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AMA Gold Leader Club

Academy of Model
Aeronautics
Charter Club #252



Flypaper

March 2017

Fox Valley Aero Club



PRESIDENT'S MESSAGE

Dale Gathman

president@foxvalleyaero.com



Another heart-warming experience.

We had another great swap meet this year. In typical fashion, we set up the tables on Friday night, and no less than 20 of our

members showed up to help. It was scheduled to start at 6:30, and I arrived around 6:20. As has happened in the past, there were already many volunteers present, and almost all of the 140 or so tables were already set up. The whole project was completed in short order, and everything went like clockwork. We all owe John Turner and Joe Pedone a huge Thank You for organizing the swap for our club. On Saturday, we had a full house. Many more of our members came out to sell and volunteer to help run things. I saw some of the friends that I had met at previous swaps, and met a few new ones. In the afternoon, Doug Swanson coordinated our Indoor Foamy Fly, and it was great fun. Thanks to Doug as well for taking care of that. Our members never fail to come through for our club. If you have never volunteered to help out at one of our events, you should give it a try. It is a great experience.

Summer is here (temporarily). What great weather we have been having, with record highs for multiple days. I was able to get out flying over one weekend in February when it was almost 70 degrees, and it sure didn't feel like February. There were quite a few of our members flying during the same weekend, and it was great to see our field being used by so many this early in the year. Don't forget that our field

is always open. Hope to see you out there soon. - Dale

FROM THE SECRETARY

Debbie Howe

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Fox Valley Aero Club - Member Meeting Minutes

February 9, 2017 @ St. Charles Township Hall

Photos by Doug Swanson

President **Dale Gathman** called the meeting to order at 7:33pm and welcomed all to the meeting. Dale turned the floor over to Secretary, **Debbie Howe**; she asked for the approval of the January meeting minutes. The minutes were moved to be accepted first by **Jeff Peca** and seconded by **Orvil Fluharty**.



Treasurer, **Paul Jacobs** said that the bank account is in good shape and looks pretty much like last year. Treasurer's report was moved to be accepted by **Todd Culbertson** and then seconded by **Doug Swanson**.



Safety Chairman, **Jeff Peca** said that one of his planes that he flies for everyday flying, snow flying and even on floats met its demise, so he was rebuilding it over the winter and he stripped the crashed plane of

some of the parts that looked just fine. What he found out was that the outside of the parts that looked fine on the outside were very corroded on the inside where it made contact with the wood. Jeff surmised that since when you float fly it is very common to have the tail of the plane getting wet, that the water is seeping in at the screw points and staying in there and eating away at the metal parts. So the moral of Jeff's story is to check your hardware - an option to help with this problem he said was to look into stainless steel hardware.



Swap Shop Co-Chair person, **Joe Pedone** said that we have 140 tables and they are just about all gone. We have 3 left at the time of the meeting. Joe did have a table lay out map with him that had all the names on the

tables so that members could get a look to see where they would be. Joe tried to put most of the club members together so they can help out each other. Joe encouraged everyone to come out and try to help out for at least a couple hours even if you can't do the whole time. He reminded everyone that table set up will be on the Friday the 17th at 6:30pm. The event opens to the public at 9am and we tell the vendors they can start at 8am. As usual some may get there early so as long as we are ready for the vendors are welcome to start setting up earlier. We need volunteers to watch the doors, help with the loading and unloading process. Katie and Debbie Howe will be running our 50/50 raffle and we will be having food service all day. Joe reminded us that the foam fly will be at 1pm after the tables are taken down, so we can also use some help with the table take down so we can move on the flying part of the day. Joe once again thanked everyone that volunteers and helped out and for all the support.



Tony Bahowick, Membership Chairman, said thank you to everyone that came out to the meeting tonight and reminded everyone that membership dues are due.



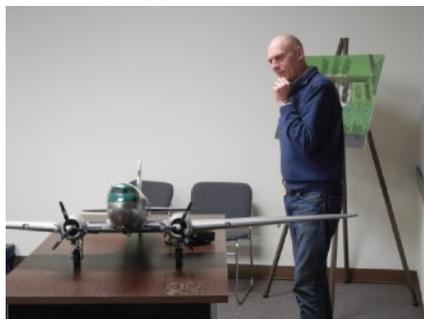
Mark Knoppkie, Field Chairman was up next, Marksaid mark your calendars, April 15th is the first field work day, and we are going to be there all day. We will be working on the cracks on the runway; we will be using a

product called NP2. This product has very good expansion properties to deal with the heat and cold shifts of the asphalt. One issue is that we need to remove the old product out of the cracks first so bring gloves and wear clothes that you don't mind getting dirty. Mark also said that he found out for the gravel for the shed if we want a 4" bed of gravel we would need 49 tons and a 6" bed is 60 tons, cost wise it is about \$15 per ton. Mark will be calling the company to find out the cost of a finer limestone, similar to running path lime stone and then we will look into doing the lower part with a rougher stone and the top with the fine stone to make is smoother. Mark will get back to us with all the information at the next meeting. Mark said we will see you at work day!

