



Fly paper



May 2012

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

An Illinois not-for-profit Corporation

P.O. Box 837
St. Charles, IL 60174-0837

www.foxvalleyaero.com

President:
Thomas Spriet
president@foxvalleyaero.com

Vice President:
John Turner
vicepresident@foxvalleyaero.com

Secretary:
Tony Sokol
secretary@foxvalleyaero.com

Treasurer:
Paul Jacobs
treasurer@foxvalleyaero.com

Flypaper Editor:
Doug Swanson
newsletter@foxvalleyaero.com



AMA Gold Leader Club



Academy of Model
Aeronautics Charter
Club #252

B-25 Bombers Commemorate Doolittle's Raid *page 8*

Dave Cotton photo

New in this issue:
Officer / Chairperson Reports
Annual Kid's Fly Flier *page 6*
Shots From the Field *page 14*
Meet the Members – Brian Wituk *page 15*
Festival of Flight Flier *page 16*
Chicagoland IMAC Challenge Flier *page 22*
IMAC – What's It All About? *page 23*



PRESIDENT'S MESSAGE

Tom Spriet—president@foxvalleyaero.com

The Flying season is upon us.

The time we have all been waiting for is here. Just in case you didn't get the memo, winter was cancelled for 2012 and we are moving right into the flying season. Well almost... March actually had nicer weather than we are experiencing right now—but deal with it. Put away the CA, the #11 blade, the empty kit boxes from Christmas and bring your stuff out to our beautiful field. Last weekend was cleanup day, and with the help of many worker bees Greg's list was whipped into shape in no time. Before I knew it chores were finished and members took to the sky.

Hey, how about we all start off the season by doing something just a bit different. Take a moment as you walk to the pavilion—pause at the monument and reflect on folks that have walked before you and made this place what it is. Reflect on past members that have given and have departed to that RC field in the sky. Not all members are recognized on the monument but most of you know who they are, so reflect just a moment. If you don't know them, let me say they were all great, giving folks who loved this hobby as you do...

OK, reflection is over. Now side-step to the right and review the rules and regulations for our field. 2012 has started out fantastic, and with your help, will be a great season for all. Safety at our field is no accident and the only way to make it safe is for all to adhere to the AMA rules and guidelines. At our last meeting I

stressed the importance of a safety pilot when there is a crowded flight line. If you see two or more pilots at flight stations ask another member to be a spotter. Ask the spotter to call traffic and its location as it affects your flight path. For instance: "traffic at your 12 o'clock low not a threat, continue your present course or high speed traffic opposite direction on a low pass, climb to avoid collision. There is a 3D guy hanging mid field, turn crosswind now." In order for the spotter to be of any value he must pay attention to the other traffic, look around and be your eyes in areas you cannot see. "WOW, did you see that?" has no value and might be distracting.

The new tetrahedron produced by Tom to help determine wind direction out at the flight line.



Doug Swanson photo

With my focus this month on safety I will say that flight north of the centerline is not acceptable. Any flight that for whatever reason takes your airplane toward or over the pit area will be reason to sacrifice your aircraft! Taking extreme measures to ensure flying over other pilots or guests never happens might mean flying into the ground on purpose!

I ask that anyone that has a complaint regarding flight north of the centerline forward specifics to FVAC@etglass.com. If there is more than one complaint that happens on different days that pilot will be asked to appear in front of the Board for possible suspension of privileges. As was stated earlier, safety is no accident!!!

Here's to a great flying season.

Tom Spriet



Bob Walker stands next to the monument that he designed to honor FVAC members who have passed away.



FROM THE EDITOR

Doug Swanson-newsletter@foxvalleyaero.com

May, 2012 *Flypaper*! I think this is one of [my] best issues yet—I hope you enjoy it. The contributions have been great this month, please keep them coming!

There were so many contributors this month, it would take a whole page to list them here. Please take note of these nice people as you read their articles

throughout the pages. The next time that you see them, please extend a hand shake and “thank you” for their giving of time to share with the Club.

Have you shared lately—or ever? If not, please consider. Let us know what you’re working on or just competed. Do you have a skill or expertise that others could benefit from? Drop

me a note at: newsletter@foxvalleyaero.com

I know many of you have taken advantage of the early spring this year to get some stick-time in. I wish I could say the same, but just haven’t found the time yet this year. I keep busy with this publication and my new, extremely part-time hobby: desktop flight simulation. A few months ago when Microsoft introduced *FLIGHT*, I started to look into what kind of products were available nowadays. My last flight sim. experiences were back in 2000. Boy have things changed! I’ll show and tell you more about it in upcoming months. For now, here’s a screen shot for ya... Doug



Screen shot from Microsoft Flight Simulator X

VICE PRESIDENT’S MESSAGE

John Turner
vicepresident@foxvalleyaero.com

Its official, the Fox Valley Aero Club is now in full swing for the 2012 season ahead! Thanks to Greg Bohler and the many volunteers who contributed their hard work with paint brushes, rakes and shovels to get our facility ready for the

membership and guests. After a long winter (what winter?), it is good to see green grass and watch Cliff Fullhart make those

grass landings with some of his WW I biplanes, not to mention a few J-3 cubs as well.

Many exciting events are now scheduled for the upcoming season that will include our annual Pattern Contest, Memorial Day Parade, Festival of Flight, Kids Day, Al’s Helicopter Fun Fly, IMAC, and many others. Be sure to mark your calendar and make plans to attend. One event that is being considered is to have one of the local Boy Scout troops have a rocket launch along with the introduction of model RC aircraft. Last year, the FVAC had a similar event and it proved to be successful! Mr. Todd Culbertson (FVAC member) assisted with last year’s event and I hear he

continued on next page

will be involved with this year's Boy Scout rocket launch in August. Members are encouraged to come out and talk about model aviation and show how their models fly. Maybe Dave Murray can bring out one of his jets and burn up some fuel for the scouts!

