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AMA Gold Leader Club



Academy of Model Aeronautics  
Charter Club #252



# Flypaper

November 2014

**Fox Valley Aero Club**

Turkey Fry 2014



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**The Fox Valley Aero Club**

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

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## PRESIDENT'S MESSAGE

**Alvin Cole**  
president@foxvalleyaero.com



What a great time! The turkey fry was another successful FVAC event and lots of smile and food. We do it right. Thanks to Karl and Tom the turkeys were cooked to perfection and carved by our very own Cliff "blades" Fulhart.

The flying season is coming to an end for most of us, however FVAC is a year round flying facility. If you just can't get enough have fun. Starting to pack my planes away for the winter, planning space becomes a challenge since I already have planes everywhere. With the upcoming swap in February I need to get rid of some of them. If you are new to the club, welcome. The FVAC Christmas party is always a great time, so please plan to attend. More information is available on the website. Sign up soon to help us with planning for this great evening.

As always..... See you at the field!

-Alvin

## TREASURER'S REPORT

**Paul Jacobs**  
treasurer@foxvalleyaero.com



Can you believe the Christmas party is only a few weeks away? Remember to send your dinner choices and payments to John Turner at 40 W 665 Campton Woods Dr., Elburn, IL 60119. I will be collecting the 2015 dues (\$125) at the next meeting or you may send them to the PO Box 837, St. Charles, IL 60174 or to my home at 1010 Bankfield Ct., Naperville, IL 60540. I will also be collecting the \$25 entry fee for the Big

Dog Raffle to be held at the Christmas party on December 5th. For those of you that are new to the club, the Big Dog raffle is open to all club members and all proceeds are given to the winner. It usually gets to \$1,000 by the time of the party and the odds of winning at that level would be 1 in 40.

The club treasury is in good shape and on budget for the year. We have had a few surprise expenses this year but these were made up by the inflow of new members. Planning discussions for next years' activities and expenses have already begun and I am sure the club will remain financially sound. The field is in great shape and there are no major expenditures needed.

Until next month,  
Paul



# SAFETY CHAIRMAN'S MONTHLY TOPIC

Tom Siwek  
safety@foxvalleyaero.com



## Transitioning to Building Season

The weather's changing fast and for a great many of the club's members, the flying season has come to a close. It's time to place the airborne fleet into a winter's slumber and focus on creations that will emerge new and ready for flight in the spring. In that spirit, I urge my fellow club members to build smart & safe in the workshop

this winter and employ safe practices when cycling and storing your batteries for the winter.

- Start with a clean and organized workspace before starting on your project. Clutter invites accidents.
- Follow the operating instructions for the tools you use in the workshop.
- Wear safety glasses wherever possible when working in the shop.
- Work in a well ventilated area when working with glues, paints and solvents.
- Have a small first aid kit handy in the workshop to address accidents quickly.
- Charge/discharge batteries safely. Don't leave them unattended during this process.
- Take your time when working and don't work while fatigued. You're more likely to get hurt when you're tired.

I look forward to seeing all the new models in the spring. Until then, work safe.

- Tom

## FVAC Membership Renewal 2015

### Dues are now due

Annual Dues are \$125.

Family Members are \$25 each, must be an AMA member and live in the same household.

Children must be under 18.

Make all checks payable to FVAC and send to:

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

or

Paul Jacobs  
1010 Bankfield Ct.  
Naperville, IL 60540

*The viewpoints in this newsletter are solely those of the individual authors. They may not necessarily represent those of the Editor, Officers, Board or Membership of the Fox Valley Aero Club.*



## SECRETARY'S REPORT

**Dale Gathman**  
secretary@foxvalleyaero.com

### Fox Valley Aero Club Member Meeting Minutes October 09, 2014 @ St. Charles Township Hall

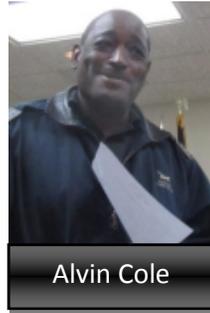
*Photos by Brian Wituk & Jason Boettcher*

**President Alvin Cole** called the meeting to order at 7:34 pm and welcomed everyone.



Dale Gathman

**Secretary Dale Gathman** asked for any additions or corrections to the September 11, 2014 Member Meeting Minutes. None were voiced. Gary Stephens moved to accept the minutes as presented. Dave Cotton seconded. Motion passed unanimously.



Alvin Cole

**Treasurer Paul Jacobs** reported that the checkbook is in good shape. He explained that we had payments come in from three new members, but also had some unexpected expenses due to the storm damage to the pavilion and equipment at the field on September 21. Paul said it looks like the total repair costs should be under \$1000.00, even if we replace the grills. **Alvin Cole** explained that a severe storm went through the field about 12:05 am on September 21. The wind tore two roof panels off the pavilion, and bent all of the flag poles.



Paul Jacobs

It even threw a blast shield so hard that it stuck into one of the starting tables. Thanks to a group of members who came out early that morning, the damage was assessed quickly, the field was cleaned up, and they got the field in good shape. The roof panels were replaced on Saturday morning, September 27. A rousing round of applause went up to all the volunteers who helped clean and repair the field damage.

**Safety Chairman Tom Siwek** stated that he didn't have any specific topic to address tonight, and will reserve the time for later in the meeting when we will discuss the proposed Constitution and Field Rule changes.



Tom Siwek

**Membership Chairman Tony Bahowick** mentioned that we now have 185 members, and asked if any new members or visitors were present. **Paul Martin** introduced himself, saying that he just moved here a couple of weeks ago from Denver, Colorado. He stopped by our field and talked to **Mark Knoppkie**. Paul said that we have a beautiful field and he wants to join the club. Welcome Paul. Next, Tony announced that the following new members have joined the club:



Tony Bahowick

**Ed Stover** joined September 12.

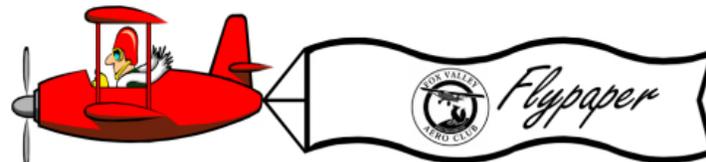
**Peter and Jane Regnier**, along with their two grandsons joined October 4.

**Tim Ward** joined October 9.

Welcome to the club Paul, Ed, Peter, Jane and Tim. Alvin then pointed out that **Chuck Noyes** was in attendance tonight, after having surgery and a time of recovery. Welcome back Chuck.



Chuck Noyes





Mark Knoppkie

**Field Chairman Mark Knoppkie** expressed sincere thanks to everyone who came out to help repair the storm damage to the field, especially **Tom Bean** and **Tom Spriet** for acquiring and replacing the missing roof panels. Mark said he is going to get with **Dan Compton** who has a couple of ideas on how to fix the flag poles. Mark already bought four new flagpoles to use in repairing the ten that we have that got damaged. Mark also announced that the board approved purchase of a new six burner grill to replace the two

damaged four burner grills and Tom Spriet will be purchasing three new tables to replace the tables that got destroyed. Mark then asked for help on Friday to set up for the Turkey Fry, and explained that he wouldn't be at the festivities this year due to a family event. Mark also said that one of the blast shields needs repair, and he plans on taking it and getting it repaired. Dan Compton mentioned that the slide got ripped off of the swing set, and it has a crack on the side. Mark will check our options, and we can fix it during the Spring Workday. Alvin Cole next thanked Dale Gathman and Mark Knoppkie, who along with himself, removed the flag poles from the corn field the last weekend of September. He reminded everyone to pay special attention to any planes that may go down in the corn now, as the flags are no longer there for reference. Dan Compton reminded everyone to be careful when going into the corn field so as not to damage the corn stalks. Dan was in the field the other day, and saw many rows of corn knocked over. He thinks it may have been damaged by a deer, but reminded that we all need to respect the farmer's crop.

