with the fine paint job by one of our own, John Horvath, it is READY!. I will bring it out to the June meeting (which is out at the FVAC Field by the way) for everyone to see. Thanks Tim & John !!

Kids Fly Day needs to be a great success this year!! All eyes are on us! I am already getting calls from moms asking all about it. It's already running in the Daily Herald. We need every kid you can find and yourself out on June 9th 9:00 am to kick off one of the best kid's day ever! Horizon Hobby will be up here with their Internet crew as they plan to put the "FVAC Kids Day" on their web site as an example of what great clubs can do to give back and promote the hobby. Horizon's very own John Redman is bringing up ready to fly Airplanes to raffle off to the kids flying. The winners will get their first flight with John and their new plane and a 1 year membership to the AMA. Very Cool! Thanks John and Horizon!!

See you out at the field.....

President Jeff

Vice –President’s Report

By John Fischer



Welcome everyone to another flying season. The instructors are ready to take your calls. Please check the website for contact information. We had a number of individuals come out for qualification Saturday, April 28 and qualified for this years fun flys. If you have not yet qualified please bring with you a copy of the proficiency checklist and bring it with you the next time you are at the field. Find one of our instructors or myself and we will qualify you. You will get 25 points for each level completed and have a lot of fun in the process. If you don't know some of the maneuvers let us know and we will be happy to show you. I also have a copy of the updated field roster with everyone's flight level on it. Paul will send it out to everyone. Please check this for accuracy and contact me if you think it is inaccurate.

Finally, I would like you to check out this beautiful Spitfire. Some people obviously have a lot of time on their hands. I wish I were one of them.

http://hsfeatures.com/features04/spitfiremkidg_1.htm

Have a safe and happy June.

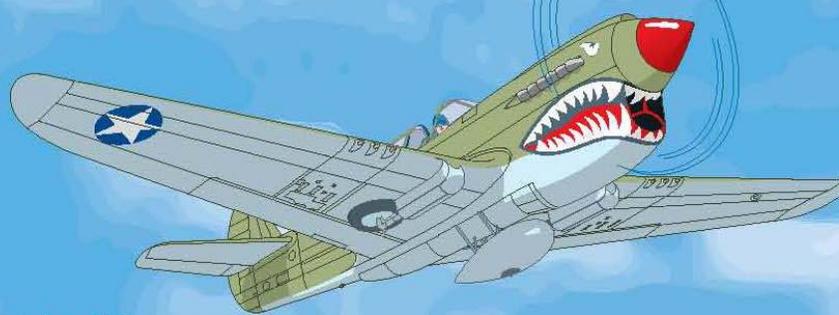
John Fischer

FVAC Vice President



Take to the Sky!! Fox Valley Aero Club Kids Fly

Saturday June 9, 2007
9:00 am - 3:00 pm



Event Schedule:

9: 00 - 10:00	Open Club Member Flying
9:00 - 10:00	Ground School
10:00 - Noon	Kid's Fly
Noon - 1:00	Demonstration and Open Club Member Flying
12:30 - 1:00	Ground School
1:00 - 3:00	Kid's Fly
3:00 - 3:15	Free Airplane Raffle
3:15 - Close	Open Club Member Flying

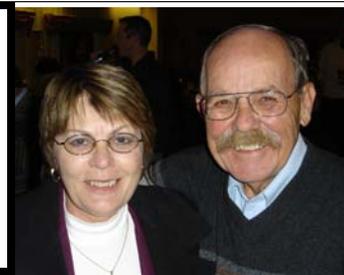
Fox Valley Aero Club Model Flying Field
Karl Madsen Road, South off Route 38, ¼ Mile West of Peck Road

Sponsored by **HobbyTown USA** St. Charles and Naperville

Secretary's Report

By Julian Pugh

Minutes of the May 10, 2007 Meeting



President Jeff Anderson called the meeting to order at 7:30 P.M at the St Charles Township Hall.

The meeting was started with Show and Tell. The following members participated:

Norm Johnson	Foamy Land/Water Electric
Rob Sampson	Mini-Funtana Electric
Armin Weber	1/3 Scale Christian Eagle
Steve Gawlik	Great Planes Giant Aeromaster
Alan Galle	Foamy Electric
Mel Ziska	Finesse 2X2 with Y/S Engine
Merlin Graves	30% Scale Kawasaki KI-100 with 144" WS. Weight 67 Lbs.

Jeff Anderson awarded the Al's Hobby Shop Gift Certificate to Merlin Graves for the best plane.

Secretary Julian Pugh then reviewed the new proposed Constitution for the Fox Valley Aero Club. He passed out copies for the members to peruse. He outlined the changes in the Constitution that are different from the old Constitution and answered Member questions. The Constitution was accepted by the membership and will receive the final vote of acceptance at the next Regular Meeting to be held June 14, 2007.

Julian then requested approval of the April minutes as published in the Flypaper. The minutes were approved by voice vote of the club.

Treasurer Bill Simmons presented a financial statement to the club. The club has a balance of approximately \$8,000.00 in the treasury, with all major obligations having been paid.