Finally, take a good look at our surrounding field as within a few months corn will be "knee high by the 4th of July." We will again be placing poles about 50-100 yards into the field providing "markers" for locating model planes that may not make it back to the flight line. I have to admit, the field looks extremely large right now and you can see your plane for a long distance when flying low. However, when that corn gets going, the field shrinks and sometimes it gets intimidating knowing you might have to walk out into that field to locate a downed aircraft. Not a lot of fun when it is 90 degrees and you can lose your sense of direction as soon as you take a few steps into rows of malice!

I look forward to seeing more members and their new winter projects out at the field. Remember Monday, May 28th, as the FVAC will participate in the St. Charles Memorial Day Parade with models and lots of noise!

Fly Safe.

JT

ShopTIPS

by Dave
Brustle

1. To measure odd shapes and contours I have found two rulers that have been priceless helpers. First is a 12 inch rubber ruler. It can be used for laying out trim or measuring tapered sheeting on a round fuselage. It will follow compound curves with ease and not scratch anything. The second is a 5 foot cloth tape measure. Yes, just like the one in your wife's sewing box that she doesn't use. One warning is that you don't borrow your wife's. After you get it dirty and some CA on it is not the time to find out that it was her grandmother's. This little gem will do a lot that the small ruler will do—but go larger. It is also handy when you are centering stabilizers. All you do is put a T-pin in the hole and then insert the pin in the center of the firewall. No more tape measure slipping off. It will also follow the contours of any surfaces much better than a metal tape measure. The 12 inch ruler is available at Target and maybe at other stores as well. I bought my cloth tape measure at Hobby Lobby in the fabric department.

2. The second tip is the use of old ankle weights and sand bags. I use them for sitting wings on to keep servos off of the work bench or an extra set of hands to hold down a part. I have attached them to wing tips to twist a warped wing into place while I heat up the covering. Heck, I have even hung them from fishing line off a servo that was clamped to a table to test the torque. These ankle weights can be purchased new. If you have a wife that frequents garage sales, have her look for some for you.

3. Also of use, are homemade sand bags. I use them for much of the same things as the ankle weights but also for holding sheeting in place when I'm gluing it down. I make them out of 1 quart freezer bags and fill them with 2 lbs of sand. Your local home improvement store can supply you with the sand.



FOX VALLEY AERO CLUB INSTRUCTORS

John Fischer

Cell: 312-518-0075
jeffxx@comcast.net

Cliff Fullhart

Cell: 630-709-1533
Home: 630-397-5033

Alan Galle

Cell: 630-697-8464
ajgalle@comcast.net

John Horvath

Cell: 630-440-7398
horvatsky@comcast.net

Paul Jacobs

Home: 630-778-1184
Work: 708-728-9000
pauljacobs1010@comcast.net

Mike Kostecki

Cell: 630-373-2722
mkostecki503@comcast.net

Tom Siwek

Cell: 224-542-0323.
tsiwek@sbcglobal.net
Available primarily on weekends

Bill Sponsler

Cell: 847- 323-6578
bsponsler@comcast.net

Jason Walsh

Cell: 630-291-1872
jwalsh1@ameritech.net



CHIEF FLIGHT INSTRUCTOR'S REPORT

Dan Compton—trainu2fly@comcast.net
630-664-6426

Here we go into May and Mother Nature has given us a few good flying days, but overall, the weather for flying R/C stinks. The temperatures are not that terrible—you can always bundle up—but the 10-15 m.p.h.—gusting to 30—crosswind is a show-stopper. There hasn't been any training going on but that will give everyone the chance to make certain that your batteries are charged and that your ship is in tip-top shape when we finally get some good flying weather.

Keep in mind that June 9th is 'Kids-Fly Day' and put it on your calendar so you can be there. See you all at the field.

KIDS FLY

Kid's Fly 2012 June 9, 2012

We will need volunteer help for this year's kid's fly in the following areas:

- Pilots / Kid's Co-Pilots and Aircraft (trainers & intermediate)
- Spotters
- Demonstration Pilots & Aircraft
- Food Preparation and Serving
- Ground School & Safety Instructor
- Registration
- (Good) Weather Makers

A sign-up sheet will be at the next meeting on May 10th. If you're able to help out with any of the above, please let it be known. You can also sign up by sending an e-mail to Ken at the address below:

Ken Kaiser
kkaiser@nmh.org (312) 926-2123

Event flier can be found on page 6!

Fox Valley Aero Club's Annual Kid's Fly

Free to Kids 8 to 80



Saturday June 9, 2012
9:00 am - 3:30 pm

Event Schedule:

- 9:00 - 10:00 Registration and Member Flying
- 9:45 - 10:00 Ground School & Safety
- 10:00 - Noon Kid's Fly
- Noon - 1:30 Lunch, Demonstration and Member Flying
- 1:15 - 1:30 Ground School & Safety
- 1:30 - 3:15 Kid's Fly
- 3:15 - 3:30 Free Raffle
- 3:15 - Close Open Club Member Flying

