

<b>The Fox Valley Aero Club Monthly Newsletter</b>		
 Academy of Model Aeronautics Charter Club # 252	<b>President – Dominic Saverino</b> <b>Vice President – Dennis McFarlane</b> <b>Secretary – Tom Spriet</b> <b>Treasurer – Paul Jacobs</b> <b>Flypaper Editor – Tom Siwek – <a href="mailto:tsiwek@sbcglobal.net">tsiwek@sbcglobal.net</a></b>	<a href="mailto:tsiwek@sbcglobal.net">P.O. Box 837</a> <a href="mailto:tsiwek@sbcglobal.net">St. Charles, IL</a> <a href="mailto:tsiwek@sbcglobal.net">60174-0837</a>
		<b>March 2008 Edition</b>

Lots of "Wheeling and Dealing" at the  
 2008 FVAC Swap Shop



## *The Flypaper*



The full offering of swap shop photos can be found on the website at [www.foxvalleyaero.com/club\\_gallery/index.htm](http://www.foxvalleyaero.com/club_gallery/index.htm)

On behalf of the membership, the Editor would like to thank Jim Toth for his efforts in chairing the Swap Shop. Many hours go into planning and executing an event of this size and Jim put a lot into it. Things went well and Jim should be proud of his accomplishments.

Also, thanks to all of the members who came early to help set-up and those who stayed till the end to tear down. There was little time to do both and because of the strong turnout, things went smooth.

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## **Editor's Message**

Tom Siwek – [tsiwek@sbcglobal.net](mailto:tsiwek@sbcglobal.net)

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### **Excellence Should be Recognized**

The dog days of winter present the opportunity to address the administrative portion of club business. Aside from the event promotion and advertising activities I'm working on, I've decided to take action on something I read few issues back in *Model Aviation* (the AMA's monthly magazine). I read with interest about the AMA's Leader Club program. They briefly explained the program and then listed the clubs that earned the awards. At the time, two things struck me. One, our club wasn't on the list. And two, only two clubs were recognizable to me as a Chicago-area clubs. In fact, out of over 2,500 chartered AMA clubs in the US, only 139 were recognized as leader clubs for 2006. That's 5.6% of all chartered clubs.

So, my curiosity got the best of me and I dug deeper. I went to the AMA website and pulled-up the program materials. I read about the program requirements and the program levels (bronze, silver, and gold). I also read about the application process. I quickly came to the conclusion that we are a Leader Club and can meet all of the requirements for "gold" status.

I presented my thoughts to the board on this subject and volunteered to put our application together for this program. I expect that you're thinking, ok, that's nice, but, what's in it for us, as a club. The answer is pride, recognition and exposure.

There are times when excellence should be recognized. As a club, we work very hard to operate a first class facility so we can maximize the enjoyment for every member. We work hard in contributing to the community. We work hard to insure that guest pilots are impressed not only by our facilities, but by the quality, character and hospitality of our membership. We work hard to insure that every spectator who comes out to see an air show goes home amazed by the spectacle we offer. If we didn't value these things, we wouldn't make the effort. In making the effort, I think everyone should know how proud we are of our club. Being recognized as a Leader Club is a way to share that pride with the community-at-large. It gives us the ability to demonstrate that we're among the select few clubs that operates at an elite level.

Fox Valley Aero Club meets all of the 14 criteria required for Gold status in the Leader Club program. I will be submitting our club application sometime in March and look forward to receiving the AMA's feedback. If you would like to learn more about the AMA's Leader Club program, visit [www.modelaircraft.org/PDF-files/708.pdf](http://www.modelaircraft.org/PDF-files/708.pdf).

On another front, things are really heating-up with the planning for the summer shows. Eric Karl and Dave Murray are well underway in their preparation for Windy City Jets. Dave Gustafson and Dennis McFarlane are working on the 3D aerobatic event. And Paul Jacobs has a number of members involved in the planning for the Festival of Giants. A lot of work is in process now so we can enjoy flying time as the weather gets nicer. We don't want to leave it all for the last minute. Dom and Paul are going down to Florida Jets next week and will be taking lots of notes on how they run that event. The overall goal, insure that the FVAC shows this summer are first class. With all the work going in, I think we'll end up with a great pilot turnout and spectators will be treated to memorable shows.