**Flypaper Editor Jason Boettcher** said that the Flypaper is doing good. The attendees gave him an extended round of applause for another great issue of the Flypaper.

**Turkey Fry** – **Alvin Cole** reported that the Turkey fry is coming up October 19, and that it is a great time of flying and hanging out with our families and friends. The Limbo Fun Fly will be held at 9:00 am before the Turkey Fry.



Alvin Cole

**Government Relations Chairman Todd Culbertson** was absent, and Alvin Cole reported that things are going well. We have done a very good job of being neighborly to the people to the west of us and the people to the east (gun range and 911 center). This time of year we usually try to give a fruit basket or something similar to our neighbors, and Alvin said he will take care of that. Alvin reminded everyone to be mindful and respectful of our neighbors at all times. A recommendation was made that we invite the neighbors to the Turkey Fry. **Bob Boen** also stated that he is going to invite the guys from **Robart** and **Hobbytown**. **Dave Murray** left word with Dale Gathman that he also invited the people from **Fox Valley Internet**. Starting time for the Turkey Fry was discussed, and noon was decided as the time that the first two turkeys would be ready to serve.

**Christmas Party** – **John Turner (JT)** announced that the Fox Valley



John Turner

Christmas party will be on Friday night, December 5. It is at the Hilton Garden across the street from the Pheasant Run Resort. **Alvin Cole** will provide the music (recorded), and there will be raffle prizes and the Big Dog raffle again, similar to last year. John plans on reaching out to Hobbytown to get the raffle prizes. The price will again be \$30.00 for singles, or \$45.00 for couples. Payments for the dinner ONLY should be made out to 'Fox Valley Aero Club' and sent to John Turner at his home

address or given to him at the field or the November meeting. JT reminded everyone to please bring an unwrapped toy to the Christmas Party, and that these toys will be given to the Toys for Tots program, along with gift cards that are collected at our Thursday, December 11 informal Christmas get together at Rookies. All toys and gift cards will be delivered to the St. Charles Toys for Tots program from the Fox Valley Aero Club soon after. JT said that Rich Gabrys will be helping coordinate the Toys for Tots program donations this year. The menu for the Christmas Party will be Pasta, Chicken or Beef. Alvin announced that there will not be a live band this year, but he will still be providing music. He asked anyone who has any special music requests to send them to him via email.

**Constitution Review Committee - Dale Gathman** stated that The FVAC Board moves that the Fox Valley Aero Club adopt the revised Constitution file named "THE CONSTITUTION OF THE FOX VALLEY AERO CLUB (Proposed Draft Rev 10-09-2014)" and that this revised Constitution shall become effective October 09, 2014. Brian Wituk seconded. Paul Jacobs recommended that Article IV section 7 be amended from "Expenditures made or authorized by officers or *members* on behalf of the Club require pre-approval of the Board..." to "Expenditures made or authorized by officers or *directors* on behalf of the Club require pre-approval of the Board...". Dale explained that the intent here is that all club expenditures go through the board for approval. Alvin clarified that this does not prevent a member from spending money on something for the club, but if a member wants to be reimbursed for the expenditure, they must get board approval *before* making the expenditure. Bob Boen moved that we make the amendment as recommended, seconded by Dave Cotton. The motion to accept the revised and amended constitution passed unanimously (36 in favor, 0 opposed). The revised constitution draft is included at the end of these minutes. The final approved version is available on our web site.

**Tom Siwek** next presented the newly revised proposed Field Rules Draft. There was an extended discussion on **Rule 9**, and what would be allowed at the benches. The following wording was decided upon for **Rule 9**:

*9. Excessively long engine run-up/engine tuning/break-in is not permitted in the pit area. Excessively long engine tuning/break-in shall occur in designated areas. All other engine run-up shall be done with the aircraft adequately restrained.*

Next, we had discussion on **Rule 1**. Tom explained that the time of 7:00 am for a start time was based on St. Charles ordinances, and that the committee thought there may be some question on this. Many of the members recommended that we have been using a 9:00 (unofficial) start time for internal combustion engines and it has worked. After additional discussion, it was decided to *strike the last sentence of Rule 1*. We will

work on the basis that the unofficial start time (gentlemen's agreement) for internal Combustion and turbine engines will be 9:00 am.

The next discussion was on **Rule 12**. **Dan Compton** explained that the eight flight stations were put in originally just for 72 MHz separation. After discussion the following wording was agreed upon for **Rule 12**:

*12. All pilots must fly from behind the East-West safety nets. Standing in front of the safety nets while flying or spotting for a pilot is not permitted. Spotters are not required for everyday flying but pilots are encouraged to use one whenever possible.*

Dave Cotton moved that we accept the proposed Fox Valley Aero Club Field Rules, dated 10-09-2014 (Draft) as amended during the above discussion. Sal Perno seconded. Motion passed unanimously. (The Draft and Final versions of the Field Rules dated 10-09-2014 are included at the end of these minutes.

**Bob Boen** expressed thanks to the Constitution Review Committee members - Tom Siwek, Dale Gathman and Joe Pedone, for their work on the Constitution and Field Rules. The members showed their appreciation with a round of applause.

**Show and Tell - Dale Gathman** showed his E-Flite P-51 'Dallas Doll' foamy. Dale stated that this plane may be the first Horizon Hobby offering that includes electric retracts and flaps pre-installed. It comes as a Bind-N-Fly Basic, which means it doesn't come with a battery or charger. It does, however, come with an AR636 receiver which has AS3X stabilization technology. The plane also comes with a four blade prop. It uses the standard 2200 mAh 3 cell LiPo which many of Horizon's foamies use.





**Kevin Kessler** next exhibited a battery checker and balancer that he got



at the I-Hobby Expo. The unique feature about it is that it doesn't use any resistors or heat sink to balance a battery. It balances a LiPo by using the extra power of the high cells to charge your cell phone through its USB port. Kevin bought it for \$10.00, and it was made by GT Power. It works with 2-6S LiPo batteries. Next, Kevin displayed his new Graupner MZ-24 12 channel HoTT Transmitter. The transmitter's price range is comparable to his HiTEC, and it has more capability. It cost him

\$469.00, and came with everything he needed as well as a 6 channel and a 12 channel receiver. The radio has a 4000mA 1-cell LiPo battery, a

color touch screen, and voice. Kevin explained that all of the receivers for this transmitter have telemetry built in, and they range from \$30.00 for a 6 channel through \$180.00 for the 12 channel. Other available options are a 70A ESC with built in telemetry that can be programmed from the transmitter, and three types of receivers; telemetry, telemetry with 3-axis gyro, and telemetry with 3-axis gyro vario-altitude. He purchased the transmitter from Jeremy at Hobbytown, and Jeremy stocks parts and provides support. Kevin said that he just got the radio yesterday, and he needs to get several years of safe flights in before he can honestly recommend it to anyone, but he wanted to show it to the members and see if anyone else wants to pioneer the HoTT skies over FVAC with him.



