



The Fox Valley Aero Club

An Illinois not-for-profit corporation

Flypaper



November 2007

November 2007

Club President

Club Secretary

Jeff Anderson

Julian Pugh

Club Vice President

Club Treasurer

John Fischer

Bill Simmons



Editor: **Paul Jacobs**

paul@mertes.com



AMA Charter 252



AMA Charter 252

As cold weather approaches our flying days are counting down. One of the seasons highlights has to be the successful flights of VP John Fischer's awesome Cessna 310. Hope all of you members had a chance to see it fly this summer.



President's Message

By Jeff Anderson



President Jeff's winter project - Airworld Gee Bee R3 Racer

As I went out to the field this morning and saw the frost, I realized, it's building season! This plane above has been down at Tim Redelman's house in Indiana since last winter. Tim is helping me put her together. She is 10 feet by 10 feet and uses a Moki 250 5 cyl gas engine! Very Cool!!

We have a good start on her from last winter. If all goes well....it will be at Toledo and at Joe Nall flying in the spring.

What are your projects for the winter? Bring them to the next meeting and lets talk about them!!

Sign up for our Christmas Party !!! Fun.. Fun... Fun...

President Jeff

Vice –President’s Report

By John Fischer



Hi Gang,

Well here it is already November and with the flying season coming to a close, building season is directly behind. I am looking forward to getting some time this winter to finish fixing my P-40 wing so that next year I can get it back in the air. I am sure that everyone is considering what they will want for Christmas and getting ready to build that plane you have always wanted. Jeff and I had a chance to go to the I-Hobby show at the Rosemont Convention Center last weekend and boy it was great. It was good to see the completed models so you didn't have to look at a picture to get an idea of their size. As usual our buddies at Horizon had in my opinion the best booth. Of note from their booth was the new JR 12X 2.4 due in the spring and the new 9 channel receiver with a power bus built in, check it out. Saito also has a new 220 single 4 stroke that is gas instead of glow, pretty cool, a 33% Sukoi and many other things. It would appear if you would like an ARF to put together this winter visit their website, they are sure to have something that you might like.

Personally, I liked the new B-25 from Top Flight. Incredible scale detail, Greg Hahn had a hand in designing this one and it looks like he has hit a homerun. Check out this new airplane on their website if you are at all into scale, I think you will be impressed. Now I just have to scrape together the money to pay for it, maybe in the spring.

Many of you have not seen me of late because for the last month I have been nursing a herniation of my lower lumbar spine, bummer couldn't walk upright for a month. I am feeling better now and I hope to get out to the field this weekend.

I am leaving a link to a very large RC model I hope you enjoy it.

http://www.metacafe.com/watch/804337/worlds_largest_model_rc_plane/

Regards,

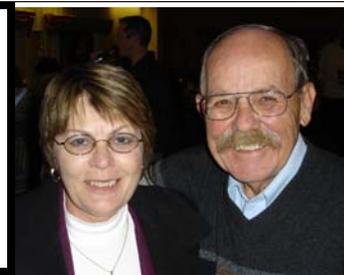
John Fischer
Vice President FVAC



Secretary's Report

By Julian Pugh

Minutes of the October 11, 2007 Meeting



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

Julian requested and received approval for the September minutes as published in the FLYPAPER. It was noted that the adjournment time was incorrect. This has been amended from 7:32 PM to 8:32 PM

Steve Baker, President of the Dusters Flying Club, advised Jeff that the club was losing its flying field immediately due to construction of new homes. A motion was made and seconded, to all member of the Dusters to fly at the FVAC field, at no cost, next summer. This will give them the opportunity to find a new site or become members of FVAC. The motion was passed by unanimous vote of the members present.

We were honored to have Amanda Weldy from Horizon Hobby as a guest of the club. President Anderson introduced Amanda and she gave a short talk to the club.

The Pylon races were a success with a large, enthusiastic turnout.

Alan Galle presented ribbons to the winners of the recent Touch and Go Fun Fly:

Alan Galle	First Place Expert
Armin Weber	Second Place Expert
Rob Sampson	Third Place Expert

There were no participants in the other classes.