Fox Valley Aero Club Model Flying Field

Karl Madsen Road, South off Route 38, ¼ Mile West of Peck Road

May 10 May 26 & 27	FVAC Member Meeting Classic Pattern Contest	6:30 Board 7:30 Regular at Township Hall FVAC Field
June 2 & 3 June 14 June 9 June 10 June 15 & 16 June 24	FVAC Pattern Contest FVAC Member Meeting Kids Day Fun-Fly & Pig Roast Al's Helicopter Fun-Fly Geneva Swedish Days Parade	FVAC Field 6:30 Board 7:30 Regular at FVAC Field 9:00 AM start, 1:00 PM second round Flying starts at dawn, Pig ready at 2:30 FVAC Field Meet at 10:00 (loc. TBD), parade at 1:00
July 12 July 21 & 22	FVAC Member Meeting Festival of Flight	6:30 Board 7:30 Regular at FVAC Field FVAC Field
August 4 & 5 August 9	Chicagoland IMAC Challenge FVAC Member Meeting	FVAC Field 6:30 Board 7:30 Regular at FVAC Field
September 13	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 11 October 21	FVAC Member Meeting Fun-Fly & Turkey Fry	6:30 Board 7:30 Regular at Township Hall 10:00 AM FVAC Field
November 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 7	Annual Christmas Party	Hilton Garden Inn

Club members:

My friend, Darryl Miller, is the president of the Morrison Model Aircraft Flyers Club. They are

hosting a fly-in on August 12 to benefit the Susan G. Komen

Foundation. Because they are a small club, it would make a huge impact on their fund raising if we were able to get a group together to go crash (figuratively) their event. If I am not working, I am planning on taking a plane or two out there and flying a bit for the cause. *-Bill Sponsler*

Web address with details: *(clickable links)*

<http://www.mmafrfc.org/Club-Calendar/Susan-G--Komen-Flight-for-the-Cure-Fly-In-Benefit.aspx>

Flyer: http://www.mmafrfc.org/Documents/SusanGKomenFlyin2012_rev1.aspx



Past Events of 2012

January 1	First to Fly Fun Fly
February 25	FVAC Annual SWAP
April 21	Member Work Day

The Yellow Rose – and the Doolittle Commemoration

THREE MEN AND A PLANE

David Cotton, John Fischer and Sal Perno



THE TRIP STARTED with a call from John Fischer on Monday stating, “Dave – I think you might fit in the car but it maybe a little tight. I told John – “I can sleep anywhere – well almost anywhere.”

John, Sal, and I got on the Road at 4:00 a.m. and we were off to Dayton, Ohio for the five-hour drive in my sardine can. Paula, John’s wonderful wife, stayed up late the previous night making us the best muffins and stuffed



in some clementines in a breakfast bag for each of us. What a treat, the muffins and clementines were wonderful during the long ride. We got to The National Air force Museum where 20 B-25s were gathering for the Doolittle Raiders 70th anniversary commemoration. What a sight — 20 flying B-25's — a site that hasn't been seen since World War Two — all in full flight line presentation and looking so cool.



The flight line at Dayton

So during our visit our attempt was to get some photographs of John Fischer's model B-25 "Yellow Rose" with the real thing. Yes the "Yellow Rose" (of Texas) was at the commemoration and the hope of getting some shots fit so well with visiting the event and visiting the National Air Force Museum there.

THREE MEN AND A PLANE

The flight line was amazing. The planes were in all their glory with pilots and crew talking to all of the visitors and giving them the information on their planes. They all were great — a real bunch of guys and ladies flying these significantly historical aircraft. Yes, we met a couple of the ladies that were rated pilots for these big birds —



Bomber landing



and flying them. We could not have met a better bunch of people anywhere — really down to earth and open to our interest and questions. During this time one of the raiders was signing one of the B-25s



beautiful airplanes you could have wanted. From Wright to ballistic missiles to F-22 Raptors. What a place — and nice people working there too, enjoying all that the museum has to offer.

Wow, what a great collection — pictures just won't do it justice — you've got to see this for yourself. I advise a day or two for this visit.



U.S Air Force Museum

This is what it is all about — these guys doing so much — risking everything for the freedom that we have.

After visiting the flight line we jumped to the Museum — a fantastic collection of the most

After we walked Sal's legs off and enjoyed the great planes, we headed off to our motel that was right around the corner



Fokker Dr.I



Northrop T-38 Talon



Lockheed SR-71 Blackbird



at Grimes Field, their staging location after the flyover where rides for \$450.00 were being offered. Grimes Field was only a 45-minute drive from Dayton and allowed a controlled condition. We of course accepted and were off to shoot these pictures.



from the museum. We had a nice dinner with an enthusiastic older gentleman that was there for the event and enjoyed the company.

Next morning we got up and made it to the viewing site ready to see the B-25's take off for the commemoration fly-over. The roar of the engines was fantastic — again, something that may never be heard again. The take-offs and fly-over's were superb.

We talked to the crew of the Yellow Rose and they told us that we could shoot some pictures

The Yellow Rose meets the Yellow Rose





We meet the Flight Crew

Capt. John Fischer – smiling, ready to go. “CONTACT”



Capt. John Fischer and his crew, Dave Cotton and Sal Perno



“Flying airplanes is easier than building them.”
Dick Bidlack 2011

A sign we found in a shop of a museum that was building a flying B-17

So the guys stuffed me back in my sardine can and drove home. Wow, what a trip – one I will always remember with a group of guys I will never forget. ✈



TREASURER'S REPORT

Paul Jacobs
 treasurer@foxvalleyaero.com

July 21-22, 2012

Treasury is in great shape as we have less than 30 members that have not paid their dues and 10 of those have said they are sending in a check. Not bad for this time of year, but there are 20 members that have not paid their AMA dues as well. I

will be posting a list of current members at the field as well as a list of those who have not paid their AMA and if you see them flying, please ask them to show you

