



Flypaper

June 2013



The *Flypaper* is a monthly publication of **The Fox Valley Aero Club**

An Illinois not-for-profit Corporation

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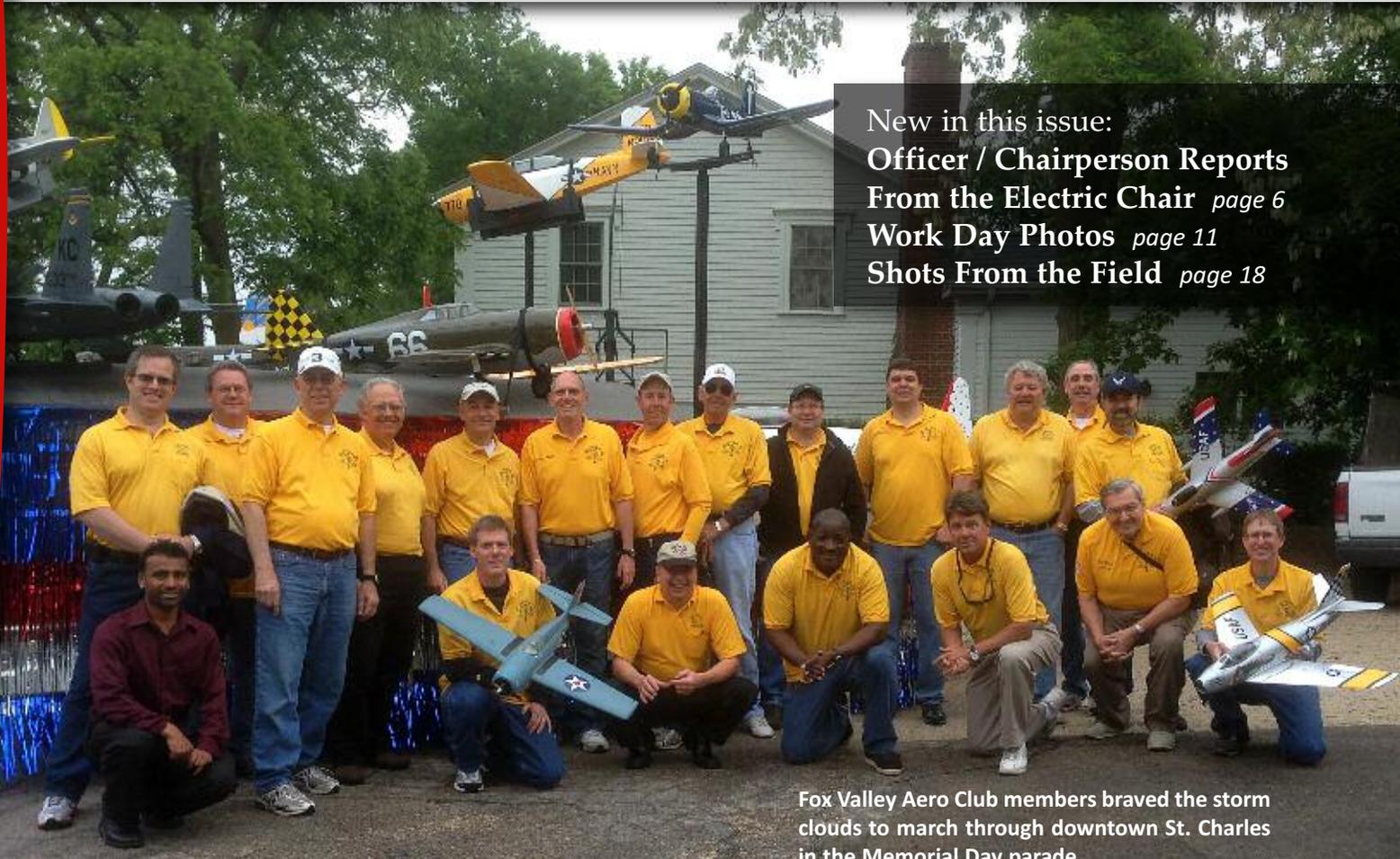
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AMA Gold Leader Club



Academy of Model
Aeronautics Charter
Club #252



New in this issue:
Officer / Chairperson Reports
From the Electric Chair page 6
Work Day Photos page 11
Shots From the Field page 18

Fox Valley Aero Club members braved the storm clouds to march through downtown St. Charles in the Memorial Day parade.