**Tom Flint** showed his new Hangar 9 Piper Pawnee.



He got it and the electric motor from a fellow up near Minneapolis through RC Universe. Tom said that it is a really easy build; everything is already done for you. Tom said that it only took ten episodes of Star Trek to complete the build. The pilot, which Tom got through the internet, is a GI Joe. He got it for only \$15.00. He was too tall, so Tom performed some surgery on him to make him the right size. Tom then removed the prop and plugged in the battery in order to show everyone that the pilot's head and flight stick both turn in response to the radio sticks (both are independent). He said that the Pilot mechanics took him about 15 episodes of Star Trek to complete.



**Alvin Cole** next announced that it was time to open the floor for Officer and Director nominations for 2015. **Dale Gathman** announced that **Doug Swanson** wants to step down from the board next year. The remaining board members who were present said that they would agree to serve again if nominated. The following board nominations were made and accepted:

- Alvin Cole** for President (incumbent)
- Dave Murray** for Vice President (incumbent)
- Dale Gathman** for Secretary (incumbent)
- Paul Jacobs** for Treasurer (incumbent)
- Bob Boen** for Director (incumbent)
- John Fischer** for Director (Incumbent)
- Rich Gabrys** for Director
- Joe Pedone** for Director (incumbent)
- Sal Perno** for Director (incumbent)
- Gary Stephens** for Director
- Armin Weber** for Director

Alvin then closed nominations until the November meeting, when they will be re-opened for the last time before the election.

**Jason Boettcher** announced that he would like to receive candidate statements from any of tonight's nominees who wish to submit one by the Friday before the November meeting, and statements from anyone nominated at the November meeting by the Saturday following the meeting. These candidate statements will be published in a special election edition of the Flypaper.

On a safety note, **Paul Jacobs** explained after seeing Tom Flint's Pawnee, that all Hangar 9 planes that have that type of strut fitting is subject to failure. They will not take any side load at all. Any side load will cause failure. Paul replaced the end of his struts on his Decathlon by grinding the end off and replacing it with a thumb screw from the hardware store, which he drilled a hole into.

**Chuck Noyes** announced that he has Knights of Columbus raffle tickets available for purchase.



Hearing no further business, President Alvin Cole asked for a motion to adjourn. Tony Sokol moved to adjourn, and Doug Swanson seconded. Motion passed unanimously. The meeting was adjourned at 8:36 pm.

Respectfully Submitted  
Dale Gathman – Secretary FVAC



## FROM THE EDITOR

**Jason Boettcher**  
newsletter@foxvalleyaero.com

Hopefully you have been able to enjoy some flying this month, October has brought some pleasant days this year.

The turkey fry and fun fly was a great success and a lot of fun: Family, friends, food, and flying. What more could you ask for? It was nice to meet member's significant others and socialize with them.

This event is one to put on your personal calendar; I know it is one of my favorites. Karl and Tom did a great job frying the turkeys and there were plenty of side dishes to enjoy. We had not one, but TWO power strips powering up hot dishes on the serving table.

The annual Christmas party is coming up next month. Unfortunately this year my company's holiday party falls on December 5<sup>th</sup> which is the same day as the club's. We will try and swing by the FVAC party after our corporate event if time permits.

Please take some pictures so we can publish them in the *Flypaper*.

It is hard to believe that the time has come to put away planes and put batteries in storage. This time of year always seems to 'sneak up' quick.

This year one of my R/C projects was to build a 'hopped up' Habu 2 from the bare bones kit. Adding more speed to this jet has proved to be more difficult than I thought. The first flight with the 6-cell battery and high performance 10 blade fan flew faster than my expectations.

Unfortunately, the fan threw a blade near the end of the flight, but I was able to dead stick her in just fine.

The next flight used a different fan, this time it had an alloy shroud and an outrunner motor rather than an inrunner. The sound was great, but the performance was not really any better than the stock setup. I'm glad I held on to the stock Habu 2 because it continues to be my 'tried and

trusted' jet. If I would have sold the original then these failures would be compounded by hardly getting ANY electric jet flight time.

Here is a picture of this jet and also a shot of the catastrophic failure of my first 10 blade fan. According to the folks on RCGroups the service that balanced the fan for me likely forgot to add locktite. So I suppose it is time to learn how to assemble and balance a fan myself. Maybe next season she will get set up and complete an entire flight under power!



I hope you enjoy this edition of our *Flypaper*.

### About the Cover

This month we see folks gathering in the pavilion to chat and get a plate to eat. Read more about it on page 25. **-JB**

# The Last Weekend of the Summer

*By Dennis McFarlane*

*There's plenty of flying weather left, but the summer came to an end.*

Although we all get out before this, the "official" opening of the flying season for me has always been SAC's (Suburban Aero Club) Memorial Day Float-Fly held annually at Twin Lakes in Midlothian. I've been attending this event for more years than I can remember, but I didn't fly this year, I didn't even take an airplane. It seems like family business has been filling my schedule as of late, but I did attend and even helped Dan Compton a little with locating a replacement propeller and setting his plane in the water for one or two flights. But before long my phone rang and unfortunately it was time to leave.



It was a fun summer. In years past I would don a smile and an Al's Hobby Shop polo, and attend whatever event Cindy asked of me, This summer was different, I got to go where I wanted, and it put a whole different spin on the hobby, I began to have fun again.

Like it happens every year, time passes. Five warbird events, three float-fly's, a couple of heli get-togethers and the summer drew to a close. The final directed event of my flying season has always been the "Big Bird" held at Midwest Sundowners located in Wheeler, Indiana. Things were going to be a bit different from years past. Plans were to load a recently completed JN-4 Jenny and take a trip to Elkhart, Indiana for the Air Supremacy event on Friday, and then leave for Wheeler from Elkhart on Saturday morning. Oh well, the best laid plans of mice and men...



Arriving in Elkhart around noon, again with no airplane, I still had a great day. It was fun chatting with fellow pilots, and I was asked to spot a couple of times which is always a nice way to get on the flightline and close to the action. The City of Elkhart along with the airport welcomes the event with open arms, and this shows in the layout of the field and the way pilots are allowed to stage on the airport's taxiway. The afternoon passed quickly and before long it was time to make the drive back to Lombard.

Saturday morning dawned and it was time to load up and drive to Wheeler - finally with an airplane. Once again, the day didn't go as planned. High winds (30/35mph) and impending storms kept most pilots, including myself and Bob Boen, on the ground. There was some activity, but few people actually flew much. Probably the most entertaining thing for me was watching as the wind would grab hold of my Cub and slowly spin it around like a weathervane. After lunch Bob and I packed up and headed back to the barn. There is plenty of flying left before the snow falls, but for me the season had officially drawn to an end.



On a sadder note Air Supremacy claimed a few very nice warbird models. Steve Gawlik lost his pristine F-7 Tigercat and Bob Boen lost his P-40 Warhawk. And while spotting from the pilot's platform I saw three other warbirds go in. All in the same manner, all in the same location, all experienced pilots. It doesn't take a genius to wonder why.

Part of my previous career was crash reconstruction. To reconstruct any sort of crash it takes a lot of time, measurements and a long series of calculations as each step of the crash is broken down

moment by moment. However, one of the first things done in reconstruction is to try to determine the cause. My original thoughts were some sort of bizarre, rolling, ground-level wind shear. Once Bob realized his crash may not have been entirely pilot error, he began thinking in terms of perhaps the elevated pilot's platform was causing the wind to careen back across the runway. I wasn't completely sold on either idea and really didn't have much of anything to work with.



