

# Fox Valley Aero's FlyPaper



Fox Valley Aero... where friends go to fly!

November 2010



Academy of Model  
Aeronautics  
Charter Club # 252

AMA Gold Leader  
Club



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

An Illinois  
Not-For-Profit Corporation



*"I just make it look  
gooooood!"*

## Fly Paper Editor note

Rich Erikson- newsletter@fvac.com

I have been quite the busy little beaver... the last newsletter I did I was on the road for work.. and I still am on the road for this one... one more week of travel and I will be free for a while! It has been a great year despite my many episodes of bad luck... still had a good

time and kept laffin.

Thanks for all the input on the newsletter...you guys are what make it great...I just make it look gooooood.

I plan on doing a special issue before the elections so I need Bio's and or Campaign Statements from all the prospective

board members and officers. Tell us about you and any thing else you would like... please have this to me in the next 2 weeks so I can compile it and get it out to the membership.

Rich(I love Chicago politics) Erikson



*“The turkey fry has quickly become FVAC’s signature event.”*

## Vice President Message

Tom Siwek – tsiwek@sbcglobal.net

Happy November! The days are getting shorter and colder and my mind is starting to transition to holiday preparations. While doing some clean-up around the house, I'm starting to amass items I'm planning to offload at our February swap shop. I know that Jim Toth is busy with the planning for this event. I was looking forward to iHobby Expo this year, but business travels had me in Germany that weekend. There's always the Toledo show in April. Since that show is exclusively R/C aircraft, they show more

stuff and it's a day better spent (Don't worry Sal, we'll leave the Robert Schimmel CD at home this time around).

It's clear from the turnout that the turkey fry has quickly become FVAC's signature event. This event brings out members that are rarely seen throughout the year. I guess it proves that the path to a man's happiness is through his stomach. Food is great, flying is great, combine the both and you have something magical. We should probably consider something similar for early summer

as a season kick-off. Pig roast anyone???

We're coming close to closing the book on 2010 and we've reached election season. I've thrown my hat in the ring for club president for 2011. In the next issue of the Flypaper, I'll offer a candidate statement and share my vision for the club. I hope to convince you that I'm worthy of your vote. Until then, I hope you have a great turkey day.

Ciao for now,  
Tom



## A Painful Lesson Learned - Tom Densmore

Saturday, October 9 was a beautiful day for flying. I had my morning free, and my goal was to get several flights on my TopFlight T34 after completing repairs from damage suffered in July. Instead, my morning ended in the Delnor Emergency Room with lacerated fingers and broken bones.

Like most accidents, a series of decisions created the opportunity for disaster, and then the slightest moment of inattention was all that was needed to allow it to happen. The trouble started at the Festival of Flight when the Saito 125 on my T-34 didn't seem to be generating as much power as usual. After losing part of my sliding canopy in flight and cracking the wing on a hard landing, I discovered that the flexible tube I used to route the exhaust out the scale pipes had cracked for the fourth time. I wasn't sure if that explained the loss of power, but I was sure of one thing: I was tired of messing around with scale features on the plane that caused me to spend more time repairing than flying. I resolved to screw the new canopy in place rather than allow it to slide, and to replace the flex tube with the stock Saito muffler even though it would have to stick out of the cowling. While I was at it, I decided to try a 16" 2-blade prop rather than the 15" 3-blade I had always used to see if I could get the RPMs up where the manual said they should be.

I arrived at the field and assembled the plane, but had trouble getting the engine to start. Dan Compton graciously offered his assistance, and we spent over an hour trying to determine the problem. The glow starter meter on my field box indicated that the plug was getting the proper voltage, but the engine just wouldn't fire. Finally, Dan suggested trying a Nicad glow starter and the engine started right up. After adjusting the high speed needle valve I flew the plane around the pattern a few times.