Alan announced the next Fun Fly will be a Limbo Event to be held at the field October 13, 2007.

Alan Galle handed out certificates for the Mini-Pattern Funfly:

3rd Expert	Dan Compton	2 nd Expert	Steve Gawlik
2 nd Novice	Tom Spriet	1 st Novice	Tom Siwek
1 st Expert	Armin Weber		

Jeff thanked those members who helped in the recent Kids Fun Fly that was a great success.

New Members introduced were Jeff and Dillon Kapp of St. Charles, IL.

The following member presented Show and Tell items at the meeting:

Steve Gawlik	F7F	Dave Murray	L-39
Armin Weber	T-Rex 450 Helicopter	Tom Spriet	26% Extra

The meeting was adjourned at 8:43 PM.

TUCSON AEROBATIC SHOOTOUT 2007

Rank	Pilot	Known 1	Known 2	Known 3	Known 4	Known 5	Un- known 1	Un- known 2	Un- known 3	Total
1	Ryan Archer	1,000.0 00	986.36 9	978.18 8	909.45 0	959.71 2	1,000.0 00	973.02 4	1,000.0 00	5,924.2 69
2	Seth Arnold	926.54 7	1,000.0 00	961.30 7	1,000.0 00	974.55 9	930.75 6	885.21 0	902.17 2	5,768.7 95
3	Michael Bargman	958.84 1	940.69 4	991.39 2	919.26 6	996.44 0	930.91 8	905.39 5	891.85 1	5,723.6 80
4	Troy Brodrick	899.24 0	900.04 0	914.84 2	920.45 9	1,000.0 00	828.34 3	1,000.0 00	918.23 7	5,653.5 78
5	DJ Noerr	930.58 4	936.94 7	923.36 6	824.77 1	856.29 9	889.92 0	834.65 4	746.54 5	5,371.7 71

Congratulations to member Michael Bargman



on his third place ⁵¹intermediate finish.



Treasurers Report

By Bill Simmons

Treasurers Report

Pot O' Gold is coming up in a couple of Saturdays. This is one of the best RC swap meets of the year. On par with Toledo if you ask me. If you get a chance to get out to this remember to wear your colors. They announce our February swap meet about every half hour during their show.

We should show them our appreciation by going to theirs. They won't know we were there unless we show them.

South Bend Radio Control Club
AMA Club # 504

§ Pot O'Gold R/C Show

Pot O'Gold R/C Show

What is the Pot O'Gold R/C Show, ya say? It's everything about radio controlled modeling at its best. Here's what it's all about: *Manufacturers, Dealers, Hobby Shops, Kits, Radio Control Clubs, Electronic Repair & Service, Airplanes, Helicopters, Cars, Trucks, Boats, Motors, Building Supplies, Hardware, Adhesives, Covering, Balsa Wood, Kit Collectors, New & Used Aircraft, Swappers, New & Used Radios, Food, Raffles, Academy of Model Aeronautics, Sport Flyers Association, Hobby, Magazines, Engine Collectors, Hangar Talk, Hobby Information, Flying Site Information, R/C Flight Instruction Information, Deals and Excitement, Building Plans*

Show Time: Saturday November 10, 2007 - 9AM to 2PM

Location: Mishawaka F.O.P. Lodge 91, 12th Street & 1210 Commonwealth Dr.,

Events Calendar

October 2007						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

§ Pot O'Gold RC Show
FOP Hall, 12th St. Mishawaka 9am - 2pm
Event Start Date: November 10, 2007

FREE for the taking: I have an old "N" scale railroad layout that I started rebuilding several

years ago. Most of what I did was to strip old track off of it. There is a bunch of new flex track, a box of buildings, and some cars. I also have a large box of old issues of Model Railroader. This is free for the taking. I will not deliver it or wait all day for someone to show up to get it. If you want it then call me or see me at the meeting. If you take it you take it all. It is in pretty good shape. It needs quite a bit of work to run trains on it again but nothing too difficult. This would make a good father/son project.

I hope to see everyone at the Christmas party. If I don't see you please have a safe and happy Christmas and New Year.