While chatting about the incidents at our field one morning, Tom Flint brought up an idea. Tom is not only delightfully fun to fly with, but Tom has an extremely broad background of knowledge to pull from.

**UNDERSTAND I AM NOT POINTING MY FINGER AT, OR PLACING ANY POSSIBLE BLAME ON ANY INDIVIDUALS OR ORGANIZATION. I AM ONLY BRINGING SOME INTERESTING INFORMATION TO LIGHT.**

Due to its affordability and durability, orange plastic snow fence is used in a variety of applications besides its intended design, but it is

not the simple material it appears to be. Tom typed "how snow fence works" into his computer's search engine and came up with some rather interesting information.

If you look closely you can see how the weave is curled. The material is manufactured in this manner for a specific reason. As everyone knows, the purpose behind snow fence is to prevent snow from drifting across roadways. The way that it does this is to block airflow and generate turbulence. The blocked airflow and associated turbulence is what stops any crosswind and throws the snow back and away from the road. Additionally there are extremely specific guidelines for the installation of snow-fence. It isn't supposed to just be hung haphazardly from a temporary stake.

including installation at very specific distances away from the road which is necessary to prevent any blocked air and generated turbulence from ricocheting back across the road (?? runway ??) itself. -DM



**Once again, I'm not pointing my finger or blaming any individual(s) or any organization.** What I want to bring to light is should a future group of organizers or CD's be preparing an event to be held at FVAC, and are thinking about incorporating this material, make certain you look the guidelines over before hanging the fence on a post. There is some extremely valuable information to familiarize oneself with

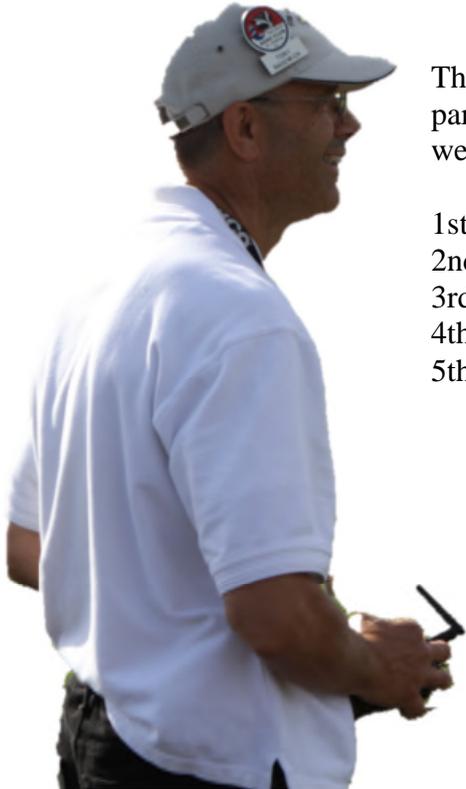


# Touch-N-Go Fun Fly Report

How many Touch and Gos can you make in a two minute period? The plane must change direction or loop between each Touch-N-Go. Only fixed wing airplanes were allowed.



This event was coordinated by Alan Galle on Saturday, September 27, from 9:00 am till 11:00 am.



The touch n go fun fly participants and results were:

1st JT	52
2nd Jason B	48
3rd Dale G	38
4th Alan G	25
5th Cliff F	24



The third fun fly was on the 19th (turkey fry day), and the event will be a limbo contest.





Touch-n-go Champion JT at the sticks



Dale Gathman Photo

Dale Gathman Photo



Editor Photo



Editor Photo



Editor Photo

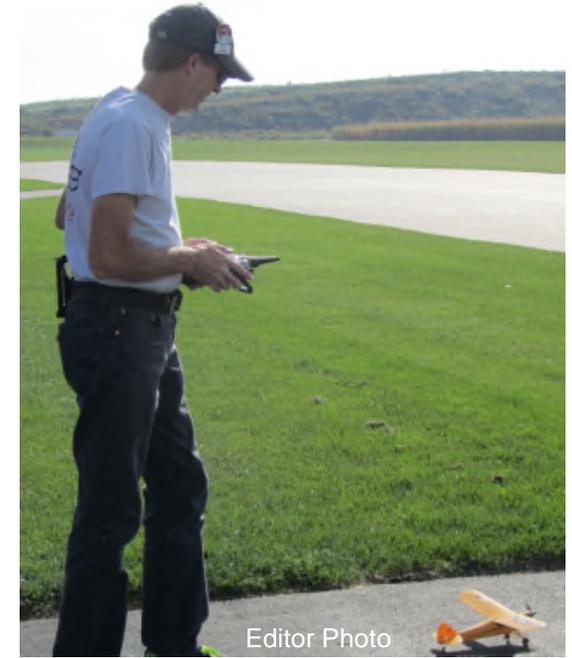


Editor Photo

Fact:  
 The first fun fly this year was a Climb & Glide and the Participants were:

- 1st Alan G.
- 2nd Cliff F
- 3rd Dale G
- 4th Dan C
- 5th Gary K

The Fun-Fly Champion for 2014 will have their name displayed on a plaque inside the pavilion.



Editor Photo



Dale Gathman Photo



Editor Photo



Editor Photo



Dale Gathman Photo



Editor Photo



Dale Gathman Photo



Editor Photo





Dale Gathman Photo



Dale Gathman Photo





Dale Gathman  
Photos



Dale Gathman Photo

Cliff Fullhart discussing a rule interpretation with organizer Alan Galle

# Meet the New Members

By Tony Bahowick

Paul Martin



Paul Martin at the club meeting

Paul came to our monthly meeting on 10/9 and joined that night. Paul and his family just moved from Colorado. He's been interested in model airplanes since his youth, starting with free flight and working up to RC around 1980. He's got a pretty crowded hanger of RC planes. His latest project is a giant scale B-17. Paul's son Ryan also joined as a Junior Member.

Also joining the club in the past month are Tim Ward from St. Charles, Ed Stover from Homer Glen, and Peter and Jane Regnier from Aurora along with their grandchildren Joseph and Peter Aroyo. Peter and Jane plan to include their grandchildren in their flying activities.

Please extend a warm welcome to our new members!

## Welcome!

# SHOTS in the Air \* Special Edition \* Part 2 of 4

Mark Knoppie  
Beaver



Dale Gathman Photos



Brian Wituk Photos



Brian Wituk Photos

Dale Gathman  
Hangar 9 Sopwith Camel



Dale Gathman Photos



Jason Flowers  
SAAB Heli

Dale Gathman Photo



Dale Gathman Photo



Sebastian Kowalski  
Ziroli F9 Panther



Dale Gathman Photos

**4 TURKEYS +  
LOTS OF SIDE DISHES +  
1 DAY OF FELLOWSHIP +  
CROSSWIND +  
FUN-FLY = TURKEY FLY**



# TURKEY FRY



Dale Gathman Photo



Dale Gathman Photo



Dale Gathman Photo



Editor Photo



Dale Gathman Photo



Dale Gathman Photo



Dale Gathman Photo

# LIMBO FUN-FLY





Dale Gathman Photo



**Kevin Kessler gets honorable mention for flying the largest plane in the Limbo.**

**That gate looked mighty small as the big plane approached!**



Dale Gathman Photo



Dale Gathman Photo



Dale Gathman Photo



Dale Gathman Photo



Dale Gathman Photo



Dale Gathman Photo



Dale Gathman Photo

# Our Deep-Fry Turkey Team



Dale Gathman Photo

**Karl Griesbaum (left) and Tom Spriet (right) were among those who arrived at the Turkey Fry early to (literally) get things cookin'.**

# SHOT OF THE MONTH



Dale Gathman Photo

The crowd reacts to Cliff Fulhart's LOW pass during the Limbo Fun-Fly. Cliff earned first place in the contest.