Membership Chairman Jason Walsh gave a report on the status of unpaid memberships.

Alan Galle announced the next Fun Fly will be held May 12, 2007. This will be a constant speed contest.

Karl Griesbaum reported that a new frequency box addition will be made to accommodate the Spread Spectrum Radios.

John Fisher reviewed the Flight Proficiency Check List and announced that Flight Proficiency Checks will be made prior to the Fun fly May 12, 2007

President Anderson adjourned the meeting at 8:55 P.M.

Treasurers Report

By Bill Simmons



I was happy to hear from Paul Douds recently that the four guests who had their models stolen at our event, and several other events around the country last year, got them back. It looks like just in time for Joe Nall. I was forwarded this similar story, possibly related to someone else in our hobby, in the paper yesterday. Hopefully this is not the beginning of a trend.

Dallas police nab alleged Skittles thief

Suspect charged with stealing vehicle containing \$250,000 worth of candy

I have always considered everyone I meet in this hobby as family. I believe that we should never steal, spread rumors, or intentionally harm anyone else in the hobby because that would hurt the family feeling. Hopefully this ugly incident is behind us and the guy from Detroit that stole from our family is put away for a long time.

Cindy's Helicopter event is coming up. I found this picture from one of her prior year contests that gives you some indication of the size of the event. Make sure you come out and see this. After you spend the day enjoying the amazing aerobatics that can be done with RC helicopters, go back out to the field later on in the night, long after it gets dark, and see some night flying. They put lights in the rotors and on the frame of the machine and fly around. All you can see is the lights. This is hard to describe but a must see if you



have never seen it before.

As you can probably guess from all of the pictures on the web site and in this news letter, last Saturday Al's Hobby Shop celebrated its 60th year. They had a good turn out, including the Mayor of Elmhurst (at least that is who he told me he was). There were demonstrations all day long of the lat-

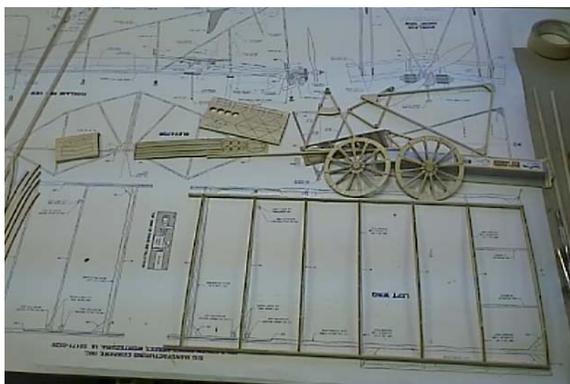
The cars were jumping thirty feet off of a long table propped up on one side by a chair. I now understand why the Hobby Shop people love cars so much. The must make a small fortune off of spare parts on the car hobby.



As many of you have heard, Dennis McFarlane, (Mr. Cindy), lost a fight with an airplane propeller a couple of weeks ago. Luckily everything came out all right in surgery and he should be back putting dents in the runway later this summer. They pulled 5 pieces of prop out of his hand. As you can tell by the picture Dennis is learning to start engines left handed. It only go to show you that even the most careful people in our hobby can get injured when

they are not paying attention. Please do not stand in front of your airplane or let others stand in front of it when you are tuning it up.

I have not been flying much this year and by the looks of what is going on at work I probably won't be for some time. I wanted to share some photos of what I've been working on. I'll update the pictures every so often to incentivise myself to keep the progress going.



This is a SIG electric Demoiselle that I picked up at our swap meet for a few bucks. It is all laser cut and an enjoyable build. When I only have a half hour to play in my room this is the one I play with.

This is a Balsa USA WWI

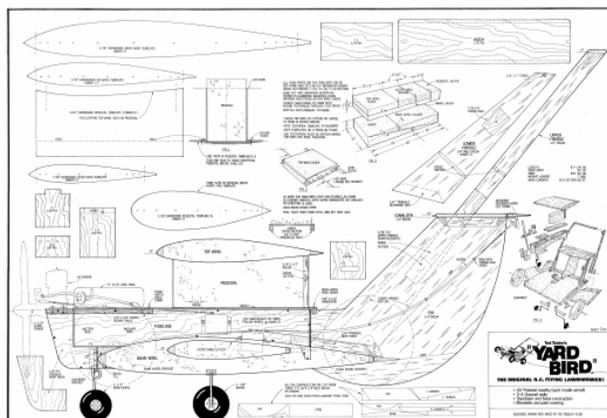


Bristol M1 that I got at the Indiana "Pot of Gold" show last winter. The newer version of the kit is supposedly very much improved however this one is going together quite well. I am planning on making it electric. If that works out well I have a VK Newport 17 and a VK Camel that I will be making, as electrics, next. These are very old kits and I am very much looking forward to getting going on them.



My ex wife gave me this as a Christmas present about 7 years ago. I bought a bunch of white Econocote the day before the version ARF came out. The Carl Goldberg Ultimate in the background was finished days before the ARF of that one came out as well. Still the building it yourself versions are better. Hopefully I will get this one done in time for this season.