Susan Galle Fly Paper Editor, Great job on the fly paper edition from last month. Susan let everyone know to go on rcflightdeck.com to get information about all the indoor flying events.

Moving on to **Todd Culbertson** for Government Relations. Todd told us about 3 planes that he read about in EAA magazine. The first one is solar powered with the big wing, doing record breaking flight. The second one is Hydrogen powered running an electric motor but the one that most interested Todd was the E-Fan by Airbus and looks very much like an A10, this plane has all lithium ion batteries and flew across the English Channel. The plane has about a 90 minute flight capability and is currently a single seat plane but version two will be dual seat plane. Next generations of this plane will carry approximately 16 gallons of av gas that will power a small engine that will generate

enough energy to give the plane an amazing 600 mile range.



Armin Weber brought in his Top Flight DC-3. The plane was originally built by Tom Densmore. When Tom decided to sell it Armin called him up and one of the questions Armin had was how long the

engines had been sitting. Tom assured Armin not to worry, once a month he fires them up and drives the plane around his cul-de-sac. Armin got the plane home and got started on fixing up some of the hangar rash issues. He was lucky that Tom still had the matching paint but Armin said the silver he used was right out of the Krylon can. Armin said that Tom had done everything possible you want to see on a DC-3. He did all the curtains on the windows, panel lines and even the fuel fill lines that pull out of the wing. The plane has Robart Retracts and Saito 40s. Armin can't wait to see it fly and neither can we.

Tom Flint was up next talking about the Land Use Committee. He reminded us that as part of our agreement for the barn being taken down that we would commit to renovating the shed. As part of our save the shed fund raiser we were able to come up with \$3200.00. Tom Flint went over 4 quotes that we had for the roofing cost. Glenn LaRocco was able to ask a friend for a favor and got a great quote for the project of \$8490.00 from C3 Construction. That included removal of cedar shakes that are possibly under the exposed roof. If the cedar is not there he will take the removal fee of \$465 off the total. That price is for the total project. So we will be going with C3 Construction for the project.

We are waiting for the barn to be torn down as nothing can proceed until that is done. We were told it will be about 3 weeks of work, and depending on weather and there is a person coming to reclaim some of the wood. We were guaranteed that if the person reclaiming the wood takes too long they would not hold up the project for that, they will proceed in tearing it down.

Dale Gathman said that we are still in need of some volunteers for Parade Chairman. It was mentioned that the VFW will not be doing the Loyalty Day Parade this year but a private citizen group is trying to take it over

and we will look for more information on that as it comes. Dave Murray said he would take on the Parade Chairman position. There is work that needs to be done on the float to shorten it, change carpeting, and shorten plane stands ECT... Thanks Dave!

The next volunteer we need is a Christmas party Chair person. **Debbie Howe** said that she will take the Christmas Party Chairman and **John Howe** said that he will help, of course.

The last volunteer coordinator we needed was the Festival of Flight and it was decided that John Fischer and the Howe Family will co-coordinate that, so the date of September 9th will be locked in the Festival of Flight. Dale said there was an issue of reducing the amount of jet shields we have out at the field. The decision was to take it down to 2. On regular days they will be at the ends of the field and during the Warbird and Classics event they will be put back in the middle.

Orvil Fluharty made a motion that we cut it down to two and it was seconded by Dave Cotton. The only thing asked is make sure if there are only two, make sure (if you are not flying jets) to not park in front of them, keep them available for the jet guys.



John Fischer was up next with Windy City Warbirds and Classics event. We have 44 registered pilots now and it is now an international event as we have people from Canada coming. John said that the committee is

working on a lot of different issues. Some of those issues included registration, parking, tent space, storage, and the shed as well as spectator involvement.



Tom Flint is in the mental process of designing the t-shirts and hats. He is thinking about putting the U505 sub down in the water and having a fleet of Cub sub hunters flying overhead. John

thanked Armin Weber for securing the sanction for the event as well as setting up the golf carts, they will be there on Thursday so that will help a lot. Armin has

also set up the same food vender as last year and the civil air patrol and they are set up for the event as well. Thanks Armin. John will be contacting Dave Brussels about the pilot dinner.