When I landed, I noticed that the muffler was loose. Since the only way to really snug it up was to remove the cowl, I proceeded to remove the spinner, prop, and finally the cowl, all the while conscious of the fact that my precious flight time was quickly slipping away. As I examined the muffler and worked to position it in the best possible location, I discovered that the right-angle adaptor I had used with the flex pipe really didn't have enough visible threads to securely connect to the cylinder head in the position I needed. Rather than take the chance that the muffler might loosen again and possibly fall off, I decided to remove the right-angle adaptor and connect the manifold directly to the cylinder head. That meant that the muffler moved from the 5 o'clock position (viewed from the front) to the 3 o'clock position. The scale looks were taking another beating, but I wanted to fly and my window of opportunity was closing. What I failed to consider in this move was how close the muffler was to the hatch that conceals the needle valve.

I asked Dan to help me re-adjust the high speed needle valve since I value his opinion, and started up the engine. We both were behind the spinning prop with the engine running full throttle, and Dan had the tachometer in his hand so we could monitor RPM as I made adjustments. As I reached with my left hand to open the hatch, my fingers touched the vibrating and very hot muffler, and before I could even recognize what happened my hand jerked away and into the spinning prop. I heard a sound like a weed wacker, saw blood on the ground, and then looked and saw that my left index and middle fingers were each deeply cut on top between the first and second knuckle. It was all a bit surreal – I didn't feel any pain at first, I just realized I needed to shut the engine down and get help. In my confusion I hit the gear switch, which pulled the nose gear and caused the prop to strike the ground and stop. Not what I planned, but it worked. Immediately several club members came to me with towels to wrap my fingers and instructed me to keep pressure on the wounds and keep my hand elevated while Armin Weber drove me to the ER.

All in all, I was pretty lucky. I broke bones in both fingers, severed a tendon in my index finger, and lost a fair amount of skin, but I didn't damage the nerves, and thanks to the wonders of modern medicine (including surgery the following Tuesday) I should make a full recovery. Since I'm right-handed, the splints on my fingers aren't quite as debilitating as they would be on the other hand.

## A Painful Lesson Learned - continued

So what lessons have I learned? There's several:

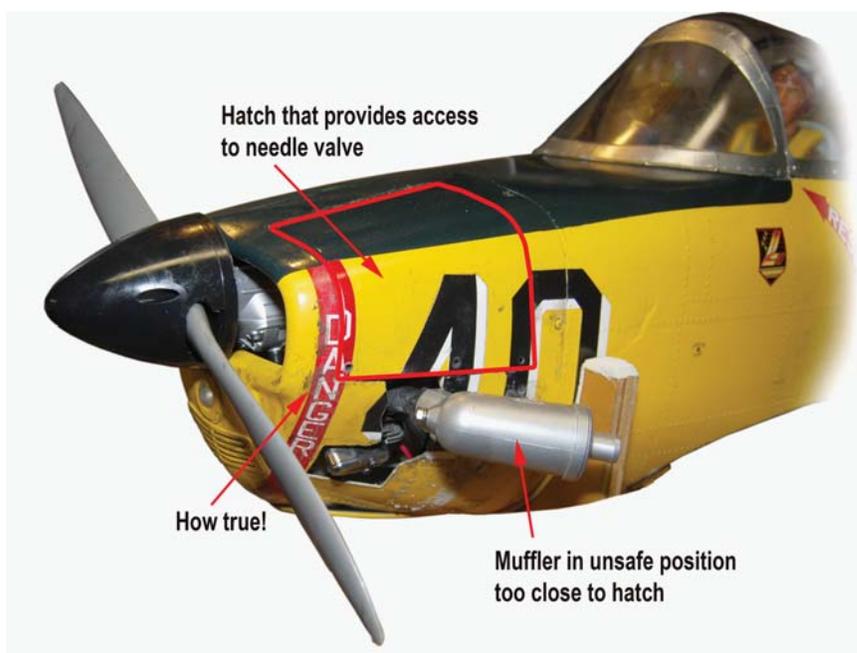
1. Be very, very careful when you make a modification to your plane at the field that involves the engine or exhaust system. On the ground those are the two most dangerous parts of the aircraft, and it's risky to be working around a plane that is now unfamiliar to you.

2. Trading safety for scale isn't worth it. I built the hatch into my cowl so I wouldn't have to have the needle valve protrude and ruin the scale appearance. The first change I'm going to make after my fingers heal is to drill a hole through the cowl and add a needle valve extension so I no longer need to open the hatch to adjust the engine. I'll also order another right-angle adaptor so I can move the muffler back down to the 5 o'clock position – that move will improve the looks and the safety.