I built one of these back in the 80's. It looked great and I was able to get stickers from a local Toro Lawn Mower repair shop to finish it off. I was new to the RC hobby back then and the plane didn't fly much beyond 4 feet before re-kitting itself. I need to get some foam parts made for this. If you have a good foam cutter and are willing to sell your services, let me know. I would rather pay someone in the club than farm the job out. Till next month, Bill



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RAIN DATE JULY 21ST AND 22ND

Field Maintenance Report

By Greg Bohler, Chairman



The new mowing contractor is doing a very good job, The field looks like our own little country club. I have been out several times recently and seen a few people flying. I must be picking the wrong times to go, because with a field as nice as ours, I would think that it would be packed.

We have had a lot of discussion about the condition of the gas grills at the field. The board approved the purchase and Jeff and I went to Lowe's and bought 2 new grills. The old ones are dumpster bound. Jeff, thanks for your help. I know that Friday night cook outs are starting again, so I hope everyone gets to enjoy them right away. A side note is that with Jeff's ability to wheel and deal, Lowe's gave us a real nice discount. The field is looking great. Let's keep it that way. See you out there. Greg



Paul Douds forwarded me this note from Jim Mahoney:

Hi Guys,

Got a call today from the St. Charles PD and said that I could have my airplane back. The PD of St. Charles went to Westfield, IN to bring Rodney "Butch" Collier back to St. Charles to stand trial for the theft of 4 airplanes last August. I sure hope he gets more than the 7 months he got for stealing the Jet in Winamac, IN.

Thanks,

Jim

Instructors Corner

Dan Compton, Chief Flight Instructor



Its here!! Warm weather that is. The time for which a lot of RC pilots have been waiting. It's time to dust off that favorite flyer and prepare to go out to the field and get back in the skies. Quite a few of our pilots fly all year long by going to the golf dome, putting on skis or pontoons and flying off the snow, while others keep their hand in the hobby by flying small indoor helicopters in the living room. Well, whatever you do, now is the time for you and the rest of the crowd to get back to the sticks and come on out to the field and enjoy meeting with your friends and having a great time flying. So, come on out!

Training has started but has been slow primarily due to high winds and rainy days. I've had two pilots on the buddy-box so far this spring. Bill Malleris has had his first flight of the year and enjoyed doing some loops and rolls. Rob Bartolucci has also put in a few flights this spring.

Welcome Rob Bartolucci to the Fox Valley Aero Club. He joined at the last club meeting and has flown his Hanger 9 Mustang with me several times and once with Cliff Fullhart. Making it easy to get used to his P-51 Mustang, Rob had gotten experience with an electric before joining FVAC. Rob has been solo'd, so congratulations to him.

Thanks go out to Bruce Thomas. Bruce had crashed his Sig Kadet LT-40 and went to Hobby Town and purchased another one, put it together, and got back to flying. He looked at the old LT-40 and decided to repair it and has donated it as a club trainer. It will be used to replace the old club trainer which was donated 6 years ago by Tim Jones. The LT-40 has a few bumps but remains very useable. Thank you Bruce.

Dan Compton - Chief Flight Instructor

FVAC 2007 Instructors

If you are interested in the Fox Valley Aero Club Flight Assistance program, please contact one of the following Club Instructors.

Name	Contact Info.
Dan Compton, Chief Flight Instructor	Cell: 630-664-6426
John Fischer	Cell: 312-518-0075
Alan Galle	Cell: 630-697-8464
Jason Walsh	Cell: 630-291-1872
Dennis McFarlane	highpd119@aol.com not available Friday or Sunday
Paul Jacobs	Cell: 630-908-9955 paul@mertes.com
Mike KostECKI	Cell: 630-373-2722 mkostECKI503@comcast.net
Bill Sponsler	Cell: 847-323-6578
Cliff Fullhart (Mr. Touch-n-Go)	Preferred 24hrs notice during business hours; home: 630-397-5033; work 630-668-1111 cfullhart@farmersagent.com
Dave Taitel	Venture Hobbies 847-537-8669 davidt@venturehobbies.com
John Horvath	Cell: 630-440-7398 horvatsky@comcast.net



Left: Cindy received a plaque from John Redman of Horizon Hobby on May 19, 2007 marking the 60th anniversary of Al's Hobby. Below: Several FVAC members attended the event in support of Cindy and all she does for our club. As I was born in 1947, it would be great to be able to celebrate the 100th anniversary with them. Be sure to check out all the photos of the event at the FVAC web site under event galleries. The R/C department of the hobby shop has been expanded and moved to the center of the store...be sure to visit and check out all the new items.