Susan Galle photo



PRESIDENT'S MESSAGE

Tom Spriet
president@foxvalleyaero.com

June is here and our calendar is heating up. With all the rain however, the only thing that's happening at the field is the grass is growing... And Growing... AND GROWING !!! One of these days the sun will come out to stay and possibly we can return to the field and actually fly. It's June 5th already and soon, believe it or not, will be the summer solstice. While it's the first day of summer, I think of it as the start to the return of winter, as the days start getting shorter.



The field about to get watered...AGAIN!

Tom Spriet photo



FVAC members walk alongside our entry in the St. Charles Memorial Day Parade.

Mel Ziska photo

The participation by our members this year in the St. Charles Memorial Day parade was double last year with 22 taking part. Thanks to all of you that braved the less than beautiful day to make our presence a success. Both JT and I had the opportunity

to speak with the Mayor elect, Ray Rogina. We made him aware of Fox Valley Aero Club and what we do for the community.

A very Special thanks to Eric Karl for taking the lead in preparing the float and getting all in order to present to the public, and to Robart Manufacturing for the use of their facilities in the completion of our float, which was a huge success! Its members like Eric that make this club a notch above the rest!

There is one issue that has been stirring and requires clarification. I did not hear this statement directly, and do not like to respond to rumors or hearsay, but I feel strongly that this incorrect statement requires a direct answer. The statement is this **"All turbine aircraft and aircraft larger than 30cc are unsafe to operate at Fox Valley Aero Club."** This statement is

ludicrous!! It was proven last year at our Festival of Flight that turbine aircraft can safely fly here. It was also proved that giant scale 150cc and larger aircraft could safely operate here and did so flawlessly during both the Festival and IMAC events.

I would like to share the communications that recently took place between myself and the AMA regarding this matter:

"Lois, [Members, FYI—Lois Mock is the AMA Club Secretary]

I know you are a busy lady..

What is the size of a normal RC field today?

What size runways do most call home?

I really have only had contact with the field here at Fox Valley Aero Club and have been told it's one of the best in the Midwest. Is that because it's so well-manicured, or because the asphalt runway is 50' x 800'?

An unbiased opinion is what I'm after. One of the reasons for my query is it has been said that aircraft over 30 cc would be too big and are unsafe to fly here. I would like to have backup information to answer that ridiculous statement and set this person straight. I have witnessed all types and sizes of RC aircraft use this field without problem or incident. This hobby does not need bad press or ill will by somebody that is bent on harming its safety record by using poor or incorrect statements in any crowd.

Thanks in advance

Tom Spriet President
FVAC@etglass.com

From: Greg Hahn <gregh@modelaircraft.org>

Date: May 30, 2013, 2:46:06 PM CDT

To: Lois Mock <loism@modelaircraft.org>, tom.s@etglass.com>

Cc: Ilona Maine <ilonam@modelaircraft.org>

Subject: RE: Safety issues

Tom,

Probably the average runway is 500' long at best and yes your fox valley is one of the best in the Midwest. I've personally flown there many times and also at your old field by the boy's school.

I can personally say that your field is capable of handling pretty much any aircraft that's built.

Hope this helps

Greg Hahn

Competitions/Technical Director AMA"

Well folks, as Greg stated above, "Our field is capable to handle almost anything that's built". I believe the above statement by the AMA representative and find fault with the misguided statement that would severely limit what flies at our field.

As a full-scale flight instructor, I would add that to accomplish any safe flight, a good preflight is a must. You also must have an understanding of your aircraft's equipment and capabilities. This needs to occur prior to every flight. You should be familiar with local rules and flight patterns. Lastly, practice slow flight and emergency procedures regularly. If we are diligent in preparation and pay attention to details, the amount of failures we have at the field would be significantly reduced. Pilot error is the primary cause in any aircraft accident. The airplane's size does not matter, it's the readiness and proficiency of its operator. The pilot is the weakest link—not the aircraft. Always remember that safety is no accident!

Here's to a great flying season, wishing you all blue skies and gentle breezes.

See you at the field,
Tom Spriet



Great Planes Cirrus
SR22T GP/EP ARF 69"
(GPMA1363)



VICE PRESIDENT'S MESSAGE Alvin Cole-vicepresident@foxvalleyaero.com

RED TAILS HONOR

The 'Red Tails' of a P-47 Thunderbolt and the North American P-51 Mustang symbolize a pivotal moment in American military aviation history. As World War II aerial observers and escorts, the distinguished Tuskegee Airmen protected our bombers against enemy fire—their aircrafts having a red tail. The perseverance and bravery of these men

strengthened our military forces and ignited unbiased opportunity for aviation enthusiasts.