3. When you start to feel pressure to get "one more flight in" before you rush off to another appointment, you risk missing a detail that could compromise your safety.

4. Never fly alone. I was fortunate to have people around who came to my aid immediately and got me the help I needed. If I had been alone I'm not sure how I would have dealt with my injury and driven myself to the ER.

Hopefully this serves as a sobering reminder that our hobby involves the risk of serious injury. I'm disappointed that I allowed this to happen, because injuries are bad for the club and bad for the hobby. While we can't eliminate risk completely, we owe it to each other to be as careful as we possibly can.





*"See you at the party"*

## Treasurer's Report

Paul Jacobs – paul\_jacobs@att.net

Well as the flying season comes to an end for me this year, I can say it was a great stretch of good flying weather from March through October. Unless its 55 degrees or warmer, I won't even think of bringing an airplane out to the field.

The club's treasury remains strong and expenditures remain tightly controlled by the board in the interests of the club members. The good news is the board did approve the Christmas Party budget and for the sake of all the new members out there I thought I would explain how this works. The party is actually the December meeting but we don't really conduct any business other than announcing the winners of the election. You get to practice voting this year on November 2 where you get to throw out all the bums that have taken us into the deepest recession ever but the vote that really counts is the one on December 3 where you elect your leaders for 2011. The party is very casual and we have decided to double the amount of appetizers this year as they were well received last year but ran out a bit too early. Gifts are provided for the wives

of members and I must say this years' selection is excellent. The main attraction is the raffle of prizes which are provided by the club and Cindy at Al's Hobby. She keeps track of members' purchases during the year and graciously rebates back to the club a portion of the profits on those sales. If there are 20 prizes, each member is given 20 tickets and he can put them in a bucket by the prize he would like to win. If there is only one prize you like, just put all 20 tickets in that bucket.

For those members that pay their 2011 dues early, they have the opportunity to purchase one \$25 "Big Dog" raffle ticket. Last years prize was a Futaba 10C radio with 4 receivers for 2.4 GHz. This years' prize is yet unknown as it

depends on how many pay their dues but historically the number is 40 translating to a \$1,000 prize.

I encourage each of you to attend the party and let your voice be heard, enjoy a good meal, and take home some great gifts and airplane goodies to boot. Music will be provided by Alvin Bass on CD's so if there is any type you would like him to play, please let him know. Us grey haired guys like the big band sounds but I'm sure we will be overruled.

See you at the party,  
Paul

Ps. You can pay your dues, Christmas Party and "Big Dog" at the meeting on November 11th all on one check if you like.

Paul





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*“Just the facts...  
as I remember them”*

## Secretary's Report

Tom Spriet – tom@etglass.com

General Meeting Minutes

October 14, 2010 @ Township Hall

Vice President Tom Siwek, standing in for Jeff Anderson, called the meeting to order at 7:36 P.M.

We have lost a very good friend and past President. Dominic Saverino passed away suddenly on September 20th at home.

Also remember Rich Aranyos who lost his fight with cancer on September 22nd.

Please remember these members in your prayers.

Tom Densmore had the misfortune of getting his hand into the propeller of his T-34. Tom will be experiencing surgeries and rehabilitation on his hand.

Be very cautious when operating your aircraft alone. Accidents happen!!!

**Secretary Thomas Spriet:** Tom Requested a motion to accept the minutes as published in the flypaper. The Motion was so made with a second by Steve Gawlik and Tony Sokol.

**Treasurer Paul Jacobs:** Paul Presented the Treasures report which still has a very positive balance in the club treasury. A motion was made and seconded to accept the report. The Christmas party this year will be on December 3rd. I will be sending out the particulars for the party. It is once again membership renewal time... You can write one check for both!

**Field Chairman Greg Bohler:** I will be stopping the porta potty and dumpster services the first week of November. Field clean up will happen the first or second week as well. If you plow snow, please do not plow the runway. The access road would be appreciated but again do not plow closed the entry to the field.