**AL FUCHSEN MEMORIAL
HELICOPTER FUN FLY
FOX VALLEY AERO CLUB
ST. CHARLES, IL**



PRIZE

**Pilot Raffle
Public Raffle
Demos
Night Flying
Contest
Food Vendor
Saturday Night
Dinner**

Date: June 22-23rd, 2007

- \$25.00 landing fee includes pilot raffle and Saturday night Dinner.
- 9 am pilots meeting on Saturday.
- Overnight camping available (no hookups)
- AMA sanction # 07-866

**ALL PROCEEDS BENEFIT THE AL FUCHSEN
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DIRECTIONS ARE ON BACK OF FLYER**

AI's FunFly

by Dennis McFarlane

AI's Fun-Fly Turns 20! Fox Valley Aero Club - June 15 & 16, 2006

Actually no one actually knew for sure. We thought the event to be around 18 yrs old. Somebody came into the store one day and felt the event was 19. One day completely by accident Cindy was digging through some old paperwork, and found the inaugural sanction issued by the AMA, and the date was June of 1986. The inaugural sanction has been put away in a safe place, and should the question again arise everyone involved will know the answer, and will be able to back it with proof.

It seems hard to imagine any event lasting for 20yrs. 20yrs is an entire generation. In 1986 my oldest daughter was 4 years old, and is now a schoolteacher in Phoenix. Daughter number 2, the college student, hadn't yet even been born. We have an entirely new generation of fliers from the first event held in 1986. Some old faces are still around, but for the most part it's a new group of tigers attacking the heli scene. Frankly attack is most likely the best word that can be used to describe how this new generation of fliers treats a radio control model helicopter. When these guys come in for a landing if something isn't bent they feel they aren't pushing their helicopter to the extreme limit.

It is said that what goes around comes around, and this is a saying that has always held true. One of the trends we've been noticing is Sunday seems to be returning to a family day. When I was a teenager Sunday dinner was a day when the family got together. Actually it was the only day of the week set aside for the family to sit down at one meal and share the previous week's experiences. For the past 20 or more years it seemed the "now" and the "me" generation didn't care about the



family unit. Sunday was simply another day of the week, but as I previously mentioned we've been noticing a trend back to having Sunday as a family first day. Due to this we chose to try a new format. Instead of the heli event being held on Saturday and Sunday as in years past, we chose to move to Friday afternoon and Saturday. The idea being that a flier could drive to the field on Friday after work (or maybe even skip out a little early) reserve his or her spot, get everything set up, maybe have a couple of flights, and then be ready to go on Saturday. This concept worked in part, and not in part. For those who took advantage, the Friday afternoon set up worked well, but few actually took advantage. That's a shame too. For those who missed it, Friday turned out to be a real let your hair down evening. We had a blast. Nothing was planned it just turned out that way. Saturday was without a doubt the busy day. Almost all of the pilots came in on Saturday morning. In the past the raffle drawings and pilots prizes were handed out at the end of the show on Sunday afternoon. This year all the drawings were held after the Saturday

evening meal, which incidentally is catered in, and is part of the pilots landing fee.

Attendance was down slightly from the last couple of events. This we feel was in part due not only to the high price of gasoline, but also to the incredible winds of 30mph sustained with gusts exceeding 40mph. Those who braved the winds, including a couple of new pilots looking for help, had a fabulous time. Personally, for me, one of the highlights of the show was when the throttle servo on Chet Lambert's heli became unplugged from the governor. Remember the aforementioned statement where if these guys don't bend something they're not pushing hard enough. Inertia (read wild gyrations) caused the servo to unplug at about 1/4 throttle. Too much to land, but not enough to do anything radical. Well anyway, Chet had about 3/4 of a tank of fuel. Chet flew around for what seemed to be a half an hour trying to get his engine to quit so he could auto in, but nothing including dragging the tips of his skids down 800ft of asphalt runway trying to get his machine to slow down would work. I thought for sure this would end in a new

Scott Cathy is assisted on the line after one of his aggressive and entertaining demonstration flights.

“urban legend” type maneuver, but about the time he was ready to try really extreme measures his engine finally gave in, and he was able to land. Too bad, I was hoping to see something outrageously extreme.

Scott Cathy was present as a representative of JR, and Dwight Schilling from Kyosho. Regardless of whom these two personalities are actually sponsored by, the amount of help they are willing to offer anyone in need of assistance is hard to measure. Dwight is on the world team, and uses our event to practice. Dwight has been part of the AI's scene for years, and everyone knows not to bother him while he's concentrating on his flying, but when he lands he'll help in anyway with any problem no matter how large or how small.

This year we're going to follow the same format, set up on Friday, with the event officially over with the conclusion of the night fly on Saturday. I for one am a fan of Sunday returning to a family day, and AI's is going to respect this trend.

MIT



The author helps Paul Jacobs start his motor for his first ever helicopter flight.



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MODEL HELICOPTER TECHNIQUE MAY/JUNE 2007 21

City Relations

By Dominic Saverino, Chairman



Jeff received the following missive this month which I thought I should pass on to the entire membership as it concerns the area just north of our field:

I thought I should introduce myself and let you and the club know that the property to the north of FV Aero, between your site and IL Rt 38, is now under lease to the University of Illinois. That includes the barn and open shed just north of your pavilion. While it shouldn't really change much, I thought I should inform you and your club that we are in the planning stages for our activities on that property and that implementation of those plans may begin soon. If you have any interest in being informed or want to contact us about those activities, please get in touch with me. We appreciate that your club makes every effort to be a good neighbor and we intend to do the same.