Ciao for now, Tom

Link to Archived Newsletters - [www.foxvalleyaero.com/newsletters.htm](http://www.foxvalleyaero.com/newsletters.htm)

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**President's Message**

Dominic Saverino – [dominics@saverino.org](mailto:dominics@saverino.org)

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Members:

Wow, we are getting close to the warm weather flying season... I can't wait. I hope all of you came to the swap shop and enjoyed yourself. I personally sold a lot and on purpose, didn't buy anything. I still feel bad - there were great deals and I regret not buying, but I'm running out of room. I want bigger stuff so some of the small stuff has to go. The next one I want to get is a 143 inch B-25 or bigger.

Enough about me, lets talk about you. I am glad to see that the club is stepping up to the plate as a whole to pitch in and help run it. It was such a good felling to see club members handle the problems as they arose without causing any controversy (That is my idea of keeping a small problem small). I know this is how our year is going to come together - without a doubt. I am looking at everything this year with open eyes and making sure that ideas go to the board to see what they want to do with it. I am not sure if it matters to you, but, I am proud of you all and am proud to be a FVAC member.

Thank you,  
Dominic

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**Vice President's Message**

Dennis McFarlane – [highpd119@aol.com](mailto:highpd119@aol.com)

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Wow, this winter has been relentless. Constant snow storms intermixed with incredibly cold temperatures has just about taken its toll of the most positive of you. I lost my enthusiasm about a month ago. I certainly will be glad when this weather begins to let up a little.

Assuming I can keep our transportation and accommodations dug out, by the time this article is in print, Cindy and I should be in Florida for our annual pilgrimage to Daytona for "Bike Week." The first week in March is our spring vacation away from model aviation. Actually, for the week we will be in Florida we'll only go to Daytona proper for 3 or 4 hours. I always like to pick up an event T-shirt. I also like to check out the scenery (custom motorcycles of course).



While we are in Florida, we'll take a couple of side trips which even though we're on vacation involve the hobby business. One ride we will take will be to Lakeland for "Florida Jets." There are always people to meet with, and friends to say hi to, so it's a day well spent. Another of the rides we will take will be to Palm Bay where we will stop in and say hi to the owners of Palm Bay Hobbies.

PBH was voted the 2007 Hobby Shop of the Year by the National Retail Hobby Store Association this past spring. What is unique about PBH and what caught the attention of Cindy and the NRHSA Board of Directors was just how involved PBH is with their community. PBH has a large parking area, and allows just about every charitable organization I can think of use part of the parking area for whatever is deemed necessary.

## The Flypaper

American Heart Association, Cancer Society, Palm Bay City Government; they all use the lot for an event staging arena, water stop during a walk or run, a multitude of uses. Although our "Kids Fly" is a lot of fun and does draw a crowd, we should take a lesson from PBH on how to become part of the community. There could be a time where community involvement on the part of FVAC will see a return. Regardless, I have every reason to believe Cindy and I will have to reintroduce ourselves to the owners of Palm Bay Hobbies. For some reason I don't think they'll recognize us smelling like hot Amsoil, and looking like we washed our hair with Crisco. Our appearance during the awards banquet last May, with me wearing a suit, and Cindy in a long dress, was most likely ever so slightly different.



Cindy and I spent the weekend of February 9<sup>th</sup> and 10<sup>th</sup> in Champaign for E-Fest. Most people are aware, but for those of you who aren't, E-Fest is an all electric indoor held at the University of Illinois Armory. I've openly stated I'm not a huge fan of electric airplanes, however, this event, sponsored by Great Planes/Hobbico, was spectacular to say the least. As of noon on Saturday, there were 318 registered pilots and people were still walking in the door. As you can imagine, with that many pilots, there was quite a wait to fly. I had taken my built up Fokker D-7 hoping to get two or 3 safe flights. Earlier I had checked with GP and it was planned at that time to have a mass launch of their WW-I aircraft, but the launch never happened. The opportunity to put everything together never presented itself.

I also had brought my Gazuar Mars, but the heli guys seemed, at least to me, to be a bit out of control. I really didn't see much in the way of what I call flying. All I was seeing were "pilots" all over the place, just banging the sticks back and forth. Wanting to bring home what I took kept me from flying my heli also.