Charles Taylor painting

It is always an honor to participate in the Memorial Day Parade! The event promotes community and allows Fox Valley Aero Club (FVAC) to demonstrate support for both our current and fallen military personnel. The sacrifice of those who give their lives for our freedom is immeasurable but we view our participation in the parade as a small badge of honor. This year, I was privileged to both walk in the parade as well as carry a Red Tails P-51 airplane honoring military aviation and our Nation's progress towards equality.

Thank you to everyone who participated in the parade! For those unable to make it, we hope to see you next year. To our FVAC military members both past and current, hats off! It is an honor to share the air with you and more importantly, friendship.

Alvin



Mel Ziska photo



TREASURER'S REPORT

Paul Jacobs
treasurer@foxvalleyaero.com

It's June already and my flying has barely started. A few flights on the Sukhoi told me I needed to add some washers for right thrust but I haven't had a chance to test the result yet. The weather this year has been really lousy for us weekend-only guys. Hopefully the weather will be good for the Kids Fly and the Pig Roast. We were almost rained out for the Memorial Day parade but after some initial confusion,

everything worked out well. Eric and Dave put on a great show and were supported by a dozen or more FVAC regulars walking along with the float. We even picked up a new member at the staging area and he had an F-15 on the float.

Final reminder for those that haven't sent in their dues yet that I will be removing the names from the rosters and e-mail lists this month. Please let me know what's happening so that we can make some arrangement if you need more time.

We have spent some big bucks on the runway and sign this month but the checkbook is still in great shape for the rest of the year. I'll be concentrating on flying the planes I have already built for the summer so the DC-3 and Decathlon will take a seat on the back burner for now. This will also give my checkbook a chance to recover as I just priced the servos out for that big airplane. Used to be that we would rub the side of the plane with \$100 bills to get them to flight status but now it is \$1,000 bills.

Anyway there are four months of flying ahead so I hope to see all of you on the flight line and burning some fuel soon.

Paul



Dale Gathman photo



Tom Spriet photo

From the **ELECTRIC** Chair



by Walt Thyng

being human, I am still (unfairly) biased against this brand to this day.

Regarding the 80% rule (never exceed 80% of any battery parameter): this is partly based on the fact that manufacturers/vendors tend to be very optimistic when rating their cells. They also have a habit of “rounding up”; either one of which can lead to dead cells. (I understand this R.O.T. caused some confusion last time. Please note “80% of any PARAMETER of your LiPo. Since ALL parameters are expressed as “C” or a function of “C” (capacity [C], charge rate [XC], and discharge [also XC], the 80% R.O.T. still applies. Ex: a 1000mah pack with a charge rate of 1C and a discharge rate of 10C: 80% = useable capacity 800mah, safe charge = .8 amps, safe discharge = 8C or 8amps. Hope this clears up any confusion)

How to kill LiPos: because LiPos are made in a soft container (I’ll explain why in another article) they are very susceptible to physical damage. Something as seemingly innocuous as being banged around in your field box can damage them. Dropping them on the floor is a BIG “no no.” Impact damage from an “unscheduled” landing is another. Anything that causes a dent, dimple or wrinkle in a cell is cause for concern. When this happens the “stuff” inside the cell begins to crystallize and remove chemicals from the energy producing reaction.

If a LiPo is significantly damaged, it should be placed either in a fireproof container or put in a safe place well away from any combustible material

Let’s do some follow up to last month’s article. One thing I do want to mention is that input based on pre-balancing experiences is really no longer valid. When LiPos first came on the market, before we learned about the need for balancing, I had a really bad (read “expensive”) experience with a top name brand;

for at least 30 minutes (60 is better). When charging any damaged LiPo always place it in a fireproof container and **DO NOT LEAVE IT UNATTENDED!**

Other than physical damage, the four things most likely to kill a LiPo prematurely are overcharging, excessive charge/discharge rates and temperature, and especially over-discharging (modern Lipos do not tolerate voltages lower than 3.2v per cell). A fully-charged Lipo should read 4.2 volts. Excessive charging or discharging can be prevented by observing the 80% rule. This will also prevent overheating. If you cannot comfortably hold your battery in your hand after a flight, it is too hot. Lower your amp draw and/or improve cooling air flow.

LiPos do not tolerate being stored at full charge for extended periods of time. Storage voltage should be between 3.7 and 3.8 volts. Any decent charger should have a setting for this. You may have heard that the storage voltage should be lower than 3.7; this is due to a change either in the chemistry or the structure of cells. Early cells had a slightly lower nominal voltage and could be safely discharged down to 3 volts per cell; newer cells have a higher nominal voltage and should not be discharged below 3.2 volts per cell.