# Fox Valley Aero Club

## Annual Christmas Party

### Friday, December 5, 2014

HILTON GARDEN INN  
4070 EAST MAIN STREET  
ST. CHARLES, IL

Cash Bar 6:00 P.M - ??  
Hor D' Oeuvres 6:30 P.M.  
Dinner served at 7:30 P.M.  
Music provided FVAC President: Alvin Cole  
Raffle Prizes including "Big Dog Drawing" and Spouse Gifts

Bring an unwrapped toy for the St. Charles "Toys for Tots" sponsored by the Salvation Army

**SINGLE: \$30.00      COUPLES \$45.00**

**R.S.V.P. WITH ENTRÉE CHOICE(S) BY 11/21/14**

[john.turner@bayer.com](mailto:john.turner@bayer.com) or call (630) 443-7807 or (630) 215-6110

Payment: Cash or check payable to **Fox Valley Aero Club**

Send to: John Turner in Elburn, IL

### ***DINNER CHOICES including Tomato Soup and Appetizers***

Pecan Crusted Breast of Chicken with honey Dijon sauce topped w caramelized pecans

Or

Roast Beef with Cabernet Red Wine Sauce

Or

Penne Pasta with Portabella Mushrooms

Twice Baked Potato

Salad: Mix Greens w Cranberries, Mandarin Oranges, Feta Cheese & Candied Walnuts

Broccoli Vegetable

Rolls & Butter

Carmel Apple Pie

Coffee, Tea, Iced Tea

John Turner      40W 665 Campton Woods Dr.      Elburn, IL 60119

# **THE CONSTITUTION OF THE FOX VALLEY AERO CLUB OF SAINT CHARLES, ILLINOIS DRAFT**

The Fox Valley Aero Club, Model Airplane Club of Saint Charles, Illinois is a not for profit corporation chartered by the State of Illinois and governed by the By-Laws and Regulations hereunder. This Constitution is effective as of October, 09, 2014, and supersedes any and all previous constitutions and by-laws of the Fox Valley Aero Club, Model Airplane Club of Saint Charles, Illinois.

## **BY-LAWS ARTICLE I NAME**

The name of this organization shall be the "Fox Valley Aero Club" of Saint Charles, Illinois, hereinafter referred to as the Club or FVAC.

## **ARTICLE II PURPOSE**

The goals and purpose of the Fox Valley Aero Club are:

1. The creation of interest in building and flying Model Aircraft.
2. Provide assistance to beginners.
3. Promotion of Model Flying of all types.
4. Sponsor Model Aviation Contests.
5. The exchange of knowledge, ideas and techniques amongst the members.
6. Encourage friendship and fellowship amongst the members of the club and other clubs with similar interests and goals.
7. Create year round (indoor-outdoor) activities.
8. Encourage social activities involving the club member's families.
9. Promotion, support, and furthering the interest of the hobby sanctioning body, the Academy of Model Aeronautics (AMA).

## **ARTICLE III MEMBERSHIP**

1. Application for Membership in the Fox Valley Aero Club is open to all interested individuals.
2. Types of Membership:

- a. A Regular Member is age 18 years or older.
  - b. A Junior Member is under 18 years of age.
  - c. A Non-Flying Member has the same standing as a Regular Member, however they do not carry flying privileges.
  - d. An Honorary Member
    - i) Has one or more of the following qualifications:
      - (1) A founding member of the club.
      - (2) Provided extraordinary contribution to the Club or the hobby.
    - ii) Is a non-paying and non-voting member who is not eligible to hold an elected or appointed club position.
    - iii) Has flying privileges with a current AMA card.
  - e. If special circumstances require a deviation from any of the above categories of membership, it must be approved by a majority vote of the Board of Directors.
3. Interested applicants must complete an application for Club Membership. This application will include the following:
    - a. Applicants Name.
    - b. Home Address, City, State and Zip Code.
    - c. Phone Number.
    - d. AMA Number. If the prospective Regular or Junior Member is not a current member of the AMA, application for membership in the Fox Valley Aero Club is conditional on having a Full "Open" membership in the Academy of Model Aeronautics, (AMA). In no event is a member of the club permitted to operate Model Aircraft at club events or facilities without Full "Open" membership in the AMA.
  4. Individuals interested in Membership in the FVAC must pay all fees in accordance with Article IV. These funds must accompany the membership application.
  5. The initiation fee will be waived for individuals applying as Junior Members. Junior members must apply as a Regular member upon turning 18 years of age. This application must be accompanied by the Initiation Fee and first year dues.

## **ARTICLE IV DUES AND FINANCES**

1. Initiation Fee: A one-time Initiation Fee will be required for all new memberships. The fiduciary value of this fee will be set by a majority vote of the FVAC Board annually. If an individual applying for membership demonstrates a financial hardship that prohibits them from paying the entire Initiation Fee at the time of the application, upon approval by a majority vote of the FVAC Board, the applicant can pay the initiation fee in installments as set by the FVAC Board.

2. To retain flying rights at the field, dues must be paid on or before March 31 of the calendar year. Any member who fails to pay the dues by this date will be denied any use of the field until their dues are paid in full. Any member who fails to pay dues by June 30<sup>th</sup> of the calendar year will be removed from the club membership and will be required to re-apply for membership. This application will not require a repayment of the initiation fee.
3. Annual Dues will be in an amount set by a majority vote of the FVAC Board present at a regularly scheduled FVAC Board Meeting.
4. New members joining after August 1<sup>st</sup> will only pay one half of the annual dues for that year.
5. All expense incurred in the operation of the club will be paid from the Club Treasury.
6. The FVAC Board will prepare and approve an annual budget for the operation of the Club by the end of March of each year. While this budget is an estimate of the income and expenses of the club at the time of its approval, its estimation of income and expenditures shall be balanced.
7. Expenditures made or authorized by officers or members on behalf of the Club require pre-approval of the Board in any case where such expenditures exceed \$250.00 for a given project.
8. Contracts or agreements drafted in the name of, or on behalf of, the Club require the approval of the FVAC Board and the signature of an FVAC Board member.

#### **ARTICLE V BUSINESS MEETINGS**

1. Regularly scheduled Business Meetings will be held on the second (2<sup>nd</sup>) Thursday of each month at 7:30PM. The meeting place will be designated by the Board of Directors.
2. Meetings shall be held in an informal, business-like manner. In addition to conducting club business, meetings should be as informative as possible.
3. The Board of Directors may call a special meeting with prior written notice to members of the club.
4. The following business shall be conducted at each business meeting:
  - a. Call to Order.
  - b. Reading and approval of minutes of previous business meeting.
  - c. Reading and approval of Treasurer's Report.
  - d. Committee and Chairman Reports.
  - e. Discussion of Old Business.
  - f. Discussion of New Business.
  - g. Program if available.
  - h. Adjournment.
5. All issues put to a vote of the membership present must be passed by a majority of the members present at a regularly scheduled business meeting.