**Safety Chairman Karl Griesbaum:** There was an accident at the field with a hand injury.

**Government Relations John Turner:** You may have noticed activity in and around the dirt pile to the east. This is the soon to be opened St. Charles Police gun range. Tom Spriet and I met with the Chief of police and his two right hand men. The short of the meeting was that we should try to not fly over the range. If there is activity at the range by all means do not overfly the Gun Range. Over flight of this area while in use may give reason to not renew our lease which is up in 2014.

Now is the time to practice flying without overflying the range. It can be done by most aircraft. If you cannot operate your airplane without overflying the range and there are cars at the range, then postpone your flying until another day! Our field privileges depend on it!!! Please do not speak to the officers at the range. All communications concerning the range are to go thru John Turner or other approved board members.

**Membership Sal Perno:** I will be mailing out badges for those members who have not picked them up.

**New member:**

Mike Raines from Wheaton. Welcome Mike

**Flypaper: Rich Erikson** Not present.. but not forgotten, nice job on the Flypaper Rich!!

New planes were shown by the following members:

**Dave Brustle** Edge 540 by Goldberg

**Dave Murray** L-39 turbine in the John Deere Colors of Yellow and Green

**Armin Weber** E-flight Electric F-86 Saber

Nice airplanes gentleman!

## General Meeting Minutes Continued

**Turkey Fry/Fly Tom Spriet:** This Saturday, October 17th, we will be having our 3rd annual Turkey fry. There will be 3 turkeys, pulled pork and other fine culinary delights for consumption. Please bring a dish to pass, an airplane to fly and your appetite. Come one come all and bring your families.

### New Business:

FVAC Board and Officer Nominations for 2011.

For the office of:

President: Tom Spriet  
Tom Siwek

**editors note: Not to sway any votes... but I am voting for Tom!**

V. P. John "JT" Turner  
Secretary: Tony Sokol  
Treasurer: Paul Jacobs

For (6) Board of Director member at large positions:

Alvin Cole Current  
Cindy McFarlane Current  
Dennis McFarlane Current  
David Todd Current  
Steve Gawlik  
Mark Knopkie  
Dave Murray  
Dave Brustle  
Chuck Noyes

The Following are current appointed members:

Greg Bohler	Field Chairman	Current
Karl Griesbaum	Safety Chairman	Current
Sal Perno	Membership Chairman	Current
Rich Erikson	Flypaper(and the best guy ever)	Current

Vice President Tom Siwek adjourned the meeting @ 8:46 P.M.

## Member Projects - Merlyn Graves

Subject: Beech Starship 2000A

Plans by: Merlyn Graves

1/4 Scale---164" wing span

Wing Area: 4490 square inches

Wing Loading at 80 lbs.: 41 oz./sq.ft.

Engines" (2) DA 85's reverse rotation

Retracts: Custom from Sierra Giant Scale





*"badges and ID's are on their way, really"*



*"Our canopy has never looked so good."*

## Membership Chairman's Report

Sal Perno - thepernos@yahoo.com

I would like to welcome all the new members to the Fox Valley Family!

Badges have been mailed to those who did not pick them up last meeting



## Field Chairman's Report

Greg Bohler – sbcglobal.net

The big news for this month is something that some of you are already enjoying. When you see Tom Spriet at the field, make sure to thank him for his creativity and efforts. Our canopy has never looked so good. Tom with the help of Dan Compton, Sal Perno and myself installed windows that he was able to get for the club. The pavilion is now enclosed on 2 1/2 sides and is extremely comfortable to sit in. Thanks Tom.

I will be calling the porta pottie in for pick up this week as well as

the dumpster. Next week end I will be out at the field trying to button the odds and ends up for winter. If the weather permits, I plan on doing this on Saturday morning. I would like to take down the outboard flags, put the blast shields in the barn, put the grills in the barn, and bring all the garbage cans up by the pavilion. Steve Baker will take care of the roller like he always does. Thanks Steve.

We can still fly because the field never closes. We just won't have all the amenities that we are used to.