Determining when a cell is worn out is really up to the user. Obviously, if it cannot take or hold a charge it is dead. Most sport flyers don’t push their batteries very hard so they don’t notice increased voltage drop. What they do notice is shorter flight times due to increased throttle advance.

That’ll do it for this month. Next issue: all about puffing.

LiPo comparison update: I recently purchased some “Zippy Compact” batteries. I am disappointed in that the capacity seems to be overstated and they have a strange NiMH-like discharge “knee” in that the voltage drops off very rapidly and does not recover enough. This is from in-flight observation; I will test them later.

A GREAT BIG THANK YOU TO THE UNKNOWN SAMARITAN WHO RESCUED MY GENTLE LADY FROM THE CLUTCHES OF THE TREE MONSTER. SHE HAS BEEN REPAIRED AND FLOWN AGAIN.

Walt Thyng

Field Etiquette

With the flying season ramping up, it's good to revisit a few friendly comments on field etiquette from a previous *Flypaper* issue:

1. Mark Knoppkie is our Field Maintenance Chairman, not our garbage man. If you see some garbage on the ground, please pick it up and put it in a trash container. If the container is full, please empty it in the dumpster.
2. Cigar and cigarette butts should be put in the proper container and not put out and left on the concrete or grass.
3. Dogs are welcome at the field, but they must be kept on a leash for their own safety, and you need to clean up after them.
4. There are 8 tables that are to be used for assembling and repair to your aircraft, and over 200 members. Please use the tables, but then move on so others have a chance to do the same.
5. Watch your language. There are many guests at the field including women and children and profanity is not allowed.
6. If you drink alcohol, you do not fly. Just like full-scale aviation, it's 8 hours from bottle to throttle—no exceptions.

It's nice to be important but it is more important to be nice.



If you haven't been out to the field lately, you haven't seen our new welcome sign. This beauty is the result of the hard work of President Tom Spriet and Field Chairman Mark Knoppkie. Mounted in place of the old sign on the pavilion, this new sign is hard to miss and greets all visitors to our field.



mCP X BL BNF by
BLADE (BLH3980)



20GX 20cc (1.20
cu. in.) Gas
Engine by
Evolution
Engines
(EVOE20GX)

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.

28th Annual Helicopter Fun Fly

June 14-15, 2013

Demos

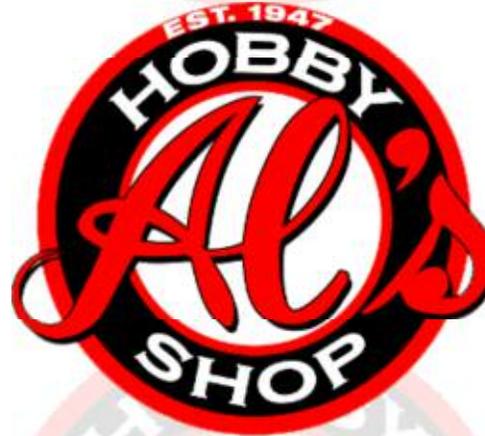
Public Raffle

Pilot Raffle

Fun Events

Night Flying

Saturday Dinner



Fox Valley Aero Club Airfield • Karl Madsen Drive, St. Charles, IL

Pilot Registration - \$25.00 (includes Saturday night dinner)

Proceeds to benefit various charities

For information contact Cindy @ 630 832-4908 or rc@alshobbyshop.com

For club information visit, www.foxvalleyaero.com

Fox Valley Aero Club
presents...

Radio Control

FESTIVAL OF FLIGHT

Giants

Jets

Aerobatics

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



FREE Parking

Admission: \$5 per Adult

Kids under 12 - FREE

Raffles! Food! Fun!

www.foxvalleyaero.com

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

Fox Valley Aero Club Calendar of Events

June 13	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
June 14 & 15	Al's Helicopter Fun-Fly	FVAC Field
June 23	Geneva Swedish Days Parade	TBD
July 11	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
July 20 & 21	Festival of Flight	FVAC Field
August 3 & 4	Chicagoland IMAC Challenge	FVAC Field
August 8	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
TBD	Cub Scout Rocket Day	TBD
September 12	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 20	Fun-Fly & Turkey Fry	FVAC Field
November 14	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 6	Annual Christmas Party	Hilton Garden Inn

! Remember—the next three meetings are held out at the field—unless there is inclement weather, when it will revert back to the township hall.