6. A quorum shall consist of fifteen (15) members and nine (9) Board members.

#### **ARTICLE VI NOMINATIONS AND ELECTIONS OF CLUB OFFICERS**

1. Club Officers will consist of the following positions;
  - a. President.
  - b. Vice President.
  - c. Secretary.
  - d. Treasurer.
2. Nominations for Club Officers will be made at the October and November Business Meetings. Candidate's names will be published in the *Flypaper*. A ballot with a self-addressed stamped envelope to the Secretary will be mailed via USPS to each member for the purpose of voting. This ballot will be mailed no later than the Monday following the November Business Meeting. To be counted, this ballot must be returned to the Secretary no later than 7 days prior to the December Business meeting (Holiday Party). A majority of the votes cast by return mail to the Secretary will determine the election results. Elections of Club Officers and At-Large Board Members will be announced via email to the membership no later than 3 days prior to the December Business meeting (Holiday Party) and the individuals elected will take office effective at the close of the December Business meeting.
3. If a Club Officer resigns prior to the expiration of his term a replacement will be appointed by the Board of Directors and confirmed by a vote of the membership at the next business meeting.
4. Chairmen of committees will be nominated by the President. The nominated person will assume the Chairmanship after a confirmation vote of the Board of Directors. The standing committees shall consist of, but not be limited to:
  - a. Safety.
  - b. Government Relations.
  - c. Field Maintenance.
  - d. Membership.
  - e. Flypaper.

#### **ARTICLE VII BOARD OF DIRECTORS**

1. The Board of Directors shall consist of sixteen (16) members:
  - a. The four current club officers.
  - b. The immediate past President.

- c. The Field Maintenance Chairman, Safety Chairman, Government Relations Chairman, Membership Chairman, and Flypaper Editor.
  - d. Six members elected at large by the same procedure outlined for the election of Club Officers in Article VI.
  - e. In the event that a member of the Board of Directors is unable or unwilling to serve in that capacity the President will nominate a candidate to fill the vacancy. The nominated person will assume office after a confirmation vote of the Board of Directors.
2. Board of Director positions will be held for a 1 year term.
  3. The Board of Directors shall be responsible for the overall operation, direction, and planning of the Club activities. They will conduct the Club business and report on their activities to the general membership at the next business meeting. Decisions of the Board of Directors can be challenged and called to a vote of the membership at the next regularly scheduled Business Meeting. If the Board action is not challenged at the next regularly scheduled business meeting then the actions of the Board of Directors shall be considered as approved.
  4. Nine (9) Board members present shall constitute a quorum of the Board of Directors.
  5. If held, the Board of Director Meeting will be held on the Second (2nd) Thursday of each month at 6:30PM. The meetings will be held at a place designated by the Board.
  6. In unusual circumstance where a Board of Directors decision is required prior to a regularly scheduled Board meeting, the vote of Board members may be polled by e-mail. A motion shall be sent to the full Board, and seconded in advance of a vote. Board members voting by e-mail must "Reply All" so votes are viewable by all board members. This type of vote must be approved by a majority vote of the entire board.
  7. The President, with advance written or prior notice, may call a special meeting of the Board of Directors.
  8. The Club President will preside at meetings of the Board of Directors. In the absence of the Club President, meetings will be presided over by the Vice President, Treasurer or Secretary, in that order of succession.

### **ARTICLE VIII DUTIES**

1. The President shall preside over Club Business Meetings and conduct same in responsible parliamentary manner, and will be responsible for checking all financial and other Club records to be sure they are properly handled.
2. In the absence of the President, the Vice President, Treasurer or Secretary, in that order, shall preside and conduct the Business Meeting.

3. The Secretary shall record the minutes of all meetings and submit them for membership approval at the following meeting. The Secretary shall be the custodian of all records and shall notify members of any special meetings.
4. The Treasurer shall collect all monies and keep a record of same. The Treasurer shall give a report at each meeting of fiscal balance. Records of all receipts and expenditures can be reviewed upon request of any club member. The treasurer shall collect dues and maintain a bank account in the Club's name and arrange for transfer of same to the succeeding Treasurer.
5. The Safety Chairman shall be responsible for maintaining the Club Field Rules.
  - a. Changes to the Club Field Rules may be made by a majority vote of the Board of Directors.

### **ARTICLE IX PUBLICATIONS**

1. The Club Newsletter shall be known as the "Flypaper".
2. The Flypaper Editor will be appointed to his position for one year.
3. Newsletter to be edited and the editorial content to be controlled by the Editor.
4. Editor must edit, obtain news, type, publish, and distribute, and ensure that only matters pertaining to the club or of general interest to the Hobby shall be included in the Newsletter.

### **ARTICLE X AFFILIATIONS**

1. The Academy of Model Aeronautics (A.M.A.)
2. The City of St. Charles, Illinois.

### **ARTICLE XI CONSTITUTION REVISIONS**

A proposal to change this Constitution and By-Laws may be proposed at any time by a member of the club. The proposed change must be submitted in writing at a regularly scheduled Business Meeting. Any proposed changes to the Constitution need to be circulated to the membership no less than 14 days prior to the next regularly scheduled

business meeting. A motion may then be made to put the proposed changes to a vote of the membership. Change to the Constitution requires a 70% approval vote of the members present.

**ARTICLE XII  
MEMBER CONDUCT**

1. Members are required to obey all Club Field Rules and the AMA Safety Code.
2. All members shall be responsible for personal and property damage caused by themselves, their models, vehicles, persons or animals accompanying them at the Club Facilities or events.

**ARTICLE XIII  
GRIEVANCE PROCEDURE  
(Safety Rules and Member Conduct)**

1. The grievance procedure provides a mechanism to enforce existing safety rules by providing a progressive disciplinary system when needed. Most complaints can be resolved informally. If a complaint is serious, or cannot be resolved informally, the matter should be referred to the Safety Chairman for their consideration by means of a Grievance Form. This form should be filled out and turned into the Safety Chairman. At least one witness is required to sign the Grievance Form. The Safety Chairman will present the Grievance Form to the Board of Directors with recommendation whether or not to proceed with the disciplinary process. If the infraction is determined to be actionable by a majority vote of the Board of Directors, the following steps will take place:
  - a. FIRST VIOLATION - Viewpoints of both complainants and accused will be considered. Complainant's name will be disclosed. A written reprimand will be given to the accused by the Safety Chairman.
  - b. SECOND VIOLATION - Complainant's name will be disclosed. The accused has the right to submit a written rebuttal, to be reviewed by the Board of Directors. If the Board of Directors so decides, the flying privileges of the accused will be suspended for thirty (30) days. Written notice shall be given to the accused by the Safety Chairman and an email will be circulated to the membership notifying them of the suspension.
  - c. THIRD VIOLATION - Complainant's name will be disclosed. The accused has the right to submit a written rebuttal, to be reviewed by the Board of Directors. If the Board of Directors so decides, the member will be expelled from the Club for a minimum of one year. Written notice shall be given to the

accused by the Safety Chairman and email will be circulated to the membership notifying them of the expulsion. The expelled member may reapply for membership after the expiration of the expulsion time period.

2. The second and third violations will not be enforced unless they are accumulated within two-years of the first violation.
3. Any member receiving a Grievance, who directs any retaliatory action against the person filing said grievance, will be subject to immediate and permanent expulsion from the Club. This is to include threats, intimidation, physical harm, intentional equipment damage, or any other action deemed to be retaliatory by the Board of Directors.

**Article XIV  
MISCELLANEOUS PROVISIONS**

1. The duration of the club shall be perpetual. The club may be dissolved with the approval of two-thirds (2/3) vote of the total membership. We, the undersigned, attest to this Constitution change having been submitted to the Fox Valley Aero Club members, as required in ARTICLE XI of the Fox Valley Aero Club Constitution, and was approved by the members as required in ARTICLE XI of the Fox Valley Aero Club Constitution.

