



The Fox Valley Aero Club

An Illinois not-for-profit corporation

Flypaper



October 2007

Club President

Jeff Anderson

Club Vice President

John Fischer



AMA Charter 252



Editor: **Paul Jacobs**

paul@mertes.com

October 2007

Club Secretary

Julian Pugh

Club Treasurer

Bill Simmons



AMA Charter 252

Aerial image of FVAC taken from Mapquest view. Did you know that our official address is 3821 Karl Madsen Drive, St. Charles, IL 60174 Tell your friends to visit.



President's Message

By Jeff Anderson



Nothing from Jeff this month but I did get this from our other President:

Potential New Members?

by Dave Brown

The increase in availability of inexpensive model airplanes has helped expand the number of Park Flyer hobbyists. Families are purchasing models for their children and using the local park for time together away from the television.

There should be a place for these Park Flyer pilots to go where they can receive support and camaraderie with fellow pilots. Park fliers should be able to share their common interests as well as experience the other sides of model aviation.

Can we be where these pilots feel welcome?

If your definition of we in this instance is narrowed to those who fly larger models, jets, helicopters, or whatever it is that you fly, then I think you need to consider an expansion of your definition. We are all in this wonderful hobby together, and that needs to include *all* types of model airplane activity.

Only by inviting those new modelers into our "house" can we enjoy the advantages that their numbers bring to our activity.

While aeromodeling may seem to be an activity which is enjoyable by oneself, it quickly becomes as much a social activity as a technical one. Aeromodeling is so much more pleasurable when it involves flying with others. Those modelers who are loners simply do not last. The secret is to make the park flyer pilots feel welcome to join your club. Even those "Wal-Mart" models are being purchased by potential members; all we need to do is seek them out.

How do we find these potential members?

Most clubs are looking for programs to run in the winter and spring. How about giving this a try? Sometime after Christmas, run an ad in the local paper inviting anyone who has an new RC model aircraft to attend a club meeting, where he or she will receive some help in getting ready to fly it successfully.

How about setting up a day in the spring where your club members will help kids with their new models? If you restricted it to youth members and sanctioned events with a CD, you could sign up kids as AMA members for \$1 apiece and be fully insured.

Given proper execution, this could become an event that serves a number of purposes. It could raise the positive visibility of your club in the community and it could grow the club.

Inviting Park Flyer pilots to be a part of the *we* exposes members to a new part of the aeromodeling hobby. It can expand our membership. Making more friends and learning a little bit along way—*isn't that what AMA's all about?* →

Vice –President’s Report

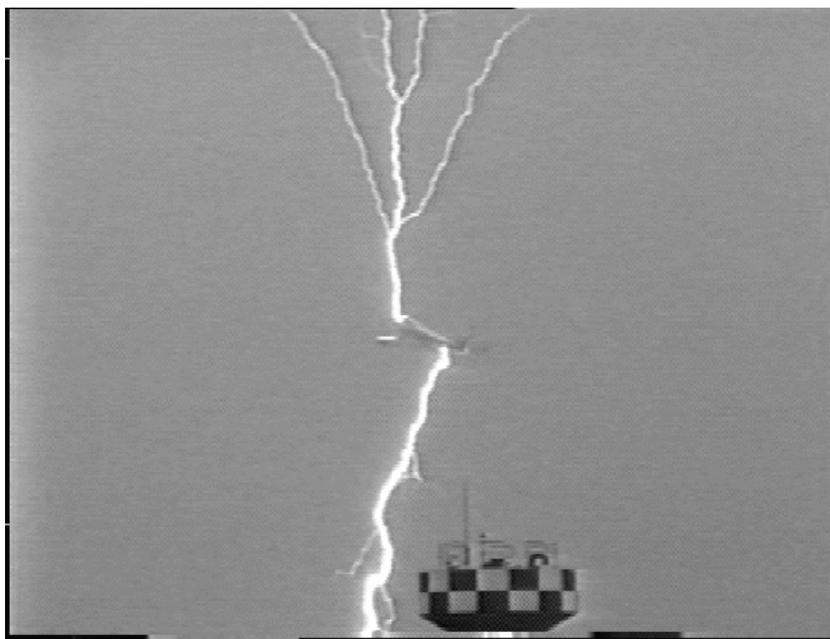
By John Fischer



Wow, what a September it has been, flying weather on the weekends has been great. As I write this it is 92 degrees and it feels more like midsummer rather than fall. Still the leaves are beginning to change and winter can't be far behind. I am actually looking forward to getting back in the shop and finishing the repair on the wing of my P-40, fixing the tail section of my red Stinson, etc...