Past Events of 2013

- January 1 **First-to-Fly Fun Fly**
- February 23 **FVAC Annual Swap Meet**
- April 27 **Member Work Day**
- May 27 **St. Charles Memorial Day Parade**
- June 8 **Kid's Day**
- June 9 **Fun-Fly & Pig Roast**

Great Planes F-1 Rocket Evo GP/EP Sport Scale ARF 52" (GPMA1030)



F4U-1D Corsair 60cc ARF by Hangar 9 (HAN4760)



Work Day Photos

by Dale Gathman



www







SECRETARY'S REPORT

Dale Gathman—secretary@foxvalleyaero.com

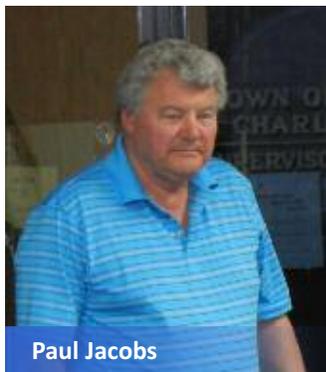
Fox Valley Aero Club Member Meeting Minutes

May 09, 2013 @ St. Charles Township Hall

President Tom Spriet called the meeting to order at 7:36 pm, welcomed us to May, and

asked if everyone has flown yet this year. There was a strong showing of hands. He then asked who would like to fly, and again received a large number of hands raised.

Secretary Dale Gathman asked for any additions or corrections to the April 11, 2013 Member Meeting Minutes. None were voiced and Tom Siwek moved that the April minutes be accepted as presented, seconded by Cindy McFarlane. Motion passed unanimously.



Paul Jacobs

Treasurer Paul Jacobs reported that the checkbook took a hit this week to pay for the runway sealcoating, but our finances are still strong. He then jokingly announced that he would be in the back to collect dues from any 'deadbeats' who haven't paid yet.

Vice President Alvin Cole (enthusiast) stated that he didn't have anything this month, but found something interesting. He said that he asked a friend out at the field whether he was an enthusiast, and the friend (Tom Flint) said "No, I'm obsessed".



Tom Spriet

photos by Doug Swanson

Field Chairman Mark Knoppkie said the field is done, the runway is striped, and let's go fly. He stated that the sign may be done in about a week. Mark also expressed thanks to all who came out for our field workday. A member questioned what day the lawn is mowed, and Mark said that it gets mowed Thursday mornings, but that he had requested the lawn service not mow this week to assure that they didn't get in the way of the sealcoaters if they weren't done by today.



Mark Knoppkie

Membership Chairman Tom Flint introduced **Scott Wahl**, who stated that he is new to the sport, and is open to criticisms, suggestions, and whatever. Tom welcomed him and assured him that he could ask questions of anyone at the field, and we would be happy to help him out. Welcome, Scott.



Scott Wahl

Safety Chairman Karl Griesbaum stated that we had a jet crash out at the field. Part of the board's discussion about the crash was whether the jet was being flown in or out of our flight envelope. The other part of the discussion was whether the pilot who crashed was proficient at flying his jet. As a result of the board's discussion, we will be looking into setting some guidelines for proficiency testing for all pilots of the club. This is something that the club had in the past, and will most likely have different categories, with maneuvers based upon the category. Right now this is just in



Karl Griesbaum

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the planning stages, and members will hear more as progress is made. Karl stated that the pilot that crashed had a turbine waiver. Tom Spriet said that there are a lot of issues at hand, and the question of the pilot's proficiency brought us to the idea of creating a proficiency testing program. The purpose of the proficiency check is to help all of our pilots improve their skills. Tom Siwek mentioned that in the past, some people haven't always used good judgment, and have flown beyond their proficiency level, putting others at unnecessary risk. Tom Spriet stated that pertaining to the jet crash, there have been no complaints or legal issues raised and the crash happened within the boundaries of our field. He then asked if there were any specific questions about the crash. There were none.

Show and Tell – **Tom Flint** stated that this is the first day of 'everyone needs a biplane month'. He displayed his Christmas present, a Great Planes Super



Tom Flint

Stearman, painted in the scheme of the Red Baron Pizza Squadron. He said in jest that he eats pizza every Sunday, and if you collect enough pizza coupons and send them to Red Baron, they send you this plane (at least that is what he told his wife). Tom showed off his tail marking stating he was #2 in the squadron. He made decals for Cliff (#1), Sal (#3) and Steve (#4). Maybe in the future we will see these four do some formation flying just like the real Red Baron Squadron.

Tom's Stearman is powered by a Saito 150, and sports a 'Tom Flint' pilot bust in the cockpit.