Toledo 2012 is now history and as usual it was well-attended by FVAC members. I think Dorie counted 29 members that we ran into at the show. I've been in this hobby over 40 years now and I think I have attended Toledo 25 to 30 times. It is a good kickoff to the RC season each year and it's always a good time visiting with the vendors and spending more money than I should. I decided to get into making my own servo leads and found a great kit by Hansen Hobbies which



a current AMA card or leave. We do not want anyone flying that is uninsured. Work day went well and incurred very little cost as it involved only clean-up and minor sealing of the wood.

contains everything needed to do custom lengths. I also spent a great deal of time going back and forth between the Electro-Dynamics booth and the Smart-Fly guys and decided it was time to move

up to A123 Lipo battery technology and utilize the Smart-Fly Turbo-6 for my 100CC Extra 300. This turned out to be quite an investment but it should pay off in the long run. I also saw the new classic pattern ARF being offered by Great Planes through Hobbico, and as luck would have it, I took delivery from Cindy's during the 65th Anniversary Sale of Al's Hobby on April 21st. This is a remake of Joe Bridi's Dirty Birdy and it looks to be fairly close to the one I flew back in the 70's. It continues to amaze me how much better these ARF's are compared to what we flew back then.

Festival of Flight planning continues and I should have a sign up sheet to circulate at next month's meeting for you to volunteer if you would like to share in the workload.

Until next month, Paul

SHOTS FROM THE FIELD

shots by Dale Gathman, except where noted

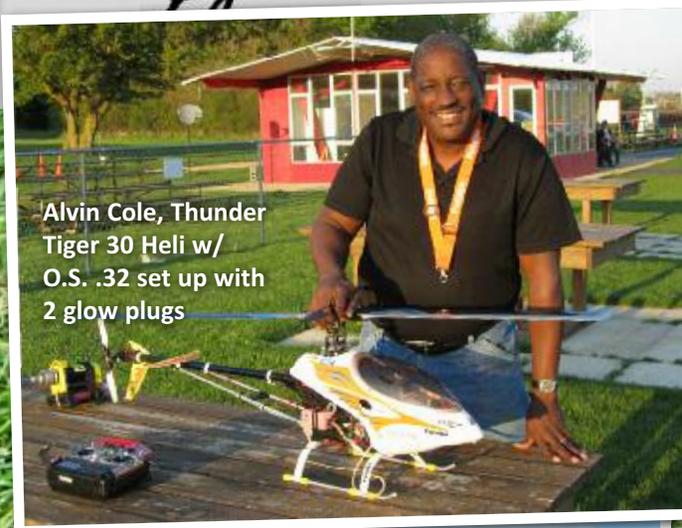
Mark Knoppkie,
ground testing
his DV8R (R.I.P.)



Nick Trifilo,
E-Flite
Curtiss Jenny



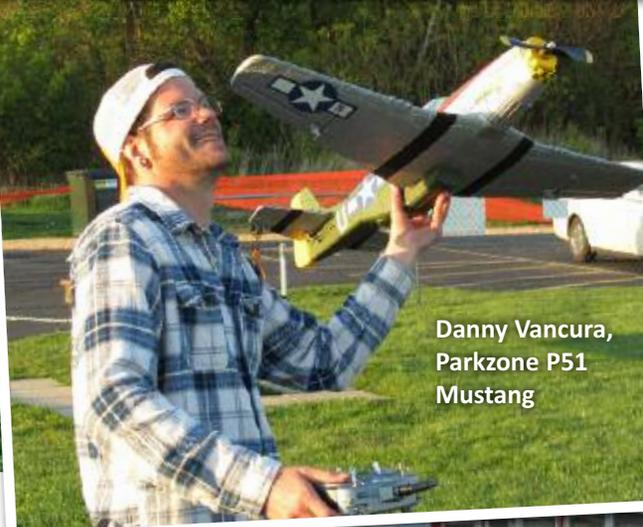
Alvin Cole, Thunder
Tiger 30 Heli w/
O.S. .32 set up with
2 glow plugs



Cliff Fullhart,
Flyzone Albatross
(Nick Trifilo's plane)



Danny Vancura,
Parkzone P51
Mustang



Todd Culbertson,
Dynam A-10 Warthog,
2600 mAh 3S



Doug Swanson photo

Gary Koester,
HobbyKing Stinger
64, 2200 mAh 3S,
X9303



Doug Swanson photo

Dave Brustle,
Lanier 25% Extra
300, DLE 30,
Futaba T7C



Doug Swanson photo

Tom Flint,
J3 Cub





meet the members

Brian Wituk

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

Brian: 5 years

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

Brian: I just joined

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

Brian: Ever since I was a kid I've always loved airplanes.

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

Brian: I would love to eventually get my private license. But, right now I can only afford modeling.

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

Brian: Graphic Artist



FlyP.: Are you married? Have any children?

Brian: Yes; not yet.

FlyP.: What are you flying currently?

Brian: Super Sportster 40, Carl Goldberg Wild Stik, And the 60 size Hangar 9 P-47.

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

Brian: My Sportster. It handles great. It's very maneuverable. Never gives me trouble. Just an all-around great airplane.

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

Brian: F-4 Phantom

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

Brian: Someday I'd like to get into jets.

FlyP.: Are there any facets of the hobby that you would like to try? (eg. a certain power system type, different type of aircraft, competitive flying)

Brian: Just the jets like above.

FlyP.: What are your interests beyond model aircraft?

Brian: I'm also into photography (mainly aircraft) and creating other art projects.



Fox Valley Aero Club
presents...