From Tom Spriet: "Check out what some of our boys overseas did to their helicopter. This very special Mi-24 helicopter is presently flying in Afghanistan, where it is not doubt causing quite a stir."



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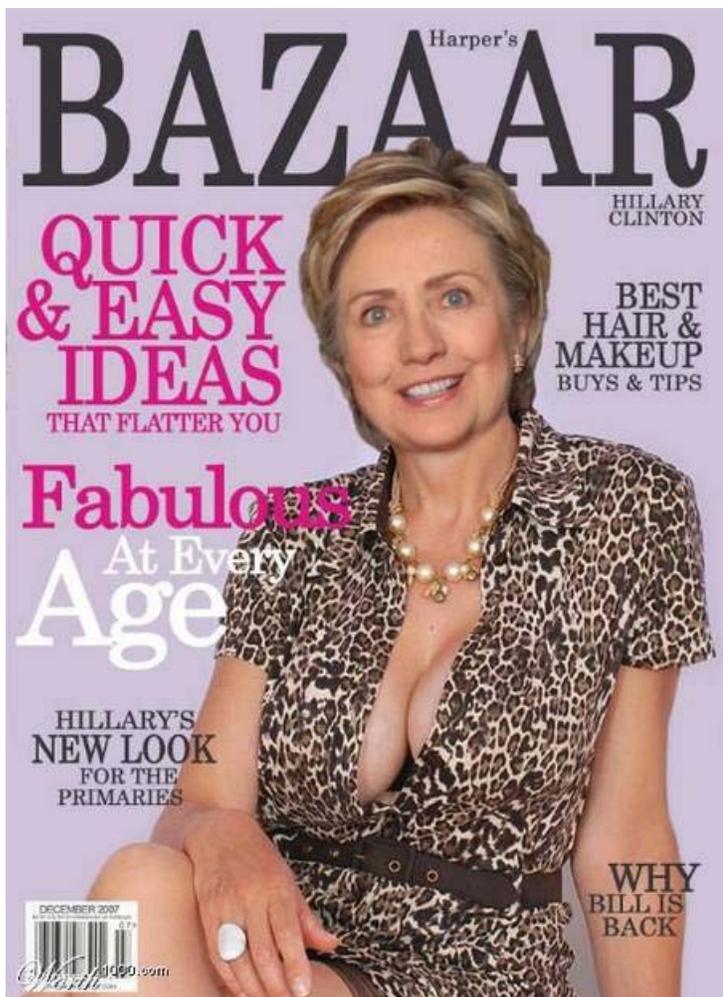
Nominations for FVAC Officers and Directors were made at the October Meeting and will be closed at the November meeting. Voting is done at the Christmas party in December. Here are the people that have raised their hands and are willing to serve in 2008:

President	Dominic Saverino	Director #1 Cindy McFarlane
Vice-President	Dennis McFarlane	Director #2 Tony Sokol
Secretary	Tom Spriet	Director #3 Bill Simmons
Treasurer	Paul Jacobs	Director #4 Mel Ziska
		Director #5 Cliff Fullhart
		Director #6 David Murray

Also serving on the 2008 Board is the Past President Jeff Andersen, Tom Siwek is the new Flypaper Editor, Karl Griesbaum continues as Safety Chairman, Greg Bohler as Field Chairman, Member “?” as the new Government Relations Chairman, and Anthony Gattuso as the new Membership Chairman.

Below left: Hillary’s new look for the primaries

Below right: a fusion of two personalities also known as Hill-Billy.



Selecting a Propeller

By Dennis McFarlane

Years ago, when I had to walk barefoot, in the snow, uphill, just to get to school, there weren't a lot of propeller choices. It was pretty much standard. If you flew a .40 size glow motor your propeller of choice was a 10X6 either nylon, Tornado by Grish, which you had to boil just to use (in order to release inner tension) or wood, Super-M (maple) by Top-Flite. If you flew with a .60 size glow motor, your choices were a 12X6 for sport flying, I.E. Goldberg Senior Falcon, or 11X7.5 if you were a pattern flier. I.E. Taurus or Kaos. About the only other propellers available were two or three large diameter, low pitch propellers for the "free-flight" modelers, and a couple of small diameter, high pitch props for the control line fraternity. Literally a hobby shop was well stocked if there were a dozen different propellers on the shelf. I know Paul (Jacobs) remembers those days, and I'm sure many other long time hobbyists do also.