If you are going to the Toledo Show don't forget to stop by the booth for the Alliance. **Dave Murray** said that we will have the L-39 fly by again, everyone was very happy about that and gave a round of applause.

John also told us that the Elkhart Warbird event is now going to be in Goshen and will be a grass field. They are a great group out there they are a great help and support to our event so if you can make their event please do, John said even if they were flying out of a ditch we would still attend their event. They are just a great group. The Alliance is down to 5 events due to the Canada event folding but he said there is a possibility of a Colorado event starting up.

The last order of business was 3 older Futaba radios were donated and auctioned off at the end of the meeting. \$19 was raised in the auction.

Meeting was adjourned at 8:45 pm and the motion was made to adjourn by John Howe and seconded by Tom Flint.

Respectfully Submitted,
Debbie Howe - Secretary

FROM THE TREASURER

Paul Jacobs
treasurer@foxvalleyaero.com



The checking account is in great shape due to many members having paid their dues and the success of our annual swap shop. Congratulations to John "JT" Turner and Joe Pedone for another great job on the sellout swap for

2017. The table rental covered the cost of the venue and the gate fees and 50/50 raffle became our profit. Thanks to Debbie and Katie Howe for selling the raffle tickets. Traffic was good at the swap and I sold everything I had taken so on my next visit to Jeremy's HobbyTown I picked up an OS GT33 for my DH-2 Beaver. As luck would have it, Horizon

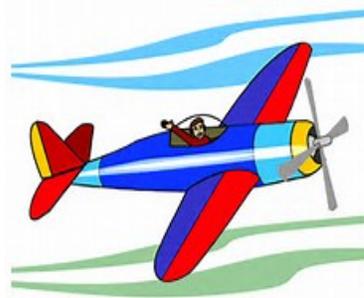
had shipped Jeremy the new H9 30cc Ultra-Stik and one of them had to follow me home.

We also had some great weather this month and I managed to get in a couple of flights on my Big Stik 90 but ran into an unexpected problem of a major fuel leak. The rubber element on the front of the fuel tank had shrunk over the winter and fuel filled up the bottom of the fuse. I would highly recommend your tightening that screw on the front of your fuel tanks just in case although that is the first time in 50+ years of flying it has happened to me.

I would like to remind everyone that there is no grace period on paying dues as they are officially due on January 1st of each year. We have not pressed the issue as no one usually flies earlier than April 1st but I did notice there were a few pilots using the field that had not paid their dues for 2017. Let's get all those dues paid by the end of March and especially do not fly if your AMA dues have expired as you no longer have insurance.

One last thing this month...if you do not have a handicap plate or placard, do not park in our handicap parking spot.

Until next month - Paul



FROM THE EDITOR

Susan Galle

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Well, I'm already on my 3rd issue (*and the crowd goes crazy*) but who's counting (*not me!*) although I must admit, I am amazing myself (I'm not modest in the least either - lol! cough) and so far, so good (*big sigh*).

Here are some more tips on spotting as I am taking this to the next level which

will be more advanced (and in all honesty, I've never really thought about what I actually do as a spotter because it's so automatic and I just know what to do) so now that I am committing it to paper, I have to really think about "how" I spot and "what" I look for, and "why" I do the things I do so bear with me).

First (and just as an example so we can all visualize this), imagine you are at the field, standing behind a pilot and let's say he's a beginner. So you're holding up the green paddle and you yell out "taking off", while you are doing this you are also looking both ways to make sure 1) no one else is landing (remember this takes precedence) and 2) you also want to make sure no one is on the flight line either (as safety is #1) as the pilot steers his plane out to the runway and prepares to take off (while you are still holding up the paddle) After take-off, you no longer need to hold the paddle up however, you do need to 1) know the plane your pilot is flying and 2) glance at the ground briefly and then keep your eyes in the sky for potential problems should they arise (some examples of these would be 1) if someone is landing - your pilot would wait) 2) if someone is on the flight line (this could be dangerous esp. if the pilot has a problem either with his radio or the plane and he or she forgets something or there is a disconnect between the plane and the transmitter (not common), 3) if someone else is taking off as well - as only one pilot at a time takes off). After your pilot is up in the air, let's say there are two other planes up there as well and one is slow while the other is much faster - what do you do?? Before that pilot has even taken off you will have most likely communicated to him or her that there are in fact 2 planes in the air and you will also tell him or her exactly where they are (i.e., 11 o'clock or 2 o'clock as an example - the "why" behind this is so he is aware, the "what" is because he needs to know depending on the type of plane he is flying and whether his plane is also slow or fast so he

can also judge his takeoff time so as not to interfere or potentially cause a bigger problem if a plane is coming around the pattern and is slow). So now your pilot is flying in the pattern and as his or her spotter you are constantly watching not only his plane but the other planes in the air and telling the pilot exactly what is going on and what the coordinates are. You are also alerting him or her if any planes come close as well. However, if one plane is at 9 o'clock and your pilot's plane is at 3 o'clock that does not pose a potential problem but you still would have to watch as the other planes might be flying slower or faster than your pilot's plane and once he flies in closer proximity to those planes, or visa versa, you should inform him of this.