Radio Control

FESTIVAL OF FLIGHT

Giants
Jets
Aerobatics

July 21 & 22
9 a.m. 'till dusk

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

FREE Parking
Admission: \$5 per Adult
Kids under 12 - FREE



Raffles!

Food! Fun!

Special appearance by
"The General"
Lewis Patton



www.foxvalleyaero.com





SECRETARY'S REPORT

Tony Sokol—secretary@foxvalleyaero.com

Fox Valley Aero Club

General Meeting Minutes

April 12, 2012 @ Township Hall

President Tom Spriet called the meeting to order at 7:41pm.

Secretary Tony Sokol asked for additions or corrections to the March minutes as published. A motion to approve was made by **Rusty Dose** and seconded by **Ken Kaiser**. The minutes were approved.

renewed their AMA membership.

At this year's Festival of Flight we will be charging \$5.00 for adults and kids will be free. Pilots will not be charged. This will help offset the cost of the tent. We are currently looking for a food vendor and **John Turner** will check into the golf cart rentals.

Field Chairman Greg Bohler reported that the BoD has approved the field budget which came in lower this year. The reason for the lower estimate is that there are no major projects planned other than routine maintenance. Mowing started early this year and we will continue to have it cut to 1 ½ inches south of the runway. If the lower height becomes more labor intensive, the cost will probably go up. Right now it is a wait-and-see proposition. Mowing will occur on Thursday mornings, weather permitting. Work Day will start at 8:00am on Saturday April 21st. Bring paint brushes, rakes, and gloves.

Newsletter Editor Doug Swanson is looking for building and flying tips and "how to" articles for publication. Doug is planning an article on making your own custom wing bags. Also, with the upcoming flying season more event coverage will be highlighted and volunteers to help cover the events will be appreciated.

Membership Chairman Sal Perno introduced new member **Brian Mocky**. Sal also mentioned that he has badges that still need to be picked up. Stickers are also available to paid 2012 members. Photos of new members will be taken after the meeting.

Government Relations Chairman Alvin Cole had nothing new to report except to remind us to be safe and courteous at the field. Tom mentioned that plans are moving ahead and we will be in the Memorial Day parade on the May 28th with a Warbird theme.



Sal Perno



Paul Jacobs

Treasurer Paul Jacobs reported that the treasury is in good shape. He has sent out 44 emails to those that have not yet renewed and received responses from about half of those sent. He will make a list of those not renewing to be posted at the field. Members must also have

photos by
Doug Swanson

Jason Flowers



continued from previous page

Show and Tell:

Jason Flowers brought his T-REX 700E Helicopter powered by a 44-volt system. Jason upgraded the rotor head to a newer version which adds stability. Two stick-cell batteries in series provide the voltage to the 500 motor.

Brian Wituk



Brian Wituk displayed his well-flown Great Planes Super Sportster finished in an extremely visible orange and black striped livery. You will not miss this one! It weighs about 5 lbs and is powered by an OS .46AX.

Mel Ziska



Mel Ziska brought his YAK-54 foamy by Tech. One Hobbies. The EPP foam plane is powered by 1300mah batteries and is a lot of fun to fly outdoors or inside at meets like the recent event in Champaign. Mel is really having fun with the small foamies.

Sal Perno, assisted by Dave Cotton



Sal Perno displayed his Nitro Planes Zero sporting flaps, lights, and retracts with sequencing gear doors. The "transmitter

ready" plane did not want to bind with his radio so he installed his own receiver. Everything comes installed and ready to fly—and fly it does. Sal tells us it flies like a dream!

Walt Thyng brought an example of a Morane Saylnier MS 502 Criquet in the bones. A What??? Actually, it is a French-built Fieseler Storch (Stork) manufactured after the company was relocated to France. The model was built from scratch using a Dennis Bryant plans short kit. Walt manufactured many parts including the scale trademark Storch gear and engine. The 6lb, 1/8 scale plane will be finished in French Aviation Blue.

Walt Thyng



Tom Flint



Tom Flint brought a Goldberg J-3 Cub which he acquired from a widow in NRF (never really finished) condition. Between Tom and the builder it took 2 guys 20 years to build! Tom learned many new things like DO NOT use gray primer under yellow paint...unless you like green.

Alvin Cole limped up front to demonstrate the ill-conceived combination of age and basketball. Alvin brought a Hanger 9 Show Time 50 powered by an OS.61FX. Cliff Fullhart came to his rescue by doing a beautiful job of carving up the cowl and mounting the engine.



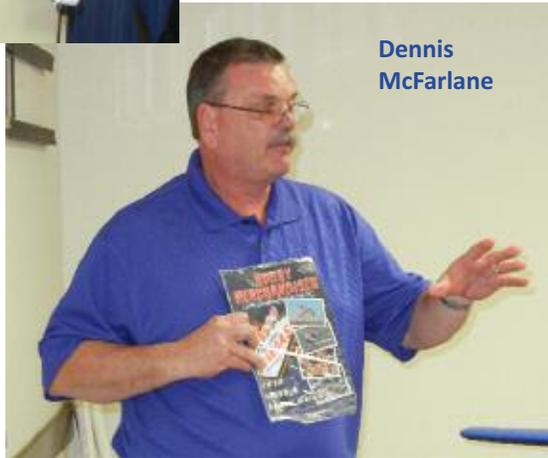
Alvin Cole

continued from previous page

Dennis McFarlane brought in the latest offering from Futaba which is a Futaba 8-J. The radio will use just about any battery technology including NiMH,

LiPo, and Alkaline by simply programming the correct choice. It offers extraordinary features for its price range including the new S-Bus technology.