Bill Shoemaker, Sr Research Specialist, Food Crops

University of Illinois—St. Charles Horticulture Research Center

This was my response to Bill Shoemaker:

Bill,

Thank you for your time on the phone Friday. We, the Fox Valley Aero Club are very happy to have you as a neighbor. We would like to lease from you the property that is directly North of us that goes from the grassy area just East of the tree line on the East, up to the barn, but not the including the barn on the north and the large shed on the West. The FVAC had taken on the project with the DOC to clean and remove over 50 trucks of garbage from that property.

We are a true *not for profit origination* that had to supply the labor and fundraise the money in order to do this for the greater good of the community.

Our use of the property would be for parking cars for our big events (3 times a year) to have RC car races on the top of the grass and just to keep it very clean and nice looking. As I am writing this our President is out on the property mowing the lawn. I will send you pictures of what it looked like. The enclosed gif folder is our Kids Fun Fly, I would like to invite you and all of your fellow colleagues to come out and enjoy the day with us. I look forward to hearing from you.

Thank you.

Dominic Saverino
FVAC
City Relations Manager

The other day at the field someone mentioned that the wind conditions were so bad the only the big guns could fly on a day like this. That statement reminded me that we do indeed have some big guns in the club and I thought I would list some of the affiliations I know of so you would too. **Dan Knippen** flies IMAC (International Miniature Aerobatic Club) and is a member of the Scale Aerobatics Contest Board of the AMA (Academy of Model Aeronautics). **Alan Franowsky** flies IMAA (International Miniature Aircraft Association) and is the Director for District 6 of the IMAA in addition to being their National Legal Advisor. **Chris Moon** flies NSRCA (National Society of Radio Control Aerobatics) and is the Vice-President for District 5 of the NSRCA. **Julian Pugh** is the Frequency Coordinator for AMA District 6. **Bob Walker** and **Hal Parenti** are Associate Vice Presidents for the AMA District 6. **Jeff Andersen** holds Turbine Waiver Signoff authority for AMA District 6. **Mel Ziska, Jim Hagner,** and **Mike Kosteki** are members of the WIPRA (Wisconsin Illinois Pylon Racing Association). I'm sure I have missed some members high position associations so let me know via e-mail what it is and I will pass it along.



Dominic's Boomerang XL

Above: The new universal symbol for gas. With prices at \$3.50 on the way to \$4.00 what else could it be. Left: Dominic's latest venture in the jet world should be ready this season.





St. Charles, Illinois

August 11th & 12th, 2007

Chicagoland **IMAC** Contest

at The Fox Valley Aero Flying Site

Outstanding Flying Site

Grass runway and 50 X 800' paved

All Classes and Freestyle

Awards, camping (no hookups)

4 Minute Freestyle Saturday eve, audio available

Unknowns on Sunday, contestant judging

AMA Sanction #1492

Registration \$25 for **IMAC** Members, \$30 non-members

Includes Lunch on Saturday & Sunday

More info, directions and pre-registration form visit

WWW.FOXVALLEYAERO.COM

Contest Coordinator: Dan Knippen 630-669-3584

Email: dknippen@sbcglobal.net

CD: Mel Ziska 630-357-7350

Email: mel.519@sbcglobal.net



What's this IMAC all about?

By Dan Knippen

For those of you that want to know more about IMAC, I will try to give you a brief explanation of what it is, and what you need to know if you would like to get started.

IMAC short for International Miniature Aerobatic Club or as its also called Scale Aerobatics was first founded in 1974 with a total of 97 members.

Their whole intent was to emulate the full-scale IAC and fly the Aresti maneuvers like their full-scale counter parts. IMAC has now become world wide in many countries.

If you enjoy flying around in circles then IMAC is not for you. If you like new challenges and want to improve your flying skills, and desire a need for competition then Scale Aerobatics could be just what you're looking to try.

Just a little bit about myself. I first started flying about 17 years ago and before long I was getting bored of just punching holes in the sky. I tried my hand at Pylon racing for a few years. Although racing was fun I got tired of coming in last and two mid-air's in one event finished my career in Pylon racing.

I found myself still looking for something in RC but didn't really know what it was. I then visited an IMAC contest at Thorncreek and I knew that is what I wanted to do. To this day I still enjoy and participate in IMAC contest whenever I can. Eventually I would like to try my hand at Pattern. I still enjoy Fun Fly's and other events but Scale Aerobatics is probably the most single thing that has helped me to be a better Pilot.

In an IMAC contest there are five different classes to fly in. Basic, Sportsman, Intermediate, Advanced and Unlimited. Each class as you move up brings new and more difficult maneuvers that will be challenging for even the best pilots.

The Basic class is the first step for many pilots just starting out in IMAC. The maneuvers or Aresti as it's called is an easy introduction into IMAC to get you started. Anyone regardless of age can compete in any one of the classes, but Basic is usually the starting point for most. Where you go from there is up to you. In the Basic class you can fly any plane and it doesn't have to be an aerobatic scale plane. If you choose to fly in any of the upper classes you will need a scale version of a full scale aerobatic plane such as an Edge, Extras, Yak or Pitts. There are many kits or ARFs on the market to choose from.