As I began to formulate the idea for this article I looked at Cindy's (propeller) rack and counted over 200 different styles, designs, sizes, and construction methods of model airplane propellers. There are glass reinforced nylon, composite, wood, carbon fiber, wide blades, narrow blades, the list goes on and on. A person today has a huge selection of propellers to choose from, and should not limit his or her choice to what is considered standard. (If you want to add electrics to the picture add another 50 or so sizes and types to choose from)

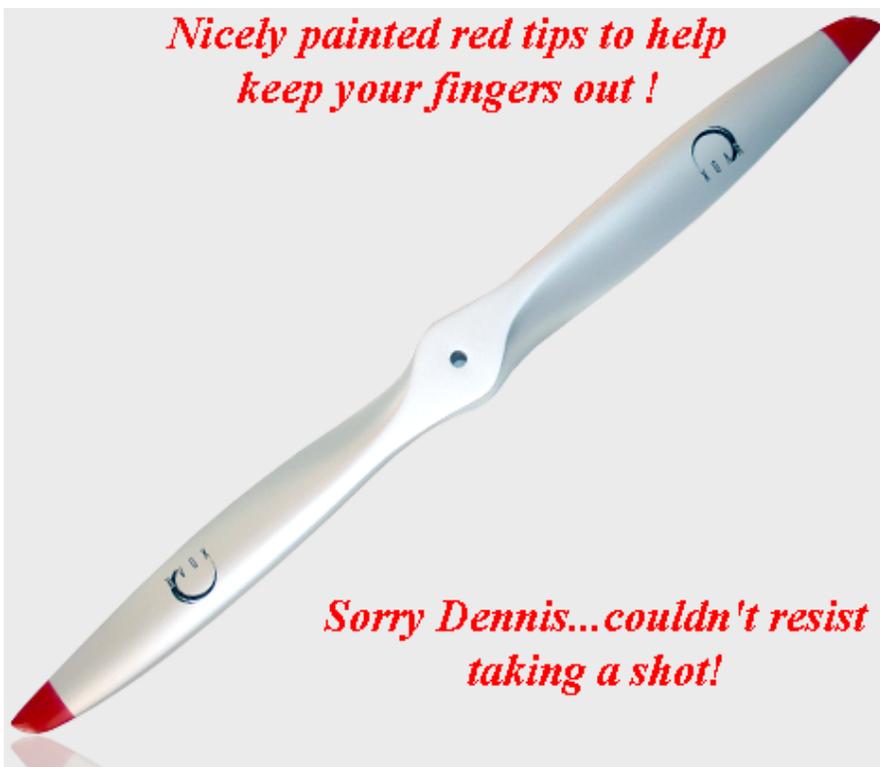
I tend to refer to this next as to what I call the "starting prop" what I mean by this is that if you own a .40 size glow airplane, and power it with a .40 size glow motor, and then bolt a 10X6 propeller to the shaft, I can just about guarantee the motor will run within it's design parameters. Provided you've not glued a brick to the fuselage, the airplane will take off, fly around, and then land again. However, when I use the term "starting propeller" that's just what I mean. A starting propeller has nothing to do with how the engine ignites. It refers to how the airplane will fly. A very popular sport aircraft, the SIG 4-Star-40, has the potential to be two different airplanes depending on the choice of propeller.

For those new to the hobby, and in need of an explanation, all model airplane propellers are measured in inches. The first number is the diameter, and the second number is the pitch or angle of the propeller blade. A 10X7 propeller creates a disk 10inches in diameter, and if you were to draw a plane to coincide with the angle of the propeller blade the propeller would move forward 7 inches for every revolution. Propellers are also rated by two general categories, climb and cruise. A climb propeller is a larger diameter, lower pitch propeller, while a cruise propeller is smaller in diameter, but has more pitch. Essentially, a 10X7 and an 11X6 propeller are more or less the same. Fine tuning is always necessary, but if installed on a well running motor neither the top end, or idle will change all that much. The difference you will notice is with the 11X6 installed, your airplane will accelerate faster, but the top speed will be slower, and so will the landing speed. With the 10X7 installed, the acceleration will be slower, but both top speed and landing speeds will be higher. Obviously there is a calling for both types of propellers, or they wouldn't be available. As a general rule I recommend a climb style propeller for a light weight sport aircraft, and a cruise propeller for a low wing, highly loaded aircraft where speed is more in order.