Government Relations Chairman Bill Sponsler

introduced himself, and said that he didn't have a whole lot this month. He said that he was able to go through a large box of paperwork that he had received pertaining to the original field lease. Our lease is up at the end of March 2014, and there is nothing saying that we can't start the renewal efforts early. At this point, there is a new Mayor and new city council for St. Charles, so we can get the renewal process started. Bill talked to our club attorney, and there haven't been any issues, so we plan to go ahead and exercise our option to renew the lease. The only thing that could prevent us from

getting the renewal would be if we breached the lease contract, which there is no indication of us doing in any way. We maintain the field, have good events, and have club policies to assure safety. The two things we should be aware of is to make sure that we keep our planes in our agreed flight envelope, and to help each other out if we see someone struggling with anything. We don't want to create any issues that we have to deal with that may cause the wrong type of attention by the city. A member asked whether the city council has to vote on the renewal. Bill stated that the original special use land lease had to be voted on by the city council, but he believes that the renewal will be an administrative issue that can be granted by the city manager. Bill explained that any capital improvements that we want to make will have to go through the full bureaucratic channels for approval. In answer to a question, Bill also explained that flying outside of our flight envelope could be considered a breach if someone lodged a formal complaint and the city wanted to make it an issue. He also stated that we have written permission to overfly the gun range whenever it is not in use. Bill mentioned that upon going through the lease paperwork, he saw that Bob Walker, Mel Ziska, and Paul Jacobs must have spent hundreds of hours working on the original lease. Bill said that he appreciates what we have so much more since discovering how much work went into it. As a side note, Bill publically thanked Mel Ziska for allowing the use of his Top Flite DC3/C-47 as a static display



Bill Sponsler

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model for the St. Charles East After-Prom party.



Dennis McFarlane

Show and Tell – Dennis McFarlane showed a new foam-cure silicone based CA adhesive manufactured by Bob Smith Industries. They discovered the formula working on an adhesive to glue aquariums together. This new adhesive works great for all foams including EPP foam. The only downside is it takes 12 hours to cure. Dennis also revealed a new use for adhesive pipettes – pinpoint dispensing of ‘CA kicker’. The people from BSI started using this procedure to keep from getting ‘kicker’ in places they didn’t want it to be. Dennis also learned from them that ‘CA kicker’ fumes are

heavier than air, and so settle to the ground., Because of this, ‘CA kicker’ should be stored below the CA Adhesives in our shops, as well as at the dealers. Lastly, Dennis announced that Al’s Helicopter Event is Friday afternoon and Saturday on Father’s Day weekend. Everybody is welcome, even small lightweight foamies. They have a night fly in the evening, and helicopters and small fixed wings can both be flown. Also, Rock Valley RC Flyers are having a fly event on June 1st, to make up for the Rockford full scale airshow being cancelled due to the sequestration.

Dale Gathman displayed his E-Flite F-86 Sabre 15 DF Jet. This plane was procured by Dan Vancura from John Redman at the swap meet. Dan decided to sell it to Dale, to raise money for a Helicopter. Dale made a few repairs to the plane, including installing the nose gear servo, and making the wood



Dale Gathman

braces that hold the intake tube into the fuselage. It has the same power system used in the foam Habu planes, although the air path to and from the ducted fan is straight through front to back so it is very efficient. The fuselage is fiberglass, with built-up wings, and it has a beautiful finish. The plane uses a 4S 3200 LiPo for power.

Parades – Eric Karl said that we will have a workday on the 18th of May to prepare the float for the St. Charles Memorial Day Parade. He needs warbirds to place on the float. At this point, he has Dave Murray’s F-22 jet, T-33 jet in the back with smoke, Eric’s T-34, and possibly one of Robart’s B-25s. We need more planes to fill the float. Also, he said that if anyone has foamies or small warbirds that they would like to hand carry during the parade, that would be awesome. Eric and Dave Murray will stage the float at Robart on the 26th and the planes will be installed on the morning of the 27th before the parade. Tom Spriet mentioned that the parade is only about a six block walk.

Kids Day – Tom Spriet stated that Kid’s Day would take place before our next meeting, and encouraged members to bring their trainers, as well as other models to show at the event.

Festival of Flight – Tom Spriet had a stack of brochures which were printed up to advertise the Festival of Flight. They were made available to the members so that they could distribute them.

Tom Spriet announced that **Dave Murray** has the pop machine at the field up and running.

Show and Tell – John Turner showed his Goldberg Anniversary Edition J-3 Piper Cub. JT found this one in February at the



John Turner

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DuPage Fairgrounds swap meet. He powered it with an OS46, with a Bison Pitts style muffler. The wing has a little dihedral, with blue and white stripes on the bottom. **Cliff Fullhart** reported that this model actually flies better than the Hangar 9 Cub.