Do you need a 35 or 40% plane? No! Don't be intimidated by the bigger flying planes. The bigger planes tend to fly better than the smaller ones but I've been to contest where 40 and 120 size planes have defeated the 25 and 35% planes in the same class.



How long and where are the IMAC contest flown? The contest in our region (North Central) is all two day events. Our Region consists of Minnesota, Wisconsin, Illinois, Michigan, Indiana, Ohio and part of Canada. From May to September there will be a contest every weekend to choose from. The season will end with our Regional contest in September.

Most contests will start depending on weather around 9:00am Saturday morning. There will be two flight lines going pretty much of the afternoon. Each class will fly their sequence twice and land. This is known as one round. At most of the contest all classes should get to fly at least two rounds and possibly three if things go well. Sunday will consist of one sequence of Unknowns for all classes except Basic. Then all classes will fly one round of knowns.

The Unknowns will be handed out on Saturday after everyone has flown. Not counting Basic each class will get the Unknown Aresti and it will be up to you to write it out and figure out how you're going to fly the unknown. After the contest on Sunday there will be 4-minute Freestyle for those who choose, and lastly the awards presentations for all five classes 1st. through 3rd. and the best freestyle flight.

In preparation for an IMAC contest you need to give yourself plenty of time to assemble your plane, put up the EZ-up, register and go over your game plan. If you're early you can still have time for a practice flight. If you don't have a caller you need to try and hook up with someone before the contest starts. Getting someone to help should not be a problem. There will be a pilots meeting before the start of the contest to explain how we are going to proceed through the day and any safety issues. Also judges will be assigned for the first round of classed to be flown. If you have never judged before you won't have to but you will be asked to be a scribe on occasion. The pilots as well as women that have attended one of our regional judging schools will be judging the higher classes and probably more than once. All IMAC contests are judged by the contestants. This is the only way a contest can happen. Everybody in the contest will probably help out sometime during the two days of competition. Before the Pilots meeting ends the classes will be assigned their flight stations as well as the order in which you will fly. It will be your responsibility to see that you are ready to take your plane up as soon as the previous pilot finishes their round. Don't forget to fuel up. That has happened more than once.

Generally you will have two minutes to get your plane started, in the air and trimmed out if needed. The direction in which you choose to fly is up to you. If for some reason your plane won't start or some other technicality occurs the next pilot should have his plane ready to take off. You will just move down the list and fly next.

When you announce in the box or wag your wings the judging starts. You do not have a time limit when flying your round, but after you have completed your round you should immediately set up for landing. Also your caller is not the spotter for you and will probably retrieve your plane so the next pilot can go up. You will return your pin and transmitter to the impound and wait for the next round.



Information about IMAC can be obtained by visiting www.mini-iac.com

This site will have valuable information as well as the Aresti for 2007 for all classes. The Aresti for IMAC unlike Pattern change annually. Also each region has their own spot for information such as point's standings and schedules for the season. We are in the North central region. The rules for IMAC are also posted which is one of the most important aspects to know if you are going to compete in IMAC.

If you want to know more about how to read the Aresti do a Google search on Aresti Dictionary, or Aresti Made Simple.

Fox Valley Aero club's first IMAC will be August 11th. And 12th... We hope to make this a very successful event for the club and the competitors. If anyone has questions feel free to ask Dave Genovese, Dan Rocha, or myself whenever were at the field. You can also E-mail me at dknippen@sbcglobal.net For subject put Fox Valley IMAC. I get allot of mail and delete just as much if I don't recognize who you are.

I hope this has helped some of you understand a little more about IMAC and what it entails.

Mel Ziska is the Contest Director, Dan Knippen is the IMAC Coordinator, Dave Genovese is the Coordinator, and Terry D'anca is the Score keeper.

Editors note: This is what an IMAC airplane looks like...no wonder I like it.



Fun Fly Report

by Allan Galle, Chairman



Great turnout for Qualification Day April 28, 2007



Photo by Julian Pugh

The next fun-fly will be held June 2nd at 10:00 A.M. and the event is "Climb and Glide". The results of our first fun-fly "Constant Speed" held on May 12th are as follows:

Beginner: Todd Barrett	1st	Novice: Tom Siwek	1st
Bill Scherer	2nd	Chuck Cork	2nd
Bill Brown	3rd		

Advanced: Art Wascher	1st	Expert: Paul Jacobs	1st
		Tony Sokol	2nd
		Dan Compton	3rd
		Alan Galle	4th
		John Fischer	5th
		Cliff Fullhart	6th

We had a total of 16 members competing in this event. Thanks to all.

Fun Fly Report

by Allan Galle, Chairman



The Accumulation

A long time ago in a house far, far away, a young boy started in this hobby with a Carl Goldberg Junior Falcon, a Cox TD .049, a bottle of hot stuff thin (as it was the only viscosity made in the 1970's), and a #11 exacto knife. Building an RC plane and not having enough of the right tools became quite a chore as a Dremel moto-saw, drill, and a drill press were some of the basics that were needed to do any kind of real building, especially if one wanted to scratch build. Other tools that made building even easier were a disc sander and a band saw, as these tools allowed for smoother cuts and quicker sanding of any material especially harder materials like plywood and spruce. But for a young boy with limited funds, this was quite an endeavor to even purchase let alone acquire these special tools.