September was also my second, this time successful flight of my Top Flight Cessna 310. After that first unsuccessful landing, I was able to obtain new wings from Top Flight through Cindy, a weekend of conversion, praying to GOD, and getting some serious religion regarding how to land from the scale guru, our clubs friend John Redman, I set out to give another go. Like most of us I have been used to flying planes with wing loading anywhere from 10 oz/ sq ft to maybe at most 25. This airplane weighs in at a hefty 22 lbs, if you calculate the wing loading it comes out to be just a shade over 55 oz/ sq ft. There is some serious weight on those wings kind of like landing a model jet. Well this would explain why my first attempt at landing and chopping the throttle at about 15 ft most trainers, Edge, Extras etc would just float and settle in, not this model it resulted in a hard stalled landing from about 5 feet. Bruised ego, religion learned I brought out my repaired pride and joy and had John Redman perform the first flight. Success! He successfully trimmed it out and greased the landing. Proving to me that it could be done. Now it was my turn, with John on the controls and me on the buddy box, I did it. John taught me that this plane flies like a full scale airplane and with this wing loading needs to be landed as such, with the power on. All in all the airplane had 5 successful flights on it that weekend. I would like to thank John for all his help. The lesson that I learned is don't be afraid to ask for help, I don't care where you are in this hobby. Fortunately, this club has vast resources and most of us are willing to help if you just have the courage to ask. So if you think you are in over your head with a plane or project there is probably someone in the club who through the class of hard knocks has seen the light and may be able to help.

A bubby of mine sent the following photo to me on an airplane being stuck by lightening in midair



Until next month, safe landings.

Regards,

John Fischer,

Vice President FVAC

Secretary's Report

By Julian Pugh

Minutes of the September 13, 2007 Meeting



Vice-President John Fischer called the meeting to order at 7:30 P.M at the FVAC Flying Field.

Julian requested and received approval for the August minutes as published in the FLYPAPER.

Dan Knippen reported that the IMAC was a success with 34 pilots participating...

Greg Bohler had nothing to report on the field.

Karl Griesbaum had nothing to report on flying safety.

Dan Compton issued solo certificates to Greg Mercer and Andy Proizbysz. He reported that Tom Siwek is now a certified instructor for FVAC.

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

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

Alan announced the next fun fly would be a Touch and Go to be held 9/13/2007.

Paul Jacobs reviewed the real estate tax situation with the club members. Paul and Dominic have done a great job in reducing our field taxes. THANKS PAUL AND DOMINIC!!

The club voted to raise dues next year from \$75.00/year to \$100.00/year. This was passed by unanimous vote.

The Glenwood School Fly held 9/13/2007 was a success.

New Members introduced were Dana Berry of Elgin and Ron Taylor of Lily Lake.

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

John Fischer	Cessna 310 (Beautiful)	Dan Knippen	(unknown)
Rob Sampson	SR-71	Armin Weber	Blade CX2
Mel Ziska	Q-500 Racer		

The meeting was adjourned at 7:32 PM.

Treasurers Report

By Bill Simmons



The weather was great this month however I only got out once. Next year will be the year I fly every weekend. I got the e-mail from Paul earlier this week that reminded me that the Christmas party is coming up December 7th. I have been to several of these and each one is better than the one before. My first Christmas party was the night before Markie and I went on our wedding cruise. If I remember correctly an eight year old girl won a Victoria Secret gift card. Markie still married me so I guess she had a good time. Since then we did a bit better with the wives prizes. Randy Rhodes' wife put together a huge table full of prizes for the wives. She did this for a couple of years and then my wife Markie did it for a year. Last year we had crazy games, dancing, and a boat load of prizes for the membership that were distributed based on the number of points you got for participating at various club events. This year we are doing the points thing again. I believe we are doing the Big Dog raffle again too. Voting takes place at this meeting and you can only vote if you come out. Anyways don't miss it. By the way it is a tradition that the incoming treasurer buys the drinks (just seeing if Paul reads this before he publishes it).

The Last weekend of September is the Spiderman Jet rally in Winamac Indiana. I said it last month and I will say it again, don't miss this one. November 10th is the Pot of Gold swap meet in Indiana. This is perhaps the best one of the year. If you don't go to this then there is more for me. Don't be surprised if you get an angry call from my wife because I bought all the stuff you were supposed to buy.

Bill

Right: This is someone's wife but I think it is a different "Bill".



Member Tom Spriet sent the following missive: “Had an idea over the weekend and thought I would use some child labor and my 100X. While the content of the pictures its not nearly as good as what you usually use, I thought it might be good for a laugh!”



Every year one of the NATO "Tiger" squadron's host a Tiger Meet at their respective base. These were very fun events in the old days and even today boast some unique paint jobs. This year the event was hosted at Upper Heyford England, the Germans flew in five pallets of schnapps on a C130.



Also from Tom Spriet:



Halloween is coming... Do you have your costume?

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

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

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

Member Dennis McFarland sent me some pictures from a recent helicopter event that he attended. No wonder the “Raptors” are the most popular helicopter on the market today. Actually the picture below was forwarded to Jeff Andersen by Rich Erikson...Jeff sent it to Cindy... Looks like I should have gone to Tim Redelman’s first helicopter fly-in at Winamac.



Guys, it was pointed out to me at a recent fun fly that my mast should not be pointing down, but more erect. What's the proper position?