I always love to use an example, so here it comes. My Curtis P-6 Hawk is powered by a Zenoah G-26. The first flights on this aircraft were with a 16X8 propeller, pretty much standard for that size motor. John (Fisher) was spotting for me during these initial flights, and he made the comment that at ½ throttle the airplane flew great, and really moved out. John was absolutely correct in his assessment. At ½ throttle I'd pretty much reached the terminal velocity of the airframe. This airplane is large and has a huge amount of drag. No matter what I do, what propeller I use, the airplane is only going to fly so fast. Now, to get to the point. Yes, with the 16X8 the airplane flew great. Of course it didn't climb worth poop, and couldn't accelerate fast enough to get out of its own way, but honestly, once up in the air, it flew great. If you are following with me, I still had a ton of throttle available that was being wasted. My goal was to get some climb and acceleration into the airframe but not reach terminal velocity until full throttle. Sit back and think about what I've just said. It's not theoretical, it's plain common sense. Regardless, I bolted a Zinger 18X5 propeller to the front of the Hawk. Honestly, I figured the results would be better than things turned out. I have a 14X5 mounted on an OS70-FS which is being used in my Fokker Triplane, and a 16X5 on the OS91-FS being used in my Sopwith Camel. For both airframes the 5in pitch propeller has proven to be ideal. I felt the 18X5 would be perfect for the Hawk but it didn't work out. After the engine on my Hawk was running, I faced the airframe down the runway and applied some throttle. The airplane accelerated and was airborne in about 25ft, but then, just like riding your bicycle in first gear, it fell flat on its face. I had an 18X6 with, but I wasn't happy with the way the motor turned up. APC has a 17X6 composite propeller which is quite popular with the Zenoah crowd. However, even prior to me mangling my fingers, I've been uncomfortable around APC propellers. As things now stand I only have a couple of choices left. Use the APC, cut the Zinger 18X6 down to 17 inches, or, simply fly around with the 16X8. At least, even though the airframe doesn't fly great, it does fly.

When you decide to do your own experimentation with propeller selection, feel free to ask around and seek advice. However, your choice must be yours, not the other people you've asked. Two different people may have two different requirements out of the same style airframe. Dennis likes to relax and mosey around, Dominic loves speed. We are different people, different flying styles, and we make different choices.

Propellers are cheap. The results can be rewarding. Don't be afraid of the hobby, enjoy it.



Field Maintenance Report

By Greg Bohler, Chairman



I don't have much of a field report this month. Fall weather is starting to show itself. When I've had time to get out to the field, it's been too windy to fly.

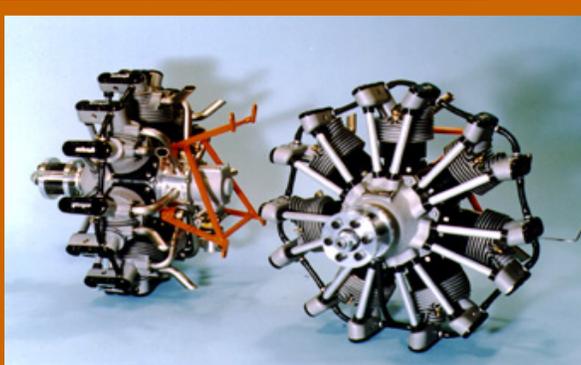
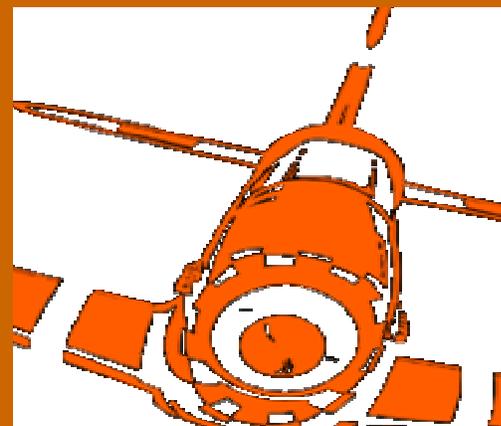
I noticed that someone had taken the time to scratch some grass seed into some of the bare areas. Thanks, your timing was great and that will make a big difference in the spring. John Griffith has stepped up and taken care of the garbage for us the last couple weeks. Thanks John.