Tom Spriet announced that the Pig Roast is the day after the Kid's Fly day, and everyone should bring their family and friends, there will be plenty to eat.

Dan Vancura



Dan Vancura showed a House of Balsa K-28 1/2A Sport Stealth really old kit which he converted to electric. He mounted the servos in the wings, and installed a Super Cub gear. It has a 450 motor and 3S 2000 mA battery. It has no rudder control. Dan decorated it with a Star Wars theme.

Tom Spriet displayed his Christmas replacement for his previous airplane which had a wing separation and met with low-speed dirt. The plane is an Airwild 29% Extra 260. It is powered by a DA50 engine. All the hardware has been re-used. Tom changed to redundancy with a PowerSafe receiver, as well as twin batteries and twin voltage regulators. Tom kicked the previous female pilot to the curb, and replaced her with a genderless helmeted pilot. Tom created the dash panel by photographing a dash he had and printing it on a color printer. Tom



Tom Spriet

showed how he has installed clips through holes in the anti-rotation dowels to give an added measure of security in case the wing bolts come loose.

Dale Gathman mentioned a quick help that he has used to make planes more visible at dawn and dusk. He adds stripes cut from TopFlite Day-Glo Red trim material to the top of each wing. This also helps to see orientation for planes that tend to blend into the sky.

Dale Gathman displayed some photos that he shot at the field, Rich Gabry's Cap 232, the club's Sopwith Pup, Tom Flint's maiden flight on his Giant Scale Super Cub, Dale's Super Cub, and Nick Trifilio's Albatros 25e.



Dale Gathman

Paul Jacobs mentioned that the orange cones at the west end of the field are marking two sinkholes, so it would be wise to avoid the cones when using the grass strip.

Eric Karl mentioned that Facebook has a neat collection of warbird photos in their Flying Heritage Collection.

Tom Spriet stated that weather permitting we will have our June meeting at the field.

Dale Gathman mentioned that any members who have not walked around at the east end of the field may want to do so. There are obstacles on that end that members may want to know about if they have to perform an emergency landing down in that area, such as manhole covers and a rock filled area.

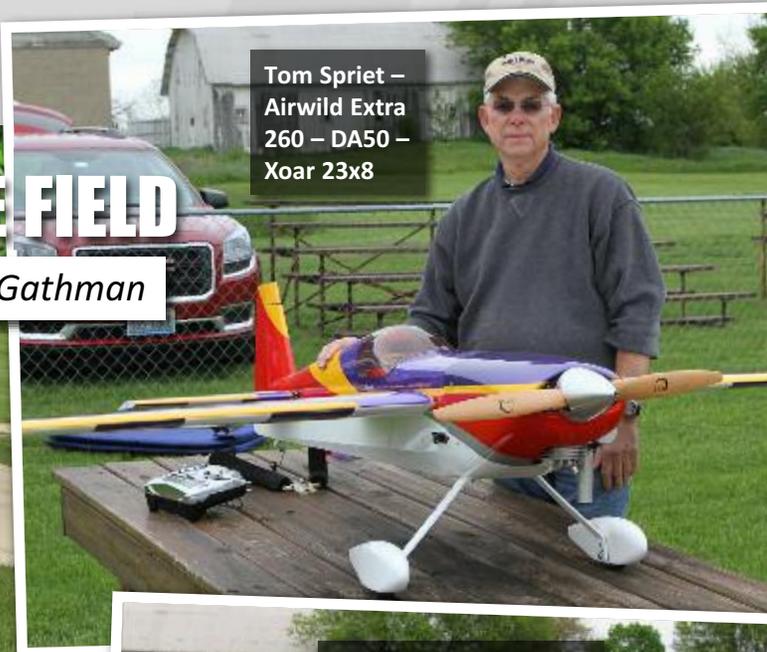
Hearing no further business, President Tom Spriet asked for a motion to adjourn. Tom Siwek moved, and Cindy McFarlane 2nd. The meeting was adjourned at 8:19 pm.

Respectfully Submitted, Dale Gathman – Secretary FVAC

SHOTS FROM THE FIELD

by Dale Gathman

Tom Spriet –
Airwild Extra
260 – DA50 –
Xoar 23x8



Chris Gini –
Aeroworks Extra 300
35% - DA120 – Tuned
pipes – Futaba Radio
– VP racing fuel –
Robart Smoke –
Aerographix stickers
– Fourtitude rc gas
tanks