Dennis also brought the latest edition of *Hobby Merchandiser*, which he publishes, and will be passed out at the upcoming trade show in Las Vegas. One copy of this issue was presented to **Rusty Dose** featuring his son **Tom** on the back cover.



Dennis McFarlane

Tom Spriet gave us an example of a home-built airplane stand utilizing pink foam, PVC pipe, and plywood. The simple construction belies the extreme flexibility of the design. He also produced a wind vane made from a small model which will be mounted in a prominent place at the field.

Tom also took this moment to



Tom Spriet

explain the need for callers to pay attention and keep the pilot informed as to wind changes, other traffic, pattern changes, and traffic on the field AT ALL TIMES. If you see someone in need of a spotter / caller, get up and go help the pilot out. This will go a long way in preventing mishaps in the future.

Kevin Kessler brought in a very small, geared starter using a 2200mah LiPo battery that will start a 50CC engine! The starter is manufactured by Align, which is a familiar supplier to the helicopter gang. They sell for around \$120, plus the airplane adapter.

President Tom Spriet took the opportunity at one point during the Show and Tell session to pass along the "First in the Air" trophy for January 1st 2012, awarded to **John (JT) Turner**. Tom also produced a very nice letter and plaque awarded by the AMA to the FVAC in recognition of our work with educational projects such as Kid's Day. Some felt that it would be nice to have it displayed in the Mayor's office demonstrating our commitment to community service.

Also, during the show and tell portion **Ken Kaiser** mentioned that he is looking for trainers, food servers, and other helpers for Kid's Day on June 9th. He will email a signup sheet to the general membership and all help will be much appreciated.

Before the close of the meeting, Tom presented a gift certificate donated by Hobby Town to the evening's "entertainer", **Tom Flint**, for his presentation of the Goldberg Cub.

A motion to adjourn was made by **Brian Wituk** and seconded **Alvin Cole**. The meeting adjourned at 8:50pm.

Respectfully Submitted
Tony Sokol – Secretary FVAC



Ken Kaiser

FIELD CHAIRMAN'S REPORT

Greg Bohler-gbohler@sbcglobal.net

The flying season can now officially begin. We have another successful field work day under our belts. We had about 30 people show up to help set up the field for this season. We brought out the grills, flags, blast shields, and garbage cans. We sealed all of the wood on the bleachers, tables, and kid's toy. JT did his annual clean up around the

monument and Eric and his son, Adam, did a lot of raking and grass seeding. The barn got a much-needed clean up. We had beautiful weather and the work went fast and easy. Thank you so much to everyone that came out and helped. It was fun, and as promised, we had great weather and a lot of people were able to get several flights in.

Fox Valley will be taking care of our mowing needs again this year. They have started mowing already. With the early hot weather the grass had a growth spurt that will take a few weeks to bring under control. Fox Valley is going to try to maintain the south side of our field much shorter this year to accommodate the use of the grass by planes that people would rather not tempt fate on the runway with.

That is all of my important news for this month so now it is time to cycle your batteries and do all of your safety checks. Let's get out and enjoy our great facility. It's time to fly!

See you at the field,
Greg Bohler





Work Day Photos

by Dale Gathman and Doug Swanson



Chicagoland Fox Valley IMAC CHALLENGE 6



August 4th & 5th, 2012

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 competition**

You must be an AMA member to compete

\$30 - IMAC members

\$35 - Non-IMAC members

Pre-register at the IMAC website - www.mini-iac.com

50' x 800' Asphalt Runway (East-West)

On-Site Camping (no hookups)

Food available on-site*

*lunch included for pilots plus one other on both days

Contacts:

CD: Dan Knippen - dknippen@sbcglobal.net (630) 669-3584

CC: Dave Genovese - (630) 901-1109

CC: Doug Swanson - newsletter@foxvalleyaero.com (630) 202-1058

Schedule

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

Sunday: No flying before: 8:30
Pilot's meeting: 8:45
Wheels up: 9:00
Awards following competition

IMAC ...what's it all about?

International Miniature Aerobatic Club

By Dan Knippen

With the 2012 flying season upon us, you may want to ask yourself, what do you want to do for this season? Will it be the same old thing like every year, or do you want to try something more challenging, new, and different? Maybe you're happy with your flying progress and don't feel the need to improve your flying skills. Or perhaps you don't really have a desire to fly in competition — that is perfectly fine. IMAC or Pattern does take a certain amount of time and dedication to see the results of your efforts. But for those pilots that are just tired of flying around and need a boost in their flying skills then maybe Scale Aerobatics (IMAC) or Pattern is something you may want to give a try at least once.

The first question you may ask is: What is IMAC, and what do I do and need to even get started?

23 The whole intent of IMAC is

to emulate full-scale aerobatics in the form of flying geometry to the best way you can to a set of judges. Although there are five different classes—each one more challenging than the first—most pilots will start with the Basic class. Basic class is an introductory class to the IMAC experience. The Aresti diagram of 10 maneuvers looks and sounds easy, but try flying a 90-degree up line, a 45-degree down or vertical up line. Throw in a loop that doesn't look like an egg, or a 1-1/2 positive spin. That's the challenge of competition. Now you're having fun and improving your fly skills at the same time.

Anyone, regardless of age, can compete in the Basic class with pretty much any plane they have. Your plane does not have to be an aerobatic plane such as an Extra, Yak or Edge, but your chances of scoring and performing better will be in your favor.