Bill Simmons and I have talked and we are going to follow the same time schedule as we have in the past. The Porta pottie and the dumpster will be gone shortly after Halloween. Most members are not affected by this, but for all of you die hard all season fliers, sorry you'll just have to be a little bit tougher.

We still have time to get a few end of season flights in. See you at the field.

Greg

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Fox Valley Aero Club
Christmas Party
Friday, December 7



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DINNER 7:00 P.M.

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Fun Fly Report

by Allan Galle, Chairman



The fun fly for October was Limbo, the club has the best turn out this year with 14 pilots registering and flying. The object was to fly under the ribbon and not touch the ground before, during or after the limbo string and of course fly between the poles that were stretched out 25 feet. Some pilots decided to try it inverted (you know who you are) at 3 feet and greased the runway with their vertical stabilizer, and for that I give them the “enough balls to do it award”. We had 13 expert pilots and one beginner pilot gave it a try also. Here’s how they finished:

Expert:

Merlin Graves 1st
Cliff Fullhart 2nd
Steve Gawlik 3rd
Dan Compton
John Turner
Tom Siwek
Armin Weber
Jeff Anderson
Dave Payne
Dominick Saverino
Alan Galle
John Redman
Rob Sampson



Beginner:

Todd Barrett 1st

Membership News

By Jason Walsh



My time is coming to an end as your membership chairman, and Anthony Gattuso will be taking over the position. While I will technically be the membership chairman until the first of January, I would like for you all to send your membership renewals to Anthony instead starting immediately. It is a lot easier at this time of the year to centralize all of the renewals to one person that two, so again, please start sending all membership renewal applications to Anthony. His address and contact information are already on the membership applications.

Its been fun being your membership chairman and I'm confident Anthony will take the position to a higher level. So please welcome him and cut him a little slack while he learns the ropes.

Till next time, fly while the weather is still nice!

Jason Walsh

Below: Harley and his friends are all set for Halloween!



FVAC MEMBERSHIP RENEWAL FORM

- Dues for Senior Members (18 years and over) \$100.00 per Member
- Dues for Junior Members (17 years and under) \$ 25.00 per Member
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(Each family member must hold a current AMA membership)

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 _____ \$ _____

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What is Your Occupation? (Please provide details) _____

Yes I will attend the Christmas Party (Please include \$25.00)

Yes I will bring a guest (Please include \$20.00)

Your meal choice for the party: Chicken

Beef

Fish

Guest: Chicken

Beef

Fish

Yes Please enter me in the "Big Dog" Raffle at the Christmas Party (Include \$25.00)

Total Payment Enclosed: _____

\$ _____



Complete and mail this form to:

Anthony Gattuso

FVAC Membership Chairman

1020 Adams Avenue

St. Charles, IL 60174



Make checks payable to:

"Fox Valley Aero Club"

Signature _____

Date _____

Safety Corner

By Karl Griesbaum



Our President Jeff sent me this personal safety item to pass on to the membership regarding flying in unsafe conditions:

“My ex-wife started taking flying lessons about the time our divorce started and she got her license shortly before our divorce was final, later that same year.

Yesterday afternoon, she narrowly escaped injury in the aircraft she was piloting when she was forced to make an emergency landing in southern Kane county because of bad weather.

Thank God my kids were with me this weekend.

The NTSB issued a preliminary report, citing pilot error: She was flying a single engine aircraft in IFR (instrument flight rules) conditions while only having obtained a VFR (visual flight rules) rating.

The absence of a post-crash fire was likely due to insufficient fuel on board. No one on the ground was injured.