Sal Perno –
Great Planes
Giant
Aeromaster –
Fuji 43cc



Mark Hamilton –
Parkzone Spitfire MK IX

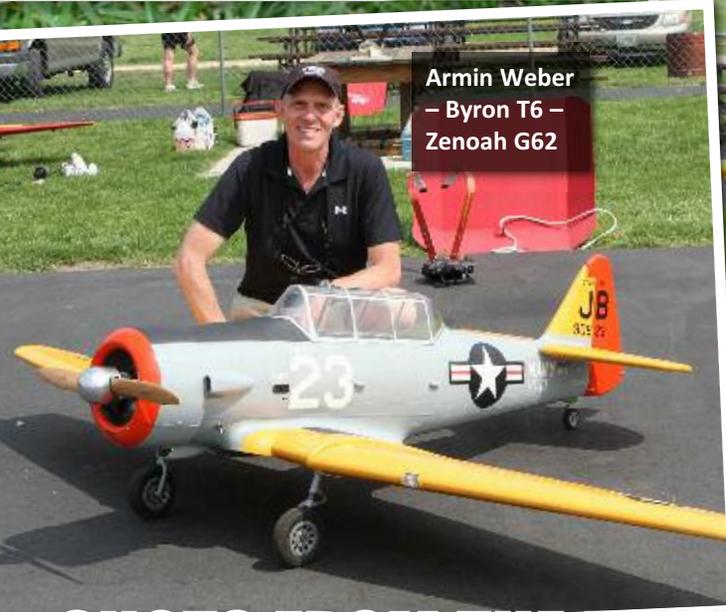


Piotr Niedoba –
Exclusive Modellbau
Ultimate - 3W-106



Dave Murray – Giant
Model Products
Breitling – S/E 56cc





Armin Weber
- Byron T6 -
Zenoah G62



Alvin Cole - Great
Planes Piper Cub - OS46



Paul Jacobs -
Hangar 9
Sukhoi - DA100

SHOTS FROM THE FIELD

by Dale Gathman



Ed Gombash -
Hangar 9 Extra 300



Mike Friedman - Great
Planes Dirty Birdy -
OS65 - Tuned Pipe



Joe Pedone
- Hangar 9
Taylorcraft -
Zenoah G26



Dale Gathman –
Efilte Advance
25E – Power 32



Tom Spriet – Precision
Aerobatics Extra 260 –
Thrust 30 Outrunner



Paul & Brandon Makowski –
Hangar 9 Edge 540 – DA100

SHOTS FROM THE FIELD

by Dale Gathman



Dennis Smalley –
Great Planes U-
Can-Do 3D – OS75



Jason Boettcher –
Aeroworks Yak 54 – DA100

Chicagoland Fox Valley IMAC CHALLENGE

7



www.mini-iac.com

August 3rd & 4th, 2013

Fox Valley Aero Club Field

3821 Karl Madsen Dr., St. Charles, IL

www.foxvalleyaero.com



**All classes flown—Basic through Unlimited
1st through 3rd place awards in each class
Freestyle will be flown Saturday after sequences**

You must be an AMA member to compete
\$30 - IMAC members; \$40 - Non-IMAC members
\$20 for **FIRST-TIME CONTEST** Basic competitors, (includes IMAC membership)
Pre-register at the IMAC website - www.mini-iac.com
50' x 800' Asphalt Runway (East-West)
On-Site Camping (no hookups) Lunch available on-site

Contacts:
CD: Doug Swanson - magicswanson@comcast.net (630) 202-1058
CC: Dave Genovese - (630) 901-1109

Schedule

Saturday:	Registration begins:	7:30
	Pilot's meeting:	8:45
	Wheels up:	9:15
	Freestyle following sequences	
Sunday:	Pilot's meeting:	8:45
	Wheels up:	9:00
	Awards following competition	

SHOT *of the* month



Cliff Fullhart tries to recreate his move from the 2012 Festival of Flight, but could only get it half done.

Paul Makowski photo



FVAC NEW MEMBERSHIP FORM

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

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

Yes Include me in the member only phone book No Do not publish my information

PLEASE PRINT

Your Full Name: _____ AMA Number: _____ Age: (Junior Members only) _____ Dues Amount: _____
\$ _____
\$ _____
\$ _____

Your Complete Mailing Address: _____ Please list the R/C channel(s) you use: _____

_____ Your Phone Number/s: _____

_____ Home: _____

_____ Your Work Mailing Address: _____ Work: _____

_____ Cell: _____

Your E-mail Address: _____ What is Your Occupation? (Please provide details) _____

Total Payment Enclosed: _____
\$ _____



**Make checks payable to:
"Fox Valley Aero Club"**



Complete and mail this form to:

**FOX VALLEY AERO CLUB
P.O. BOX 837
ST. CHARLES, IL 60174-0837**

Signature _____

Date _____