Signed this 9th Day of October in the Year 2014.

DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT  
DRAFT DRAFT

Alvin Cole  
Gathman  
President  
Fox Valley Aero Club  
Aero Club  
St. Charles, Illinois  
Illinois

Dale  
Secretary  
Fox Valley  
St. Charles,

## Fox Valley Aero Club – Club Grievance Form

For Reporting of Flight or Safety Rules Violations

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Nature of Violation:

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Signature: \_\_\_\_\_ Witness:

\_\_\_\_\_ Additional Witnesses (optional):

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permitted to fly between sunset and sunrise. Models that utilize internal-combustion or turbine engines are permitted to fly from 7:00 am until dusk.

2. To be eligible to fly, one must be an active member of FVAC. Guests are permitted to fly if accompanied by an active FVAC member. A guest may fly for three days total, after which, they would be required to join FVAC to maintain flying privileges. Non-members are welcome at all AMA sanctioned and club events where there is an open invitation for guests.
3. In order to fly, all pilots must have in their possession an active Full “Open” AMA membership card and if a turbine pilot, an active turbine waiver card. If a pilot does not have an active AMA membership, they are only permitted to fly if they are on a buddy box with another pilot that has an active AMA membership.
4. At all times, pilots shall adhere to the Academy of Model Aeronautics (AMA) Safety Code.
5. All pilots utilizing 72 MHz radios shall obtain the appropriate frequency pin from the frequency box. Pilots shall not fly without the pin in their possession.
6. Pitting is to be done at a safe distance from the North edge of the taxiway. Pitting directly in front of the pavilion should be avoided. No models shall be started/energized within the confines of the pavilion at any time when the thrust-generating implement is attached (propeller, rotor blades, fan).
7. Before maiden flight, all models shall undergo a thorough pre-flight inspection for airworthiness by the aircraft owner. Thereafter, aircraft owners shall perform a periodic inspection of their models to ensure continued airworthiness.
8. All models shall meet the AMA guidelines for noise output. A club officer or board member may request that a model be checked if it is believed that the noise guidelines may be exceeded.

*(The following is the proposed draft of the Field Rules presented to the members for approval):*

### Fox Valley Aero Club Field Rules (draft)

Fox Valley Aero Club (FVAC) wishes to assure a safe, courteous and fun flying environment for its members, guests and spectators. We require that all member and guest pilots adhere to the following rules. Members failing to willfully comply with the rules will be subject to progressive discipline in accordance with the Club’s Constitution. Guests failing to willfully comply with the rules will have their flight privileges immediately revoked. Everyone’s cooperation and support is greatly appreciated.

1. The Fox Valley Aero Club flying field is open 24 hours a day for flight activity. Electric aircraft are permitted to fly from sunrise to sunset. If provided with appropriate on-board illumination, electric aircraft are

9. Excessively long engine run-up (engine tuning) is not permitted in the pit area. Engine tuning shall occur outside of the North/South facing safety nets. All other engine run-up shall be done with the aircraft restrained, facing towards the south and pointed away from the pilot stations.
10. Pilots shall use extreme caution when taxiing in the pit area. Wind can cause an aircraft to weathervane and strike people or other models.
11. Pilots are expected to fly responsibly at all times. If at any time a person's safety or property is at risk, a pilot is expected to sacrifice their model to avoid causing injury or damage to property.
12. All pilots must fly from one of the eight flight stations on the South edge of the taxiway. Standing in front of the safety nets while flying or spotting for a pilot is not permitted. Spotters are not required for everyday flying but pilots are encouraged to use one whenever possible.
13. Spotters shall be completely focused on their responsibilities. Spotters shall not use their cell phone or take pictures. They must be focused on all airborne traffic and communicating the status of other aircraft to their pilot.
14. All pilots shall call out to other pilots their intentions for take-off, touch-n-go, low pass and landing. Constant communication between pilots is key to avoiding collisions.
15. Take-off is permitted East/West from the paved runway or grass runway, from each taxiway facing in a southern direction and from the grass in a southern direction in front of the pilot stations. Landings are permitted only to the East/West on the paved runway or the grass runway.
16. All pilots, with the exception of helicopter pilots, shall operate their models within the flight envelope. The flight envelope is as follows:
  - The runway to the North.
  - The first tree line to the West.
  - When the gun range is in operation, the first berm to the East. When not in operation, the second berm to the East.
  - There is no borderline to the South; however, good judgment should be exercised not to go out too far.
17. First Person View (FPV) flying is permitted only when the pilot is utilizing a buddy box with another pilot with an active Full "Open" AMA membership. The pilot using the FPV device must be using the slave radio.
18. Models utilizing live Wi-Fi camera feeds from their models may fly solo after placing the "Live Wi-Fi" sign on the flight line by the pattern sign. When other models are in flight, the pilot utilizing the live Wi-Fi shall do the following.
  - Notify all airborne pilots of their intention to fly with a live Wi-Fi feed.
  - Give all pilots that have elected to land the time to do so.
  - Confirm that all pilots that elected to land have done so before turning on the live Wi-Fi feed.
19. Helicopter flying shall be done North of the East/West runway and West of the pavilion. The pilot may elect to fly South of the runway from one of the eight flight stations. If flying from a flight station, the pilot must fly in the same pattern being flown by aircraft.
20. Everyone at the field should help each other ensure that the rules are being followed and that we have a safe, courteous and fun flying environment!

*(The following is the final version of the Field Rules as amended):*  
**Fox Valley Aero Club Field Rules**

Fox Valley Aero Club (FVAC) wishes to assure a safe, courteous and fun flying environment for its members, guests and spectators. We require that all member and guest pilots adhere to the following rules. Members failing to willfully comply with the rules will be subject to progressive discipline in accordance with the Club's Constitution. Guests failing to willfully comply with the rules will have their flight privileges immediately revoked. Everyone's cooperation and support is greatly appreciated.

1. The Fox Valley Aero Club flying field is open 24 hours a day for flight activity. Electric aircraft are permitted to fly from sunrise to sunset. If provided with appropriate on-board illumination, electric aircraft are permitted to fly between sunset and sunrise.
2. To be eligible to fly, one must be an active member of FVAC. Guests are permitted to fly if accompanied by an active FVAC member. A guest may fly for three days total, after which, they would be required to join FVAC to maintain flying privileges. Non-members are welcome at all AMA sanctioned and club events where there is an open invitation for guests.
3. In order to fly, all pilots must have in their possession an active full "open" AMA membership card and if a turbine pilot, an active turbine waiver card. If a pilot does not have an active AMA membership, they are only permitted to fly if they are on a buddy box with another pilot that has an active AMA membership. The AMA membership must be in the "Full (Open)" category. A "Park Pilot Program" membership is insufficient.
4. At all times, pilots shall adhere to the Academy of Model Aeronautics (AMA) Safety Code.
5. All pilots utilizing 72 MHz radios shall obtain the appropriate frequency pin from the frequency box. Pilots shall not fly without the pin in their possession.
6. Pitting is to be done at a safe distance from the North edge of the taxiway. Pitting directly in front of the pavilion should be avoided. No models shall be started/energized within the confines of the pavilion at any time when the thrust generating implement is attached (propeller, rotor blades, fan).
7. Before maiden flight, all models shall undergo a thorough pre-flight inspection for airworthiness by the aircraft owner. Thereafter, aircraft owners shall perform a periodic inspection of their models to insure continued airworthiness.
8. All models shall meet the AMA guidelines for noise output. A club officer or board member may request that a model be checked if it is believed that the noise guidelines may be exceeded.
9. Engine tuning other than a brief high speed tweak, and all break-in running is not permitted in the pit area and shall occur only in the designated areas. All other engine run-up shall be done with the aircraft restrained.
10. Pilots shall use extreme caution when taxiing in the pit area. Wind can cause an aircraft to weathervane and strike people or other models.
11. Pilots are expected to fly responsibly at all times. If at any time a person's safety or property is at risk, a pilot is expected to sacrifice their model to avoid causing injury or damage to property.
12. All pilots must fly from behind the East-West safety nets. Standing in front of the safety nets while flying or spotting for a pilot is not permitted. Spotters are not required for everyday flying but pilots are encouraged to use one whenever possible.
13. Spotters shall be completely focused on their responsibilities. Spotters shall not use their cell phone or take pictures. They must be focused on all airborne traffic and communicating the status of other aircraft to their pilot.
14. All pilots shall call out to other pilots their intentions for take-off, touch-n-go, low pass and landing. Constant communication between pilots is key to avoiding collisions.
15. Take-off is permitted East/West from the paved runway or grass runway; from each taxiway facing in a southern direction and from the grass in a southern direction in front of the pilot stations. Landings are permitted only to the East/West on the paved runway or the grass runway.
16. All pilots shall operate their models within the flight envelope. The flight envelope is as follows:
  - a) The runway to the North.
  - b) The first tree line to the West.