What I found to be really interesting is the flat foam 3-D guys are going to extreme measures to save weight. They no longer use carbon fiber rods for support, much too heavy. It's now monofilament fishing line in a complete loop for bracing. They are also removing the bottoms of their servo cases, clipping the shrink wrap off the ESC, receiver cases are non existent, anything that can be done to save weight. There's an old adage that says with enough power a brick will fly. Well you can't believe what happens when you put power to a feather. The results are simply mind boggling. Also, if you will take a look at the lower right corner of the photo you'll notice a transmitter sitting on the table. With over 300 pilots there's absolutely no way to effectively run a transmitter impound. This is the third year of E-Fest, and also the third year of using the "act like a big boy" policy of transmitter management. I've asked, and it does not appear that there has been a case of "turning on" during any of the three events.



On Saturday I took a few minutes to spot for Chris Gini when he practiced for his freestyle competition. Chris fly's an electric of his own design while wearing an AI's polo. If you take a look, you'll notice those angled side force generators. They act like a brake on nose down maneuvers, and you should see this thing roll! Later in the afternoon I was taking a break (read: sitting in my chair) when Amanda Weldy grabbed me.

## *The Flypaper*

Horizon, along with Great Planes, and several other manufacturers are developing true micro size airplanes, and Amanda wanted me to see Horizon's fly.

These things are pretty amazing. They are about the size of the palm of a person's hand, and are designed to fly in a small room, such as the living room of a standard size house. After the flight had ended Amanda ran out to retrieve her airplane. Just the current generated by her walking across the floor caused several of these micro airplanes to bobble in the air. Amanda didn't offer me the transmitter to her prototype (and I didn't ask either) but these little planes look like a lot of fun. Yes, true micro r/c has arrived. I didn't have my camera with me, but it wouldn't have made much difference anyway, as these are pretty tiny aircraft to try to catch a picture of in flight.

E-Fest is a great event to attend, especially in the middle of winter's throws. Even though I didn't fly I came back horse from all the chit-chat. Cindy has told me the weekend was productive for her also. She added a couple of new items for inventory, and even picked up a few new customers. I can highly recommend a person attend this event, either as a pilot, or as a spectator. The event is sponsored by Great Planes, but all of the major manufacturers are present with representatives on hand to answer any and all of a person's questions.

To paraphrase Monty Python - And now, for something completely different... We are getting a few of reports at the store of Spektrum receivers going into "brown out" with a resulting crash, especially when it involves the very popular 450 class helicopter. Most of the customers who come in are pretty disgusted, and are naturally blaming the radio. One of the first questions I'm asking is what voltage do they have their ESC cutoff set at? Horizon has been very open about the power demand of the Spektrum receiver. All of the modern ESCs on the market are programmable to include voltage cutoff. I know it goes against the male gene, but for goodness sake, read the darn (that's not what I first wrote) instructions. Set the voltage cutoff to the highest possible setting, not the lowest. There is a huge power draw when flying a 450 class electric helicopter. Add it up. There's the motor, ESC, four digital servos, the gyro, and finally the receiver. I've had customers, who are selecting a new airframe, who do read the instructions; tell me they want to get that last couple of minutes of flight time. I've not had so much as a glitch on either my T-Rex, or Mars, and there's a reason for this.

Think spring,  
Mad Mac

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### **Secretary's Report**

Tom Spriet – [tom@etglass.com](mailto:tom@etglass.com)

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#### **Minutes of the February 14, 2008 General Meeting**

President Dominic Saverino called the meeting to order at 7:40 P.M.

Dominic discussed how we are going to start using budgets to help manage our financial resources. He briefly talked about further helping the Salvation Army with donations and possibly getting their help in return at the field during events.

**Secretary - Thomas Spriet:** Mentioned we are in the re-chartering process with the AMA. He requested a motion for the minutes as published in the January newsletter be approved. The motion was made and seconded.

**Treasurer - Paul Jacobs:** He reported a positive balance in the club treasury. If anyone would like financial specifics contact Paul, as they are no longer published. Membership dues are continuing to come in with 62 members yet to renew their memberships. We will be enforcing the late fee of \$25.00 this year for dues paid after 3/31. Flying privileges will be suspended until financial obligations are settled.

## ***The Flypaper***

**Membership - Paul Jacobs:** Names of members yet to pay dues were passed out to the board to be directly contacted. In general, a good response was returned.

One New member joined us at the meeting: Welcome to Mr. Salvatore (Sal) Perno.

**Field Chairman - Greg Bohler:** Greg is in the process of putting together a budget for field maintenance by requesting quotes on required goods and services. Jeff Anderson and Greg Bohler made a few repairs to the damaged lawn inflicted by vehicles and snow plowing. Several trees blown down in storm were cut up.