It may be a little early but I want start out right away reminding everyone that we do not plow out at the field. If you own a plow and want to help, that is great and we appreciate it. We count that as a bonus. The reminder is to never plow the runway. The wind rows created by plowing are plane magnets and the all weather flyers have adapted their planes with floats and skis so PLEASE leave the snow on the run way alone. Still hoping to see you at the field for a while, Greg Bohler

## Winter Windows Project at the Field

Winter is rapidly approaching and after experiencing last year's improvement of the blue tarp to help subdue the winds of winter, the thought came up about going just a bit further this year..

Yesterday Greg Bohler , Sal Perno and myself attempted to make your non summer experience at the field just a little more comfortable..

There were a few pictures that were sent last night showing the modifications to the pavilion.. I have attached a few more to show the before and after of our toils...

There is one more window to be installed but we are well on our way to be ready for the blustery days ahead..

Tom Spriet



## Chief Flight Instructor's Report

Dan Compton – trainu2fly@comcast.net

Cold, high winds and 'falling back' have taken its toll on the number of flyers coming out to the field. This week we got a slight reprieve in the temperatures with some very comfortable 70s and it has been great for flying. I know old man winter is knocking at the door and soon some of the flyers will be moving indoors to the sports domes and such. A few of the heartier souls will put the skis and floats on their planes and become all season fliers by flying

from the snow-covered fields. I am one of those crazy folk who venture out in the cold to keep flying.

Recently, Dan Lotspeich was out honing his skills and is becoming an excellent pilot and should 'solo' soon. I have also been helping a new member to the Fox Valley Aero Club. I have helped Mike Raynes by assisting him on the buddy box system. Mike flew very well and really likes this hobby. If you see Mike

at the field be sure to introduce yourself and say hello to him.

For now the training season has pretty much come to an end but should pick up again next spring. See you then.

Dan Compton  
FVAC - Chief Flight Instructor  
630-664-6426



*"I am one of those crazy folk who venture out in the cold to keep flying."*





Cliff and Paul showing a youngster the art of looking up.  
Looks like he has caught on!

### 2010 FVAC Flight Instructors

Dan Compton	cell: 630-664-6426	trainu2fly@comcast.net	Chief Flight Instructor
John Fischer	cell: 312-518-0075	jeffxx@comcast.net	
Cliff Fullhart	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	paul_jacobs@att.net	
	Work: 708-728-9000		
Mike Kostecki	cell: 630-373-2722	mkostecki503@comcast.net	
Dennis McFarlane		highpd119aol.com	Not avail. Firday or Sunday
Tom Siwek	cell: 224-542-0323.	tsiw@sbcbglobal.net	Available primarily on Weekends
Bill Sponsler	cell: 847- 323-6578	bsponsler@comcast.net	
Jason Walsh	cell: 630-291-1872	jwalsh1@ameritech.net	



## Member Projects - Rob Sampson

Last summer my friend, FVAC member Jim Clousing, and I were enjoying a weekend on Lake Maxinkuckee in Culver, IN. and decided we needed to build a float plane for this summer.

I bought a pair of 33" fiberglass floats with sturdy flat aluminum mounts and a water rudder. I planned to mount them on my trusty SIG LT-40 trainer. However further research showed that they were too short for the LT-40.

My research turned up these formulas for sizing floats:

\*The floats should be approximately 75% of the fuselage's length from the propeller to the rudder hinge line.

\*The distance between the floats should be roughly 25% of the wingspan.

\*The float step should be directly under the airplane's CG.

\*The top of the float should be positioned 0-2 degrees negative to the horizontal stabilizer.

\*The combined area of the vertical fin plus the part of the rudder above the horizontal stabilizer should be 8-10% of the wing area.

At our Winter Swap Meet Jim and I found a nice little high wing trainer, the Happy Time ARF by Lanyu Model Company, an almost new Thunder Tiger Pro-46, 4 standard servos and I'm psyched to get to the water.

The Happy Time ARF measured the perfect size for my floats. I did have to add 10 sq. inches to the vertical stabilizer to meet the formula. The larger vertical stabilizer is needed for directional stability around the yaw axis. It offsets the side surface area that the floats add forward of the CG. I removed the covering from the vertical stabilizer and added a 1 3/4 inch strip to the 6 inch tall stabilizer leading edge, I then recovered to match.