Photograph below was taken at the scene shows the extent of the damage to her aircraft.

She was very lucky.”



Instructors Corner

By Dan Compton



The cool weather has arrived and that usually brings with it the dreaded wind. That and losing an hour of daylight due to going back to Standard Time means the flying season for most of us has pretty much ended. After all, by the time we get out of work, it is already dark. Needless to say training has virtually come to a standstill and not much is happening. That means I have to get out some of my own airplanes and use my own fuel. Well, this turns out to be a good thing because it gives me a chance to do an inventory of my planes and determine what needs to be done to each to keep them in flight readiness. After all, with cold weather coming I'll have time to get around to doing repairs which I have been putting off. This is a good time also for you to go over your planes and check them out. Vibration during the flying season sometimes loosens up some of the servo screws or the engine mount screws. Check out the screw that holds the back half of the muffler on and make sure it is tight and has a jam nut. Make sure the screws that hold the muffler onto the engine are tight. Tighten the engine mount-to-firewall screws. Give a good tug on the ailerons, rudder and elevator to see if any of the hinges have come loose and re-glue them if needed. Snug the wheel collar screws. It is pretty scary landing without one of your wheels. This would be a good time to look at the fuel tubing used on clevises to make sure it hasn't deteriorated and fallen off. For those who have a nylon clevis on the elevator, take the opportunity to replace it with a good metal clevis. Use a good cleaner and remove all the fuel and dirt from the covering, getting all that crud from between the hinge gaps. With that being done, make sure to store the wings so that they are not going to warp and do not let your plane sit on the wheels all winter. You'll have flat spots and the plane will look pretty funny taxiing. Finally, don't overlook your transmitter. A soft bristle paint brush works wonders to get that dust out of the cracks and crevices on your transmitter. You'll be amazed how it looks new again. See you next spring.

Dan Compton – Chief Flight Instructor

This shot taken at a gathering of P-51's in Ohio this summer...can you spot Vlado Lench's "Moonbeam McSwine" which has flown over FVAC several times in the past? It is based at the airport in Joliet, Illinois. Neither can I.



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

Name	Contact Info.
Dan Compton, Chief Flight Instructor	Cell: 630-664-6426
John Fischer	Cell: 312-518-0075
Alan Galle	Cell: 630-697-8464
Jason Walsh	Cell: 630-291-1872
Dennis McFarlane	highpd119@aol.com not available Friday or Sunday
Paul Jacobs	Cell: 630-908-9955 paul@mertes.com
Mike KostECKi	Cell: 630-373-2722 mkostECKi503@comcast.net
Bill Sponsler	Cell: 847-323-6578
Cliff Fullhart (Mr. Touch-n-Go)	Preferred 24hrs notice during business hours; home: 630-397-5033; work 630-668-1111 cfullhart@farmersagent.com
Tom Siwek	Cell 630-677-5855 tsiwek@sbcglobal.net
Dave Taitel	Venture Hobbies 847-537-8669 davidt@venturehobbies.com
John Horvath	Cell: 630-440-7398 horvatsky@comcast.net



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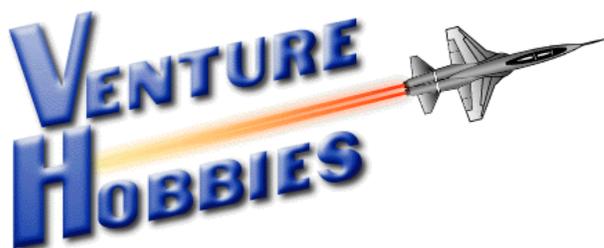
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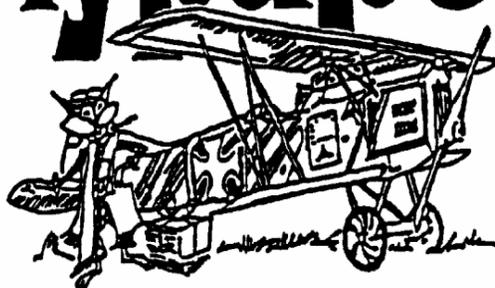
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Warbird of the Month Photo



Flypaper



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