Now, that young boy is not so young anymore, he is older and wiser but still is a young boy at heart and I must admit that one of the biggest tasks I dislike is sanding wing tip blocks. The wing-tip blocks start off square and when you're finished you then have a lap full of balsa dust not to mention that the air around you is full of balsa dust that has yet to settle. In order to avoid this problem, I use a shop-vac and position the open hose beneath while doing the sanding. I recently installed a dust collection system on all of my cutting tools and this helps immensely. Now that young boy over time, hard work and with more money than he had on his paper route, has been able to obtain these special tools as well as others in order to make this hobby more fun, enjoyable and easier to scratch build. Below: Constant speed pilots meeting 5-12-2007.



Avoid Becoming an Unintended Spectator

By: Tom Siwek

Now that the flying season is coming into full swing, modelers in mass are dusting off their equipment and heading to the field. In my recent outings, I've witnessed a few guys become spectators instead of aviators due to unforeseen problems. Some problems were significant, some trivial, but most all were avoidable with some organization and advanced planning. Below are some tips that may help you avoid spending the day as an unintended spectator.

Charge those batteries! Insure all of your batteries are fully charged. If you have a charger that can cycle batteries, do that too. It helps to extend their life and maximize capacity. Don't forget to get them all too. If you think about it, we're regularly using batteries for all types of stuff – transmitters, receivers, field boxes, glow igniters – the list can go on and on.

Freshen-up the fuel. If you're staring at bottle of fuel and can't remember how old it is, pitch-it (in an appropriate manner, of course). Fuel is hygroscopic, meaning, it attracts moisture. If fuel is sitting around too long, it will go bad. Hit the local hobby shop and pick-up a new bottle (or six) before you pump bad fuel into your plane and spend half a morning trying to figure out why your engine won't start.

Check the Glow Plugs. Be sure they're still working and not worn-out. While you're at the hobby shop picking-up fuel, get a couple extra plugs.

Check your support equipment. Be sure that fuel pumps, electric starters, glow igniters, and any other support equipment you use are in working order. If you're already at the field and find any one of these is out of commission, be prepared to beg your fellow club members for a loaner.

Take stock of key hand tools. Beat Murphy's Law. Give some thought to anything you might need to repair, adjust or replace on your model when at the field. Be sure you have a small tool kit in the field box for such needs. Don't forget some sand paper and a hand-held balancer in case you unexpectedly need to put a new prop into service.

Know your radio. Don't allow your day to become shortened due to an issue with your transmitter programming. With Spektrum and Futaba "Fasst" radios becoming so popular, we're starting to see more and more "computer" radios at the field. If you don't understand the programming menus of your radio like the back of your hand, keep your radio's instruction manual in your field box. The manual may be invaluable in working through a programming or servo connection error. **Have critical spare parts on hand.** Have a couple spare props, glow plugs, wheel collars, and common hardware in the field box. Especially, if it's something that can rattle loose as part of normal flight.

Ground check, ground check, ground check. If you're putting a new or rebuilt model into service, check all of the control linkages, control surfaces, engine mounting, engine plumbing, airframe and servos before you hit the field. Consider running the engine at home for a few minutes to insure it starts and that you have proper fuel flow. Also, don't forget to check the balance of your model for CG and lateral balance.

If your model's not new or rebuilt, check these things anyway. Things happen when stuff's sitting in the basement or garage all winter.

- **Lastly, have fun flying!**

Membership News

By Jason Walsh, Chairman



Hello again, I hope you all are getting ready for the wind to die down a bit. Its been quite a windy spring!

I've got one very important item to discuss this month:

1. The revised constitution will be reviewed and voted on at the next general meeting (June's meeting). Why is this important you may ask? Because this constitution sets in stone the following dues structure:

All renewals are due in by March 1. After this date membership is suspended, flying privileges are suspended, and there will be a late fee assessed of \$25.00.

This means no flying till payment.

Members who have not renewed by December 31 of that year will be removed from the club roster. To reinstate membership the initiation fee will need to be paid again and the membership dues will need to be paid. It will be like becoming a new member.

Members who have not renewed by June 1 of this year will be subject to the rules stated above. There are 29 people left unpaid, and as of June 1 flying privileges will be suspended, and a late fee of \$25.00 will be assessed. If you choose not to renew by the end of this year you will be removed from the roster.

This means you are not allowed to fly this year, as of next week, June 1st, unless you are paid up in full.

I will no longer be chasing people down for their dues money either. It is your responsibility to remember when to pay dues. I will send out periodic reminders but I will no longer chase down membership renewals. If you were relying on me to call you to remind you that you have not yet paid, you are out of luck.

The club relies on dues money to pay for all the amenities we currently enjoy: Bathrooms, mowing, field maintenance, etc. Most of these things need to be paid up front in the spring, hence why the club asks for your dues early rather than late.