I water proofed all exposed wood, inside and out, with polyurethane varnish, perhaps over kill. I mounted the wheels for the first flights. After running several tanks of fuel through the engine I was off to the FVAC field. The Happy Time trainer flew very well, actually very responsive, perhaps a little over powered, which seemed like a good thing for its float flying future. Back in my shop I mounted the floats with the step right on the CG and hooked up the single water rudder with a flex cable. Jim and I made it to the lake in late September. We headed for the water early one morning to find a dense fog over the water and many small fishing boats along the shoreline. The solution was to head to higher ground and fly our Park Flyers for a while, waiting for the fog to burn off. After lunch the fog had lifted and the fishermen had finished up. There was a light breeze blowing, light chop on the lake, perfect.

Jim and I set up on a small pier with his ski boat/recovery vehicle tied up to the end, ready if needed.

Our fun was almost cut short by a bad glow plug, luckily I had a spare. I made a couple of taxi runs, it responded nicely. No more excuses, I pointed it into the wind and it was airborne very quickly, it seemed like about 30 feet, which really surprised me.

It only took 2 clicks of nose up trim and it was hands off. The floats made very little difference in the handling. After about 8 minutes I set up for my first water landing. It skimmed along the water and settled in very nicely. I did a post flight inspection, fueled up and was off to try it again. This time a little acrobatics was in order, to my surprise, it handled just as well as without the floats...sweet.

This hobby is great, with all its different facets. I've found another one that I enjoy.

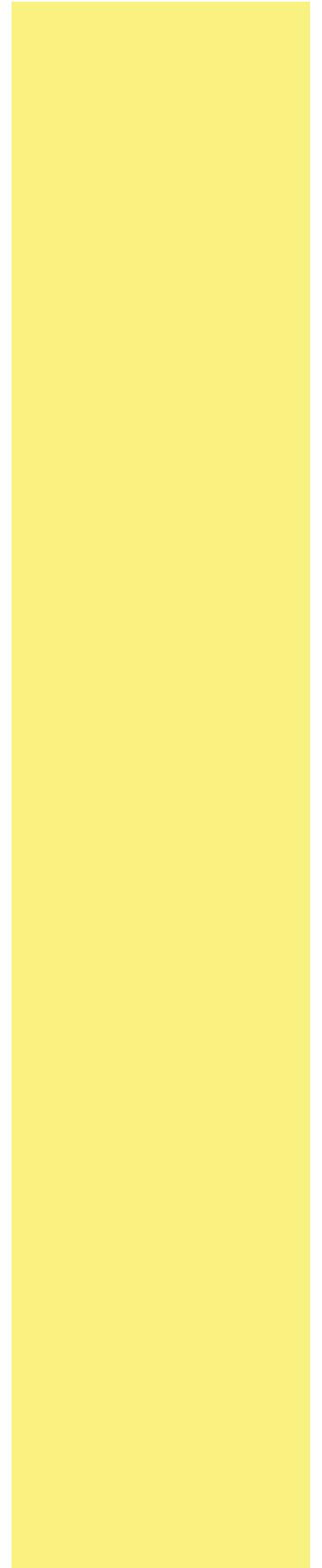
I see snow skis in my future.



## Member Projects - Paul Makowski

This is my winter project - 74" Yak 54 which was given to me wrecked - I am fixing it for my son Brandon...

Paul Makowski



## A Dream Becomes Reality

Model aviation becomes a stepping stone to realizing the dream of flying a full-scale Pitts

A new airplane has been heard zooming overhead lately near Shawano, Wisconsin. The pilot of this full-scale aerobat is Dave Scott practicing for the 2011 contest season in the airplane he recently finished building. While he has lived and operated his radio control flying school in Shawano for the past 25 years, Dave grew up in Oshkosh, Wisconsin attending the EAA (Experimental Aircraft Association) convention with his father and dreaming of the day that he would become an aerobatic pilot and someday fly in the show.

As a young boy, Dave built rubber powered free flight models until he started flying radio control (R/C) airplanes with his father at age 9. His goal was always to fly his models in a manner that mirrored the full-scale airplanes he watched during EAA. He especially idolized the great Bob Herendeen who flew his Pitts Special biplane with a style and precision that stood above everyone else. In fact, Dave named all the pilots in his models "Bob".