**Safety Chairman - Karl Griesbaum:** No safety issues at this time to report at this time.

**Swap Meet Coordinator - Jim Toth:** Table sales have been going well with over 70 sold. Setup of table and chairs will begin at 7:00am on 2/23. Help will be needed and appreciated in setup and tear down. Come and support the club with your help and donations for the club table. Allen Galle has unsold materials from last years swap shop he will be bringing.

**Fun Fly Chairman - John Turner:** The next Fun Fly will be held on May 10<sup>th</sup>. The exact format of the event is undecided. Please email all ideas to John ([john.turner@bayercropscience.com](mailto:john.turner@bayercropscience.com)) for this year's Fun Fly events.

Eric Karl briefly discussed the upcoming Jet event and asked for volunteers of which many will be needed. Signed up members are:

Pilot Registration - Chuck Noyes  
Frequency Control / Radio Impound - Tom Siwek  
Gate - Cliff Fullhart  
Parking - Carl Griesbaum

If you can help and want to volunteer contact Eric at ([Eric.Karl@msn.com](mailto:Eric.Karl@msn.com)). We should rotate out fresh help every 3 hours.

**Flypaper Editor - Tom Siwek:** Tom awarded the 30% discount coupon (donated by Cindy from Al's hobby shop) for the first article submitted to the flypaper to Merlin Graves. Congrats on a great submission Merlin!

Tom spoke of his ideas to promote the club in current publications and the possibility of having a radio station at our events. He spoke of the board's allocation of \$1,000.00 for advertising in this manner that should pay back many times in new memberships due to increased exposure. He also mentioned exploring other avenues of free advertising.

The following members showed new planes.

John Turner: Hangar 9 Sundowner 50. Powered by an O.S. 46.

John Fischer: E-Flite AT-6 Texan. Powered by an E-Flite Power 25 electric motor.

Steve Gawlik: B-17 (build in process) from plans by Don Smith. 144" wingspan and powered by (4) G23's

Dominic Saverino: AR9100 Spectrum receiver.

President Saverino adjourned the meeting @ 8:45 P.M.

Thomas J. Spriet  
Secretary  
Fox Valley Aero Club

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## **Treasurer's & Membership Chairman's Report**

Paul Jacobs – [paul@mertes.com](mailto:paul@mertes.com)

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Well, we are 72% of the way there on our renewals with 61 of the 216 names on our official roster still unaccounted for. At last months' board meeting, lists of unpaid members were handed out to the board for individual follow-up telephone calls to determine if the member wanted to remain active. Almost all responses were positive and it looks like we should have no trouble exceeding the 200 member renewal mark real soon.

Karl Griesbaum handed out 2008 stickers to members that had paid by the last meeting and I have ordered the FVAC badges for those of you that have not yet received them. Hopefully, Karl will have them to hand out at the March meeting. If you do not have your official photo ID, be sure to see Tom Siwek at the meeting or at the field to have your picture taken and he can then prepare the ID. Remember your AMA card with the current dues paid sticker is required to be placed in the frequency control box when you turn on a transmitter at the field.

The treasury is holding as there are not too many bills to be paid at this time of the year so we have over \$13,500 in the checking account. It's a good thing because Greg Bohler has furnished me with what he needs to spend on normal maintenance this year for grass cutting, fertilizing, seeding and other normal expenses and it looks like we will need get the rest of the members renewed. The events should generate additional funds that the board will be able to assign to other club additions or to start saving for the next field, just in case. As I write this we are 5 days away from our first event of the year and Jim Toth says the presales of the tables for the swap are going strong with 70 of the 100 tables already committed.

As you read this, spring is only a few weeks away (March 20), so be sure to get your airplanes cleaned and inspected now so you can spend more time at the field when it gets warm.

Till next month,  
Paul

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## **Government Relations Chairman's Report**

Julian Pugh – [julianpugh@gmail.com](mailto:julianpugh@gmail.com)

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I am still undergoing treatment. Doctors say it is going better than expected and show a lot of encouragement. Please continue with your prayers. Dom will handle my duties until I hopefully shake this monster. – Julian

Dominic reports that we have Major Steven Koehler coming to our next general meeting to go over our plans for the summer, learn of what they do and how to work together. He feels that this could be a good start to a long relationship for both parties.