The things to remember as a spotter are distance, speed, location and landings and if there is someone on the flight line or if a plane is landing as an RC pilot may get "tunnel vision" since the pilot may become too focused on his plane and may not hear that someone else shouted out "landing."

Communication, even if repeated is not only helpful but necessary and advantageous - not only to the pilot but to other pilots and/or other spotters as well since one spotter might miss something that you don't and visa versa. **The most important thing you can do as a spotter is just realize that while the pilot is focused on his plane, you need to not only focus on his plane but also what is also going on all around your pilot as well as what's happening on the ground.** I realize that this can sound overwhelming and difficult, but I've done it so many times that I literally go on "auto-pilot" and just do what I need to do. Also, I cannot stress that **communicating effectively, stating coordinates clearly yet not being chatty and just being "in the moment" for that pilot will be the most help** that you can give him or her and may determine whether your pilot can or cannot land or needs to go around the pattern while someone else is landing and he is making judgment calls just as you are.

Hope these tips are helping as I plan to include more next month plus some other little things (i.e., another section which I intend to call "Suz Corner" as you never know what tidbits of useful (or not so useful) information I may share with you as it could possibly be a recipe, a health tip or maybe something more about planes - so I'll have to keep you in suspense for a bit longer.

Lastly, I completely forget to include the write-up on our Frozen Fingers event so here it is for your reading pleasure- my apologies. (see next page)

Until April, that's all for now- Susan

FVAC FROZEN FINGERS 2017

First-In-Flight Fun-Fly
By Dale Gathman

Our annual First-In-Flight event, titled 'Frozen Fingers 2017' was held on January 1st at 10:00 am at the field. The weather was fantastic for this time of year, with the temperature about 23 degrees F and the wind was less than 5 mph SSW. The runway was clear, no ice or snow. This was one of the best weather Frozen Fingers events in recent history.

The goal of the event is to be the first pilot to have your airplane leave the ground once the starting signal is sounded. The pilot must then complete a minimum of one pattern flight approximately the length of the runway (800'), and land successfully. The winner of the annual event gets to take home the FVAC First-In-Flight trophy. The trophy is a perpetual trophy, and it contains the names of past winners along with the year of their win. The winner gets to keep the trophy until the following January 1st, when it is awarded to the next year's winner.

I arrived about 8:45, and got the pavilion heater going. I had already put the tree in its stand on Saturday, so that was ready to go. The tree (a discarded Christmas tree which I find on someone's tree bank) is used to burn the remains of planes that have had their demise during the previous year. Unfortunately, I had a fuselage from my E-Flite Extra 300 and the wings from my Hangar 9 Sopwith Camel to adorn the tree. A few other members added plane remains as well, and the tree was nicely 'decorated' for the big fire following the contest.

We had a large group of members show up for the event, and a total of 11 pilots competed. Many of the other members had planes to fly after the competition, but weren't brave enough (crazy enough?) to fly in the competition.

During the pilots meeting, the pilots were instructed that we would be lining the planes up with their tails on the north grass line and the plane line would start just west of the west taxiway. They were to angle their planes SW, and so would be taking off at a 45 degree angle across the runway. Once in the air, the pilots were allowed to turn to the east as soon as they safely could. From that point, they had to fly to the east end of the runway, and then turn 180 degrees for a normal approach and landing. There was no hurry to land, as the pilot who 'takes off' first does not have to land first to win. Because of the calm winds, no spotters were needed to hold the planes in position. All of the pilots were instructed to stay behind the extended tennis net flightline.

The final starting line-up was as follows (east to west):

- | | |
|-------------------|-----------------------------|
| 1. Howard Bifeld | Toledo Special |
| 2. Tom Flint | Carbon-Z Splendor |
| 3. Rob Sampson | Turmoil |
| 4. Joe Pedone | Yak 54 |
| 5. Armin Weber | Blade Dancer |
| 6. Kevin Kessler | Fun Cub |
| 7. Jeff Mrachek | Mini Ultra Stick |
| 8. Jeff Peca | Blade Dancer Winner |
| | First-in-Flight 2017 |
| 9. Tom Bean | Mini Ultra Stick |
| 10. Dave Farquhar | 4-Star |
| 11. Steve Haas | Tribute 36 |

Doug Swanson again graciously volunteered his talent behind the lens shooting high speed time lapse photos of the start. A video camera was also set up on the south side of the runway to catch the action.