He eventually became an instructor in his local R/C club and taught the way he had learned, primarily through trial and error. After school, Dave moved to Colorado to pursue a career as a draftsman while continuing to fly and instruct R/C. As his skills and reputation grew as a flyer, people started offering to pay him to be their regular instructor, and that is what first compelled him to start developing a better program of R/C instruction. He was eventually encouraged by his father and others to provide full time professional R/C flight training, and in 1987 he returned to Wisconsin and founded 1st U.S. R/C Flight School. He admits that a ton of mistakes were made the first few years that all sounded good at the time, but lessons were learned from those mistakes and his programs continued to improve.

Word spread about his school and now most of his 4 and 5-day classes are booked a year in advance. Approximately 70 students attend Dave's school each summer from all over the US and Canada, with  $\frac{3}{4}$  of his classes consisting of aerobatic training and  $\frac{1}{4}$  primary instruction. The difference between his school and other training programs is that Dave works to maximize every minute in the air through detailed pre-flight planning and teaching pilots to control what the airplane does instead of reacting to the plane. This way students achieve success right from the start, and then the rest of week can be spent honing those skills. Dave has also written several flight training manuals featuring the techniques he's developed running the school and regularly writes training articles for magazines.

His school's success eventually made it possible for him to start pursuing his dream of getting his pilot's license and becoming a full-scale aerobatic pilot. After earning his license in June of 2002, Dave gained access to an Illinois flying club's Super Decathlon and learned to fly aerobatics using the same training techniques he teaches in his school. In August of 2002, Dave entered his first aerobatic contest and won the Sportsman category by 3 percentage points over 20 other pilots in his category. He also won the trophy for the highest percentage of points possible at the contest. He credits the result to the fact that models fly under the same rules of aerodynamics as full-scale airplanes, so much of what he already knew from flying models was transferable to full-scale aerobatics, and vice-versa. Dave won or placed in several more contests, but everything came to a halt when the older Decathlon he was renting was grounded. After 3 years without an airplane to fly, Dave bought a Pitts S1S airplane kit and has spent the past 2 years building and modifying the airplane to be competitive with the higher performance monoplanes he will be competing against.



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*"Flying a Pitts has been Dave's dream since he was a kid"*

Dave test flew his new Pitts on September 25. Despite having to hold in some right stick to keep the wings level, the controls were beautifully balanced and the plane performed great. A fast idle setting resulted in the first landing attempt coming in too high so Dave elected to go around. By widening the pattern, and probably helped by the fact that he was carrying a little power, he greased the second landing attempt right on the centerline!

Dave has since worked out most of the bugs and has logged more than 50 flights practicing Cubans, hammerheads, humptys, vertical rolls, torque rolls, snaps, and rolling turns. Under the supervision of his coach, he recently spent 2 days working on spins, including 5-turn flat and accelerated spins, both upright and inverted. The principle emphasis during the spin training was to cement the Beggs emergency spin recovery technique. Despite being an advanced R/C pilot and having competed in full-scale aerobatics, Dave found the accelerated and inverted spins to be very disorientating at first and it took several attempts before recovery started becoming automatic. Thanks to the training, Dave is comfortable spinning his Pitts in all attitudes and knows that if he ever became disorientated, he would be able to quickly recover using the emergency spin recovery technique.

Flying a Pitts has been Dave's dream since he was a kid watching the Red Devils and his hero Bob Herendeen fly Pitts biplanes in the Oshkosh airshow. Like most amateur airplane builders, he received a lot of help along the way. Dave is Treasurer for IAC (International Aerobatics Club) Chapter 1 and owes much to the IAC members, EAA tech counselors, and friends who helped his dream become reality. Starting next spring, Dave will begin practicing again for competition. His goal is to compete in the 5 or 6 contests held throughout the Midwest and then attend Nationals in Texas in September. And to think, it all started with a father taking his son to airshows and getting him started in modeling.