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## **Safety Chairman's Report**

Carl Griesbaum – [kzar@sbcglobal.net](mailto:kzar@sbcglobal.net)

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Karl didn't have a report for this month. However, your Editor was out flying this past Sunday with Steve Baker and I found that the field was under about 3 inches of ice. Walking around was an adventure. Be careful when flying out there before the thaw. Surfaces are slick and there are thin spots in the ice that are breaking when walked on. Fly with others and don't try to carry your running plane and transmitter at the same time. You wouldn't want to slip and get struck by a spinning prop.

If you haven't already done so, please take time to complete your membership renewal.

# 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 Family  
*(Each family member must hold a current AMA membership)*

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:

Your Work Mailing Address:

Home: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Work: \_\_\_\_\_

Cell: \_\_\_\_\_

Your E-mail Address:

What is Your Occupation? (Please provide details)

Total Payment Enclosed:  
\$ \_\_\_\_\_



**Complete and mail this form to:**

**FOX VALLEY AERO CLUB**

**P.O. BOX 837**

**ST. CHARLES, IL 60174-0837**



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

Signature \_\_\_\_\_

Date \_\_\_\_\_

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## Field Chairman's Report

Greg Bohler – [gbohler@sbcglobal.net](mailto:gbohler@sbcglobal.net)

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Greg didn't have a report for this month. Your Editor reports that access road to the field is passable (at least for now). The great majority of the field is under ice. However, the ice on the runway was fairly smooth and made for a decent takeoff and landing surface, even if you weren't using floats or skis. Everyone out this past Sunday enjoyed a nice day. Light wind with lots of sun.



## Fun-Fly Chairman's Report

(A.K.A. John Turner) – [john.turner@bayercropscience.com](mailto:john.turner@bayercropscience.com)

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Ladies and gentlemen.... start your engines or maybe clean your engines! For those who are anxiously awaiting the start of the fun fly events, it is less than 3 months away. Right now, the time is right to look over your current fleet of aircraft and make a ground check including your engine. If it has been sitting around, the castor oils from last fall have been building up, so take a moment to add some "after run oil" or 3-n-1 to your exhaust port and/or cylinder head. This helps to lubricate and removes any of the residue build up.

After the engine check, make sure all your control horns and linkages are secure. All the hours of last year's flying can put a stress on these areas and could crack or break for the upcoming flying season. And don't forget to check your batteries and cycle them. If they do not hold a charge, it is economical to purchase a new battery pack. Maybe try out the new Lithium batteries versus the Ni Cads.

Now that you have checked out your favorite aircraft for the upcoming fun fly events, it now a good time to mark your calendars for the following months. I will be inviting two Chicago clubs (Chicagoland and Prop Masters) to join us this year in the fun fly events. Hopefully, they will accept our challenge. All events will begin at 9:00 a.m. for a briefing with the start up around 9:30 a.m.

<u>Date</u>	<u>Event</u>
May 10th	2 minute climb, glide, and spot landing
June 14th	TBA
July 5th	TBA
August 2nd	TBA
September 13th	JT's Revenge
October 11th	TBA
November 13th	Turkey Shoot

Just think. The first day of spring is only about a month away. Happy flying!

JT

**Chief Flight Instructor's Report**

Dan Compton – [trainu2fly@comcast.net](mailto:trainu2fly@comcast.net)



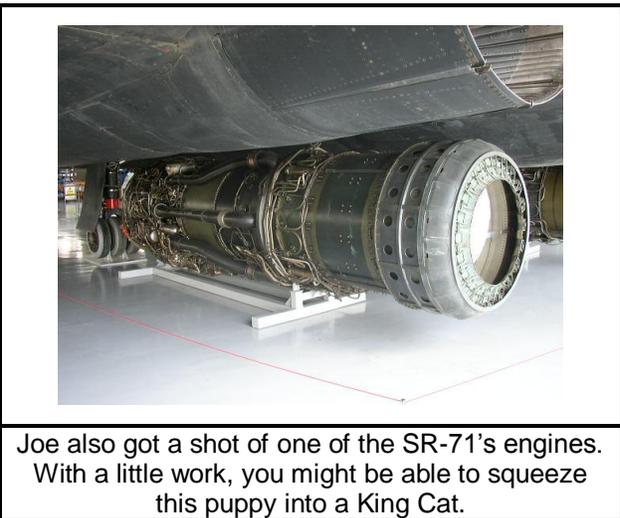
Vacation, extreme cold and other interests have kept training to a minimum (non-existent) and so I am sad to say there is nothing to report.