- c) When the gun range is in operation, the first berm to the East. When not in operation, the second berm to the East.
  - d) There is no borderline to the South; however, good judgment should be exercised not to go out too far.
17. First Person View (FPV) flying is permitted only when the pilot is utilizing a buddy box with another pilot with an active full “open” AMA membership. The pilot using the FPV device must be using the slave radio.
18. Models utilizing live WiFi camera feeds from their models may fly solo after placing the “Live WiFi” sign on the flight line by the pattern sign. When other models are in flight, the pilot utilizing the live WiFi shall do the following.
- a) Notify all airborne pilots of their intention to fly with a live WiFi feed.
  - b) Give all pilots that have elected to land the time to do so.
  - c) Confirm that all pilots that elected to land have done so before turning on the live WiFi feed.
19. Helicopter flying shall be done North of the East/West runway and West of the pavilion. The pilot may elect to fly from one of the eight flight stations. If flying from a flight station, the pilot must fly in the same pattern being flown by aircraft.
20. Everyone at the field should help each other insure that the rules are being followed and that we have a safe, courteous and fun flying environment!

# Radio Control Swap Meet

Hosted by:



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

**Saturday, February 21, 2015**

*Kane County Fair Grounds*

525 Randall Road

St. Charles, IL 60175

(Use Randal Rd. entrance between North Avenue and Lincoln Highway/Route 38)

**BUY, SELL** and/or **TRADE** RC Aircraft, Helicopters, Radios, Equipment, Cars, and Boats.

Over 15,000 sq. ft. of tradeshow space

Admission \$5.00 per adult, children under 12 **FREE**

**OPEN ADMISSION from 9:00AM TO 2:00PM**

Food service available all day

**AFTER 1PM, WE WILL BE OPEN TO FOAMY ELECTRIC AND LIGHT ELECTRIC INDOOR FLYING**

Come and participate or sit and enjoy the show.  
AMA cards required for pilots

**FOR TABLE RESERVATIONS AND INFORMATION:**

John Turner @ 630-443-7807 Joe Pedone @ 847-695-0328  
[jtgrassroots@yahoo.com](mailto:jtgrassroots@yahoo.com) [jpedone777@comcast.net](mailto:jpedone777@comcast.net)

**Early-pay table rental discount if paid by February 2nd**

One table	\$20.00 each
Two or more tables	\$18.00 each
All table rentals after February 2nd	\$22.00 each

*All table rentals include one free admission*

Checks Payable to: Fox Valley Aero Club, PO Box 837  
St. Charles, IL 60174-0837

— TABLES READY FOR SET UP AT 8:00AM —

January 1 January 9	<b>Fun-Fly — First In Flight</b> FVAC Member Meeting	10:00 AM FVAC Field 6:30 Board, 7:30 Regular at Township Hall
February 13 February 22	FVAC Member Meeting <b>FVAC Annual Swap Meet</b>	6:30 Board, 7:30 Regular at Township Hall Kane County Fair Grounds
March 13	FVAC Member Meeting	6:30 Board, 7:30 Regular at Township Hall
April 10 April 12 or 19 April 26	FVAC Member Meeting <b>Member Work Day</b> <b>Open House Fun-Fly</b>	6:30 Board, 7:30 Regular at Township Hall FVAC Field 9:00 AM – 5:00 PM FVAC Field
May 8 May 26	FVAC Member Meeting <b>St. Charles Memorial Day Parade</b>	6:30 Board, 7:30 Regular at Township Hall Time TBD
June 7 June 8 June 12 June 20 & 21 June 22 June 26, 27, 28	<b>Kids Day &amp; Rocket Fest</b> <b>Pig Roast &amp; Fun-Fly</b> FVAC Member Meeting <b>Al's Helicopter Fun-Fly</b> <b>Geneva Swedish Days Parade</b> <b>2014 Windy City Warbirds &amp; Classics</b>	FVAC Field FVAC Field 6:30 Board, 7:30 Regular at FVAC Field FVAC Field Time TBD FVAC Field
July 10	FVAC Member Meeting	6:30 Board, 7:30 Regular at FVAC Field
August 2 & 3 August 14	<b>Chicagoland IMAC Challenge</b> <b>Cub Fly</b> and FVAC Member Meeting	FVAC Field Cub Fly 2:00; Meetings- 6:30 Board, 7:30 Regular at FVAC Field
August 16 August 23	<b>Fun-Fly — Climb-N-Glide</b> <b>Festival of Flight</b>	FVAC Field FVAC Field
September 11 September 27	FVAC Member Meeting <b>Fun-Fly — Touch-N-Go</b>	6:30 Board, 7:30 Regular at Township Hall FVAC Field
October 9 October 19	FVAC Member Meeting <b>Turkey Fry &amp; Fun-Fly — Limbo</b>	6:30 Board, 7:30 Regular at Township Hall FVAC Field
November 13	FVAC Member Meeting	6:30 Board, 7:30 Regular at Township Hall
December 5	<b>Annual Christmas Party</b>	Hilton Garden Inn St. Charles

# FVAC NEW MEMBERSHIP FORM

**New Member Assessment Fee: \$300.00** (For new memberships only.)  
Does not include dues.

- Dues for Senior Members (18 years and over)** ..... \$125.00 per Member
- Dues for Junior Members (17 years and under)** ..... \$ 25.00 per Member
- Family Membership** ..... \$125.00 per Member  
*(\$25 for each additional family member with an AMA card, either a spouse or a child under 18 years old.)*

**Yes** Include me in the member only phone book       **No** Do not publish my information

PLEASE PRINT

Your Full Name:	AMA Number:	Age: <small>(Junior Members only)</small>	Dues Amount:
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____

Your Complete Mailing Address:

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

Please list the R/C channel(s) you use:

\_\_\_\_\_

Your Work Mailing Address:

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

Your Phone Number/s:

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

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

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

Your E-mail Address:

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



**Complete and mail this form to:**

**FOX VALLEY AERO CLUB**

**P.O. BOX 837**

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



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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date