Try not to be intimidated by

some of the bigger planes you may see flying. Do the bigger planes fly better than smaller ones? I have to say yes, but you still don't need a 25, 35 or 40% plane to fly in the Basic class. As I said earlier, the Basic class is an introduction to IMAC. If you're not having some fun you won't enjoy it. What you do from there is up to you. If you like it you can always move up to the next class the following year—if you really get the bug.

by visiting the IMAC website at www.mini-iac.com. This website has tons of valuable information, which I visit frequently myself. Most contests will start at 9:00am Saturday morning and end on Sunday around noon. There will be two flight lines flying and being judged throughout the day. The order in which you fly will be randomly picked and pinned on a stick. It's up to you and your caller to be up and ready to fly when the pilot



Basic class pilot, Adam Falk, and his wife (caller) on deck, waiting for the preceding pilot to finish his round.
2011 Chicagoland IMAC Challenge

photo by Doug Swanson

All contests in our region are two-day contests. An IMAC contest is held almost every weekend from early May to the last contest in September. You can find the schedule for our North Central region

before you is on his last sequence. You will have two minutes to get your plane started. If you can't get the plane started the next pilot should be ready and fly. You will just move down

continued on next page

Typical flightline setup with judges behind the pilot and his caller. Flight order stick with clothes pins are to the right. (L-R: Larry Arseneau, Frank Noll, Jr., Mike McConville, and Chris Woycke)

2010 North Central Regional Finals



photo by Doug Swanson

continued from previous page

in the flight order so you have time to get your problem resolved.

Each pilot will fly one round, which consists of two sequences. After you fly your first sequence of the known 10 maneuvers you will immediately set up to fly your second sequence. When you have completed the two sequences you will land your plane so the next pilot can fly. There are no criteria for how long you should fly your sequences. Most Basic pilots will rush through the sequence which will hurt your score.

Weather permitting, we always like to have all pilots fly 3 rounds on

Saturday. On Sunday, the upper classes (Sportsman thru Unlimited) will fly one sequence of Unknowns and a round of Knowns. Basic pilots should fly two rounds of their Knowns, for they do not have to fly an Unknown sequence. At the end of Saturday's competition we always have a four-minute Freestyle to music for those pilots who have the 3-D skills to show their stuff. The Freestyle is judged as well and an award will go to the first-place flyer.

On Sunday, after the last class and all Pilots have flown, the scores are tallied and awards will be presented for 1st. thru 3rd. for all 5 classes. The scores are usually close for the top four pilots and you might say to

yourself, "Damn!, if only I didn't get that zero I could have won." At the end of the contest you may have not won an award but I can honestly say you probably had fun. You will have also learned a lot and walked away knowing you are now a better pilot today than you were last week.

Let's cover some preparation for your first IMAC competition. Each day of the contest you need to give yourself PLENTY of time to prepare for the day. If you have a tent or E-Z Up for shade you need to get that up first. Put your plane together and don't forget to fuel up your plane. Then you need to register for the contest. A valid AMA card is a must to fly in the contest. If you are a current IMAC member you will receive a \$5.00 discount. After registration, you may want to get in a practice flight and quick check of the trims. You don't want to have to trim your plane during the contest. If you don't have a caller or helper now is the time to get yourself one. There will be plenty of other pilots willing to call for you. You may be asked to call for a fellow pilot as well. The best callers I've had in past contests are my fellow competitors, because no one knows the sequence better than them.

The pilot's meeting will be the final preparation before the contest begins. If you have any questions, now is the time to bring them up.

The last thing is, as the day goes on food will be available at most contests, including ours. The weather will probably be hot as well. Drink plenty of water or Gatorade. If you're not used to being outside all day you will probably get dehydrated and that's not good. Also, pay attention to the classes and flight order so you are ready to fly your next rounds. The pace of the contest is all up to you—the pilots and their callers. One more piece of advice: your caller is also your spotter when landing and will retrieve your plane upon landing.

If you have any questions you can E-mail me at: dknippen@sbcglobal.net or see any one of us club members when we're at the field. There's me, Dave Genovese, Dan Rocha, Chris Gini, Doug Swanson and Ron Kostus. Although Ron is flying Basic, he attended more contests than all of us guys last year and has the contest bug and experience.

Thanks for reading, and I hope to see you at the field! ✈

-Dan Knippen

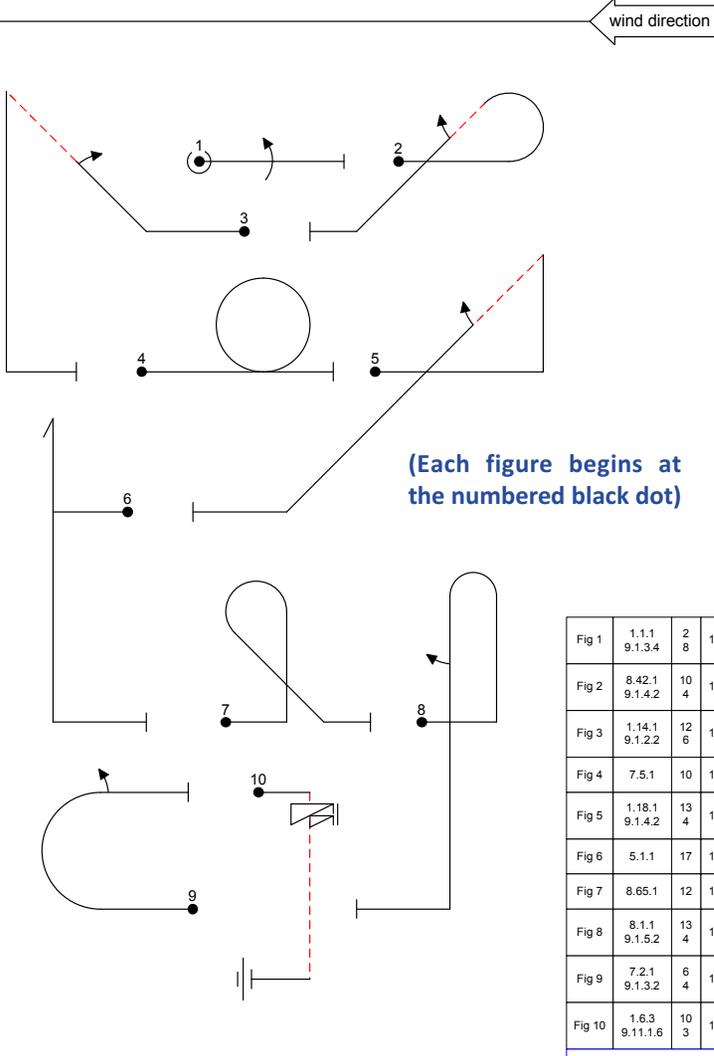
The 2012 Basic sequence can be found on the next page along with a written description of all of the individual figures. A downloadable .pdf of the sequence can be found at www.mini-iac.com