Dan

2008 FVAC Flight Instructors			
Name	Contact Information		Note
Dan Compton	Cell: 630-664-6426	<a href="mailto:trainu2fly@comcast.net">trainu2fly@comcast.net</a>	Chief Flight Instructor
John Fischer	Cell: 312-518-0075	<a href="mailto:jeffxx@comcast.net">jeffxx@comcast.net</a>	
Cliff Fullhart	Home: 630-397-5033 Work: 630-668-0111	<a href="mailto:cfullhart@farmersagent.com">cfullhart@farmersagent.com</a>	Prefers 24 hrs. notice during business hrs.
Alan Galle	Cell: 630-697-8464	<a href="mailto:ajgalle@comcast.net">ajgalle@comcast.net</a>	
John Horvath	Cell: 630-440-7398	<a href="mailto:horvatsky@comcast.net">horvatsky@comcast.net</a>	
Paul Jacobs	Cell: 630-908-9955	<a href="mailto:paul@mertes.com">paul@mertes.com</a>	
Mike KostECKi	Cell: 630-373-2722	<a href="mailto:MkostECKi503@comcast.net">MkostECKi503@comcast.net</a>	
Dennis McFarlane		<a href="mailto:Highpd119@aol.com">Highpd119@aol.com</a>	Not available Friday or Sunday.
Tom Siwek	Cell: 630-677-5855	<a href="mailto:tsiwek@sbcglobal.net">tsiwek@sbcglobal.net</a>	Available primarily on weekends.
Bill Sponsler	Cell: 847-323-6578	<a href="mailto:bsponsler@comcast.net">bsponsler@comcast.net</a>	
Dave Taitel	Work: 847-537-8669	<a href="mailto:davet@venturehobbies.com">davet@venturehobbies.com</a>	
Jason Walsh	Cell: 630-291-1872	<a href="mailto:jwalsh1@ameritech.net">jwalsh1@ameritech.net</a>	



Club member Joe Cubalchini took this SR-71 photo while visiting the Duxford Imperial War Museum in the UK.



Joe also got a shot of one of the SR-71's engines. With a little work, you might be able to squeeze this puppy into a King Cat.

## The Flypaper

<b>2008 Calendar – Non FVAC Events</b>		
<b>March</b>	<b>April</b>	<b>May</b>
<p><b>3/6-3/9</b> – Florida Jets, Lakeland Regional Airport, Lakeland, FL <a href="http://www.franktiano.com">www.franktiano.com</a></p> <p><b>3/22</b> – Suburban RC Barnstormers Swap Shop – DuPage County Fairgrounds, Wheaton, IL</p>	<p><b>4/4-4/5</b> – ETOC 2008, Waite High School, Toledo, OH <a href="http://www.tntlandinggear.com">www.tntlandinggear.com</a></p> <p><b>4/25-4/27</b> – Electric Flight Expo, University of Phoenix Stadium, Glendale, AZ <a href="http://www.efexpo.com">www.efexpo.com</a></p>	<p><b>5/14-5/17</b> – Joe Nall Fly-In, Triple Tree Aerodrome, Woodruff, SC <a href="http://www.joenall.com">www.joenall.com</a></p> <p><b>5/18</b> – Open Combat, Suburban Aero Club, Country Club Hills, IL <a href="http://www.sac/rc.org">www.sac/rc.org</a></p>
<p>If there's something not on the Calendar that should be, E-mail your Editor at <a href="mailto:tsiwiek@sbcglobal.net">tsiwiek@sbcglobal.net</a></p>		