At the start signal, there was a mad dash to get the planes off the ground. At one point, all 11 planes were in the air and in close proximity, truly a site to behold. Once all 11 pilots successfully landed, Doug and I went over the time lapse photos to determine the winner. It was a very close call, and Jeff Peca with his Blade Dancer was declared the winner. He was followed by Jeff Mrachek a close second. Once the winner was determined, we announced it and presented Jeff with the trophy.

After the trophy was awarded, we 'torched the tree'. I applied charcoal lighter and then lit it with a road flare. The tree and plane pieces made a spectacular fire, and the whole thing burned up very quickly. It is always sad to see old planes go, but it is a part of life for an R/C pilot.

At the conclusion of the event, many of the members continued to fly and talk, as the weather was getting a little warmer (maybe 28 deg). The event wrapped up around noon, as the wind started to kick up. If you could not attend this year, you missed a fun time. It is great to be able to spend a little time with our fantastic members on the first day of the year. I can't wait to see what next year's 'Frozen Fingers 2018' brings us. Hope you can attend.



'Oh No! I forgot my driving glasses! What! You too? Now what are we going to do?'

“If you can walk away from a landing, it's a good landing. If you use the airplane the next day, it's an outstanding landing.”

Chuck Yeager

“When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.”

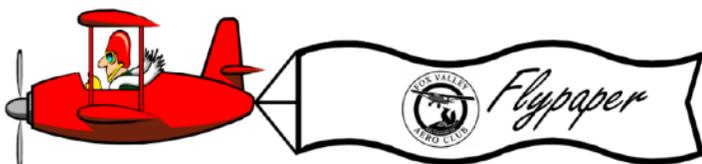
Henry Ford

“I love flying so much. I even like airplane food. No one bothers you and your phone never goes off and you can't have emails go through. It's undisturbed.”

Margot Robbie

“I'm a crazy car guy. I've got an airplane hangar full of cars.”

Paul Walker







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.

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2017 Fox Valley Aero Club Calendar of Events

January 1	Fun-Fly — Frozen Fingers	10:00 am FVAC Field
January 12	FVAC Member Mtg	7:30 Regular at Township Hall
February 9	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
February 18	FVAC Annual Swap Meet	9:00-1:00 Kane County Fair Grounds
March 9	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
April 13	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
April 15	Field Work Day	9:00 am FVAC Field
April 22	Tree Line/Berm Orientation Day	9:00 am – 1:00 pm - FVAC Field
May 6?	Batavia Loyalty Day Parade	Time TBD, Parade Begins at 1:30
May 11	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
May 20	Fun-Fly –#1 TBA	1:00-3:00 FVAC Field
May 29	St. Charles Memorial Day Parade	Time TBD
June 3	Rocket Fest & Kids Fly	FVAC Field
June 4	Pig Roast & Fun-Fly	FVAC Field
June 8	FVAC Member Mtg	6:30 Board, 7:30 Regular at FVAC Field
June 9	Media Day	9:00 am – 3:00 pm - FVAC Field
June 22-24	Windy City Warbirds & Classics	FVAC Field
June 25	Open Fly – All Scale	FVAC Field
July 13	Retro Fly and FVAC Member Mtg	Retro Fly 2:00; Meetings- 6:30 Board, 7:30 Regular at FVAC Field
July 22	Fun-Fly – #2 TBA	1:00-3:00 FVAC Field
August 10	FVAC Member Mtg	6:30 Board, 7:30 Regular at FVAC Field
August 12	Cub Fly – AMA Sanctioned - Open	9:00 am – 8:00 pm - FVAC Field
August 12	Night Fly – AMA Sanctioned - Open	8:00 pm – Midnight - FVAC Field
September 9?	Festival of Flight	FVAC Field
September 14	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
September 16	Night Fly	9:00 pm FVAC Field
October 12	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
October 15	Turkey Fry & Fun-Fly - Limbo	FVAC Field
November 9	FVAC Member Mtg	6:30 Board, 7:30 Regular at Township Hall
December 1?	Annual Christmas Party	6:00 TBA
December 7?	Rookies Christmas Party	6:30 Rookies Sports Bar & Grill-St. Charles