This new structure may sound harsh, but it's actually better for all of us. Previously the date for membership renewal was March 1. After that date it used to be Initiation + dues to get back in. This pushes that date out by almost a full year, giving people time to get their dues in on time. Second this gives a hard and fast rule set that has some teeth to it.

This is the last notice of this policy. As of June 1st if you have not paid I will ask for \$100 rather than the \$75 because of the late fee, and you will be asked not to fly until you are paid up. This isn't because I am a jerk (debatable), but because we need to establish firm policy.

Best regards, Jason Walsh

Safety Corner

By Karl Griesbaum, Chairman



It has been very quite at the field with the exception of one incident involving a Saito 3 cylinder engine with a Graupner composite propeller. As most of you have heard, Dennis McFarlane (Cindy's bigger half) lost a battle with his Stearman and wound up having surgery on his right hand to rebuild two fingers and reattach the tendons and nerves. He has very strong bones as the prop broke rather than his fingers and the surgeon removed several pieces of prop and gave them to Cindy. As a reminder to the members to keep their fingers out of the spinning props, I have asked the editor to rerun the photos from last year to drive home the idea that "Safety is No Accident". Fortunately for Dennis, the prognosis is good for a complete recovery and he should be in rehab in a month or so. Damn that looks like it really hurts!



Reach for
robart



Safety Corner

By Karl Griesbaum



Julian 2006, then Dennis 2007; we don't want to see any more of our members posing for pictures like this so let's make the rest of 2007 safe at the field.





**3rd Annual
Chicagoland Pattern
Championship**
*The largest Pattern Event in the
Midwest*

PATTERN CONTEST

August 18 & 19 2007

401, 402, 403, 404, 406
(FAI will fly PO7)

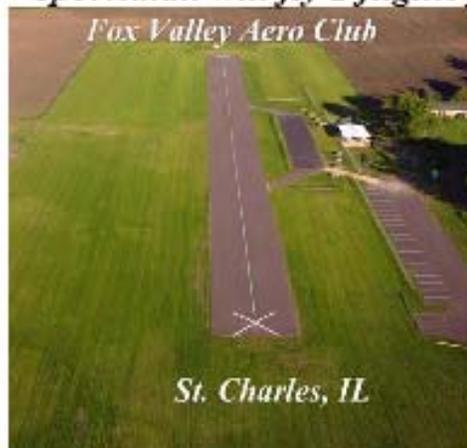
AMA Sanction # 07-0522

Trophies for 1st, 2nd, 3rd - contestant judging

6 Rounds – normalized scoring

- *Any AMA legal airplane will be allowed in Sportsman*

- *Sportsman will fly 2 flights per round (12 total sequences)*



Friday: Field open to all for practice
after 12:00 noon

Saturday: Registration opens at
8:30am. (\$25 entrance fee) Pilot's
meeting at 9:00

Flying at 9:30

Sunday: Flying begins 9:00am

Field is located on the South side of
Rt 38, (Lincoln Hwy) ½ mile west of

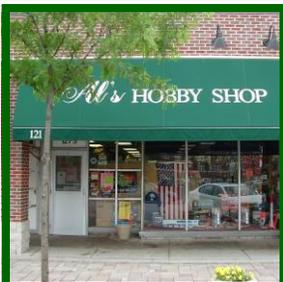
Peck Rd. in St. Charles, IL. There is a sign at the entrance to the field.

Contacts:

CD Chris Moon cjm767driver@hotmail.com (224) 805-3553

Asst. CD Jason Walsh jwalsh1@ameritech.net (630) 406-0725

Club web site: www.foxvalleyaero.com



Telephone: 630-832-4908

P.O.Box 449, 121 Addison Ave., Elmhurst, IL 60126

We are one block west of York Road and two and one half blocks south of North Ave.
(Route 64) in the City Center of Elmhurst

Monday: 12:00 to 8:00 P.M.

Tuesday through Friday: 10:00 A.M. to 8: 00 P.M.

Saturday: 9:00 A.M. to 5:30 P.M.

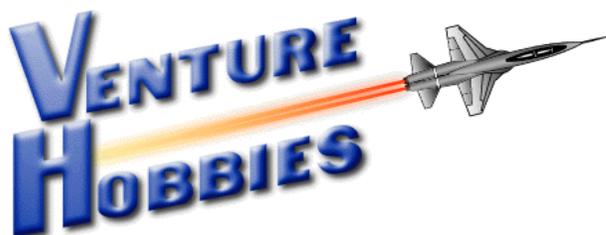
Sunday: 12:00 to 5:00 P.M.

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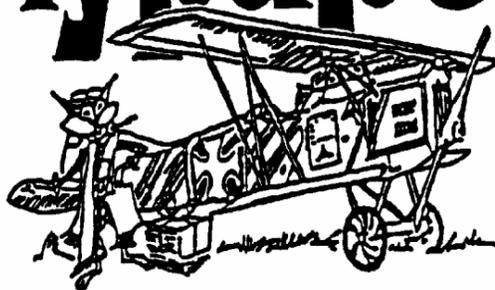
Warbird Photo of the Month



Photo by Julian Pugh



Flypaper



FOX VALLEY AERO CLUB

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