<b>2008 Calendar – FVAC Events</b>		
3/13	Board Meeting	6:30 – St. Charles Township
3/13	General Meeting	7:30 – St. Charles Township
4/3	Board Meeting	6:30 – Gino's East Pizza
4/10	General Meeting	7:30 – St. Charles Township
5/1	Board Meeting	6:30 – Gino's East Pizza
5/8	General Meeting	7:30 – St. Charles Township
5/10	Fun Fly	FVAC Field
5/17	Member Work Day	FVAC Field
5/23-5/25	Extreme Aerobatic Club Event	FVAC Field
6/3	Board Meeting	6:30 – Gino's East Pizza
6/7	Kids Fly	FVAC Field
6/12	General Meeting	7:30 – St. Charles Township
6/14	Fun Fly	FVAC Field
6/20-6/21	Al's Helicopter Event	FVAC Field
7/3	Board Meeting	6:30 – Gino's East Pizza
7/5	Fun Fly	FVAC Field
7/10	General Meeting	7:30 – St. Charles Township
7/26	Fun Fly	FVAC Field
8/1-8/3	Festival of Giants	FVAC Field
8/7	Board Meeting	6:30 – Gino's East Pizza
8/9-8/10	IMAC Chicagoland Event	FVAC Field
8/14	General Meeting	7:30 – St. Charles Township
8/15-8/17	Windy City Jets	FVAC Field
9/4	Board Meeting	6:30 – Gino's East Pizza
9/6-9/7	FVAC Pattern Contest	FVAC Field
9/11	General Meeting	7:30 – St. Charles Township
9/13	Fun Fly	FVAC Field
9/20-9/21	Pylon Races	FVAC Field
10/2	Board Meeting	6:30 – Gino's East Pizza
10/9	General Meeting	7:30 – St. Charles Township
10/11	Fun Fly	FVAC Field
11/6	Board Meeting	6:30 – Gino's East Pizza
11/8	Fun Fly	FVAC Field
11/13	General Meeting	7:30 – St. Charles Township
12/5	FVAC Christmas Party	Hilton Garden Inn

## True Selflessness



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17, called 'Ye Old Pub,' was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane. Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane out over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed, he told his commanding officer that the plane had been shot down over the sea. Charlie Brown and the remains of his crew told all at their briefing. They were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!! Turns out, Franz had never spoken to anyone about the incident.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

(The photo was taken by Steigler's wingman who ultimately broke-off because of a shortage of fuel.)

*The Flypaper*

# The Fox Valley Aero Club Presents



## 3D Extreme



## Fly-In



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## To out-fly each other!

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For event information, contact CD Dennis McFarlane at [highpd119@aol.com](mailto:highpd119@aol.com) or

Event Coordinator Dave Gustafson at 630-533-3177 - [c1morecard@comcast.net](mailto:c1morecard@comcast.net)

Club information at [www.foxvalleyaero.com](http://www.foxvalleyaero.com)

## The Flypaper

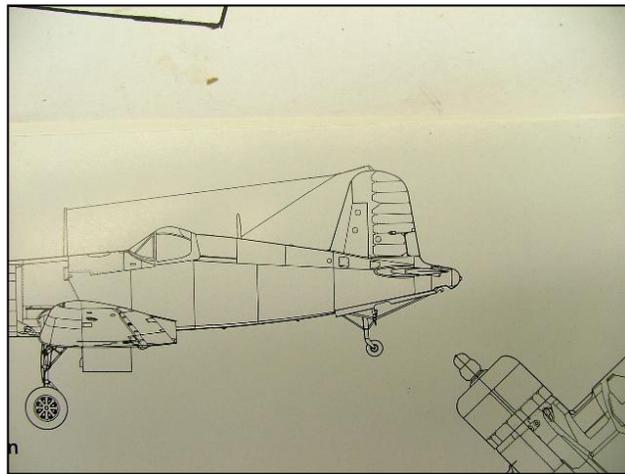
### Corsair Tail Wheel By: Merlyn Graves

This winter, I am building a Zirol Corsair and have been posting the build on RCScalebuilder.com at [www.rcscalebuilder.com/forum/forum\\_posts.asp?TID=9651&PN=0&TPN=1](http://www.rcscalebuilder.com/forum/forum_posts.asp?TID=9651&PN=0&TPN=1)