B Official 2012 Basic Known

Date: _____ Program: _____



wind direction ←



(Each figure begins at the numbered black dot)

Fig 1	1.1.1 9.1.3.4	2 8	10
Fig 2	8.42.1 9.1.4.2	10 4	14
Fig 3	1.14.1 9.1.2.2	12 6	18
Fig 4	7.5.1	10	10
Fig 5	1.18.1 9.1.4.2	13 4	17
Fig 6	5.1.1	17	17
Fig 7	8.65.1	12	12
Fig 8	8.1.1 9.1.5.2	13 4	17
Fig 9	7.2.1 9.1.3.2	6 4	10
Fig 10	1.6.3 9.11.1.6	10 3	13
Total K = 138			

Good Morning Judges
Pilots name is?
Pilot will be flying from left to right.

Pilot ready? Judges Ready?
In the box!

1. **Aileron Roll**, next
2. **Half Cuban Eight**, Pull five-eighths loop around to an inverted forty-five line, Center half roll to upright, Pull to upright exit. next
3. **Reverse Sharks Tooth**, Pull to a forty-five upline, Center half roll to inverted, Pull to vertical downline, Pull to upright exit. next
4. **Inside Loop**, Pull inside loop back around to level, next

5. **Sharks Tooth**, Pull to a vertical upline, Pull to inverted forty-five down line, Center half roll to upright, Pull to upright exit. next

6. **Hammer Head**, (stall turn) Pull to a vertical upline, Hammer Top, Establish vertical downline, Pull to upright exit. next

7. **Teardrop**, Pull to vertical upline, Pull five-eighths loop around to a forty-five downline, Pull to upright exit. next

8. **Humpty Bump**, Pull to vertical upline, Pull half loop over top to vertical down line, Center half roll, Pull to upright exit. next

9. **Immelmann**, Pull half inside loop, with a half roll on exit, Exiting upright. next

10. **One and a Half Positive Spin**, Wait for the stall then one and a half spins see canopy, Establish vertical downline, Pull to upright exit.

Out of the box!

Thank You Judges.

C Official 2012 Basic Known

Date: _____ Program: _____



wind direction →

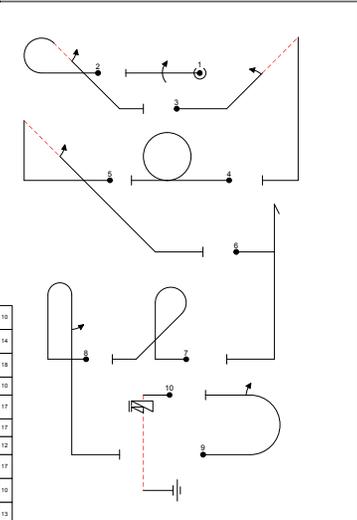


Fig 1	1.1.1 9.1.3.4	2 8	10
Fig 2	8.42.1 9.1.4.2	10 4	14
Fig 3	1.14.1 9.1.2.2	12 6	18
Fig 4	7.5.1	10	10
Fig 5	1.18.1 9.1.4.2	13 4	17
Fig 6	5.1.1	17	17
Fig 7	8.65.1	12	12
Fig 8	8.1.1 9.1.5.2	13 4	17
Fig 9	7.2.1 9.1.3.2	6 4	10
Fig 10	1.6.3 9.11.1.6	10 3	13
Total K = 138			

Form 'B' (above) should be flown when the wind is from your right.
Form 'C' (above right) should be used when the wind is from your left. For a direct cross-wind, fly what's more comfortable to you.
A full-size .pdf of the sequence can be found at www.mini-iac.com

FVAC PATTERN CONTEST

June 2 & 3, 2012 - Fox Valley Aero Club

AMA charter club # 252 - St. Charles, IL

Classes: Sportsman, Intermediate, Advanced, Masters, FAI

Entry Fee: \$30.00 (includes Saturday lunch)

Awards: 1st thru 3rd in all flying classes



Practice: Friday, June 1, 2012 starting at 10am

Registration: 8am Saturday, **Flying Starts:** 9am

CD: Gary Stephens

Co CD: Paul Jacobs

Facility: 50' x 800' asphalt runway – East to West with AC power.

Field address: 3821 Karl Madsen Dr., St. Charles, IL 60175

Info: Gary Stephens (630) 992-0226 stephens89@att.net

<http://www.foxvalleyaero.com>

Judging:

All classes will be judged by contestants.

Please be prepared to judge all classes.

Volunteer judges are welcome.