Dave can be contacted at 715-524-2985 or [www.rcflightschool.com](http://www.rcflightschool.com)



# **Fox Valley Aero Club**

## **Christmas Party**

**Friday, December 3rd**

**HILTON GARDEN INN**

**4070 EAST MAIN STREET**

**ST. CHARLES, IL**

**Cash Bar 6:00 P.M.**

**Hor D'Oeuvres 6:30 P.M.**

**Dinner 7:30 P.M.**

**Raffle & Music**

**8:30 P.M.-12:00 Midnight**

**SINGLE \$25 COUPLES \$40**

**R.S.V.P. WITH ENTRÉE CHOICE BY 11/25/10**

**[doriejacobs@att.net](mailto:doriejacobs@att.net)**

Horseradish Crusted Alaskan Salmon Pan Roasted nestled on a bed of Caramelized Fennel & Leeks Glazed with a Honey Balsamic Reduction

Pan Roasted Nut Crusted Chicken Brushed with Honey Mustard and Crusted Pecan, Walnut and Almond Mixture with Soy Maple Glaze

Herb crusted Roast Sirloin with Sherry Sautéed Mushrooms & Cabernet Reduction

**ALL PAYMENTS ARE DUE BY 11/25/10**

**No one will be admitted at the door without prior payment and R.S.V.P.**

Dorie Jacobs

1010 Bankfield Ct.

Naperville, IL 60540

or

Fox Valley Aero Club

P.O. Box 837

St. Charles, IL 60174

# **FVAC Membership Renewal 2011**

## **Dues are now due**

**Annual Dues remain at \$100**

**Family Members are \$25 each.**

**Must be an AMA member and live in the same household. Children must be 18 or under.**

**Make all checks payable to the FVAC and send them to:**

**Fox Valley Aero Club  
P.O. Box 837  
St. Charles, IL 60174-837**

**Or send them to:**

**Paul Jacobs  
1010 Bankfield Ct.  
Naperville, IL 60540**



**Fox Valley Aero**  
**P.O. Box 837**  
**St. Charles, IL**  
**60174-0837**

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Jeff Anderson  
 jeff@taphousegrills.com

**Vice President**

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**Secretary**

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**Treasurer**

Paul Jacobs  
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**Flypaper Editor**

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 newsletter@foxvalleyaero.com

*Where Friends come  
 to Fly*

We're on the Web!

See us at:

[www.foxvalleyaero.com](http://www.foxvalleyaero.com)

## Support your local Hobby Stores

Your **local hobby store** will help you save a ton of money in the long run by guiding you and helping you avoid purchasing products that are not right for your skill level to avoid any regrets.

**Hobby stores** are available to help lend their expertise with pre-sale questions, after sale support and personal

customer service. They will make sure that you are not getting yourself into something that you will regret after you get home and help you avoid spending more money than you need to.

The ultimate goal of the hobby stores staff and owner is to keep you involved in

the hobby for life and keep you informed with every thing you need to know to get the most out of what ever direction you choose."



## 2010 Fox Valley Aero Club Calendar of Events

January 1	<b>First to Fly Fun Fly</b>	10:00 AM FVAC Field
January 11	FVAC Board Meeting	7:30 Board Meeting at Jeff's House
January 14	FVAC Regular Meeting	7:30 Regular at Township Hall
February 11	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
February 27	<b>FVAC Annual SWAP</b>	Kane County Fair Grounds
March 11	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
April 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
April 17	<b>Member Work Day</b>	FVAC Field
May 13	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
May 28, 29	<b>Classic Pattern Contest</b>	FVAC Field
June 10	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
June 12	<b>Kid's Day Event</b>	FVAC Field
June 18, 19	<b>Al's Helicopter</b>	FVAC Field
July 8	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
July 15, 16, 17, 18	<b>Festival of (ALL)Flight</b>	FVAC Field
Aug 7, 8	<b>Chicago IMAC Contest</b>	FVAC Field
Aug 12	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
Aug 20, 21, 22	<b>Festival of Flight (Rain Date)</b>	FVAC Field
Sept 9	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
Sept 11, 12	<b>Chicago Pattern Contest</b>	FVAC Field
October 14	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 17	<b>Annual Turkey Fry</b>	10:00 AM FVAC Field
November 11	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 3	<b>Annual Christmas Party @ Hilton Garden Inn</b>	