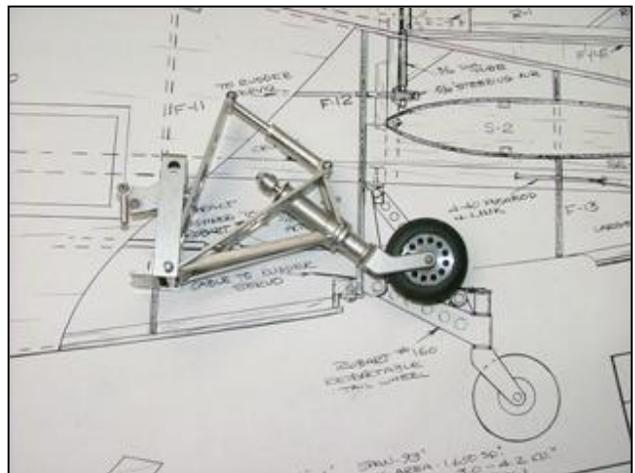
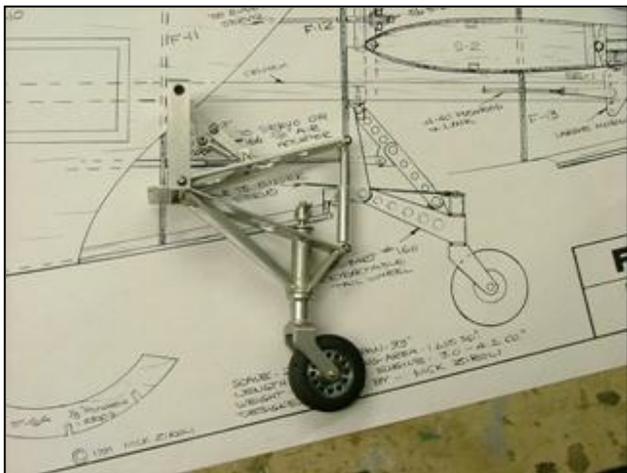
As a result, Darrell at Sierra Giant Scale saw the build and sent me his newest Corsair scale tail wheel, which I am installing. The Corsair has a unique tail wheel in that it was designed to raise the tail higher off the ground than normal to set the aircraft at the optimum angle of attack for take off. It also helped the forward visibility for the pilot while taxiing.

If anyone in the club is considering building a Zirol or other Corsair, I thought you might be interested in this new product.

Below is a scale three view of how the tail wheel should look.



The following two pictures show how the tail wheel will be positioned in down and up positions compared to the Robart tail wheel that is shown on the plans.

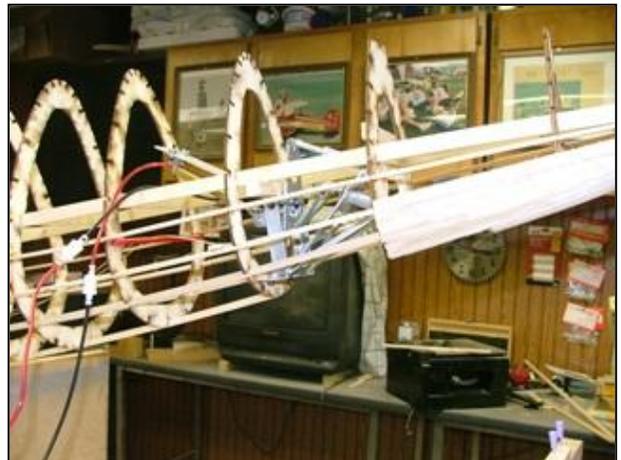


## The Flypaper

The next two pictures show the operation of the assembly mounted on the work bench.



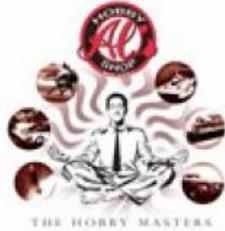
The last two photos show the installation and operation installed in the fuse. The steering is via a Keylar pull-pull system. The entire assembly can be removed with 4 bolts for maintenance.



Club member Cliff Fullhart gets in some flying earlier this month.



Even Cliff will break the rules (at least when he thinks no one is watching). Flying against the pattern – Cliff, you know better!



## Al's Hobby Shop

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### Club Holiday Sale

Want to shop from your house this holiday season? Just point, click, and call Cindy. Al's can help you with all of your needs. We will match or beat most prices. Call before noon and your products should ship the same day. Also, for the next few months, we are having a special on kits, motors, radios, and servos for club members. Just call and ask for the club member price. Let us know which club you are with, and we will make sure that the club gets credit for the purchase.



Happy Holidays,

*Cindy McFarlane*



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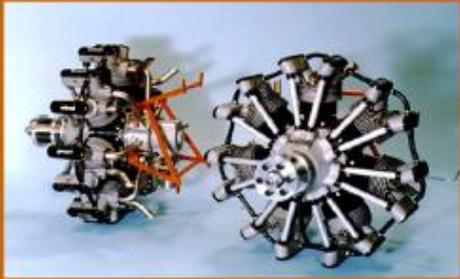


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*This month's DOTD offering!*

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Heather issues a not-so-subtle reminder that "bigger is better."