This missive was forwarded to me by member Bob Walker and I thought you might find it amusing as well:

This is hilarious - no wonder some people were offended! This is the message that the Pacific Palisades High School (California) staff voted unanimously to record on their school telephone answering machine. This is the actual answering machine message for the school. This came about because they implemented a policy requiring students and parents to be responsible for their children's absences and missing homework. The school and teachers are being sued by parents who want their children's failing grades changed to passing grades - even though those children were absent 15-30 times during the semester and did not complete enough schoolwork to pass their classes.

The outgoing message: "Hello! You have reached the automated answering service of your school. In order to assist you in connecting to the right staff member, please listen to all the options before making a selection:

- * To lie about why your child is absent - Press 1**
- * To make excuses for why your child did not do his work- Press 2**
- * To complain about what we do - Press 3**
- * To swear at staff members - Press 4**
- * To ask why you didn't get information that was already enclosed in your newsletter and several flyers mailed to you - Press 5**
- * If you want us to raise your child - Press 6**
- * If you want to reach out and touch, slap or hit someone -Press 7**
- * To request another teacher, for the third time this year -Press 8**
- * To complain about bus transportation - Press 9**
- * To complain about school lunches - Press 0**
- * If you realize this is the real world and your child must be accountable and responsible for his/her own behavior, class work, homework and that it's not the teachers' fault for your child's lack of effort: Hang up and have a nice day!**
- * If you want this in Spanish, you must be in the wrong country.**

Field Maintenance Report

By Greg Bohler, Chairman



The field is looking better than ever. The season still has a couple more good flying months in it. As we start to wind down though, please start thinking about things we need to do to button up the field for winter. Last year a couple guys were ambitious and picked up and put away everything seasonal on their own. Even though I felt a little guilty about not helping, it sure felt good going out to see what needed to be done and finding everything already done.

This is also the time of year that we start thinking about what we are going to build this winter. When you are relaxing and doing the tremendous amount of brain work it takes to accomplish this task, think about the place you are going to fly at next season. If there are any improvements that you would like to see, or things that we should be adding to our field, please contact me or any other board member. We don't profess to think of everything. Your ideas and designs are what keep our field as great as it is. The improvements that we want to make for next year need to be included in our budget early.

Last but not least by any means, I personally want to thank Dan Compton, John Griffith, John Turner, and Jeff Anderson. I took a little ribbing for a while about being the club garbage man. For the last several weeks these gentlemen have taken care of the garbage either with me, or called me and told me not to worry about it that they already got it.



City Relations

By Dominic Saverino, Chairman



Hello to all FVAC members.

Hope you have been able to get out to the field and use it before it gets to cold.

I have been out more lately since I have got my yard almost done.

There isn't much to report with the city, all is looking well for the club's real estate tax situation for 2007 and thereafter. I am still waiting for the letter to come in the mail confirming the real estate tax is to be based on our lease rate.

Jeff and Anthony have been working on the Christmas party and with that in mind we need to think about the toy drive. I have all the toys from last year and some more that I bought to almost double of what we had. I would like to do the same as we did with Mayor Don DeWitte in 2005 with the Salvation Army. Captains Daren & Roxanne Spencer run the Community Center for the Salvation Army in St. Charles and along with Jim Wheeler from the

Park District were very pleased with our efforts. So please plan on bringing an unwrapped toy to the party so we can make a lot of kids happy this Christmas.

Until next month,

Dominic



Information for Turbine Waiver Holders

Upon recommendation by the AMA Safety Committee, on August 12, 2007, the AMA Executive Council approved substantial changes to the turbine-waiver regulations for pilots.

You can find the specific changes in Document 510-A at www.modelaircraft.org/documents.aspx or request a copy of the document from Ilona Maine of the Programs Department at ilonam@modelaircraft.org or (765) 287-1256, extension 251.

The following is a summary of the changes.

- All references to a notarization process, either explicit or implied, have been removed.
- The renewal process has been eliminated. Once obtained, the waiver remains in effect unless revoked for cause.
- A process for temporary suspension has been added to the section providing for waiver removal or revocation. This section provides a means to identify operational or safety issues, on an individual waiver-holder basis, that can be addressed without undergoing a complete reapplication process.

These changes attempt to reflect the effort that has been made within the turbine community to act responsibly and police its activity effectively. Additional actions reflecting AMA's administration of the program are currently being put into effect. These should help ease some of the current CDs' workloads in the field and at Headquarters.

Waiver holders and CDs are urged to study the approved changes. Although many CDs do not normally have turbines operating at their events, they may find knowledge of the proper documents necessary in some situations, such as at demonstrations, air shows, and CL and RC Scale contests.

CDs currently receive documents with sanction materials that provide information about turbine procedures. If you are a CD and have not received these documents with your sanction materials, you can contact AMA Headquarters or locate them on the AMA Web site.

Fun Fly Report

by Allan Galle, Chairman



The fun fly for September was touch n Go's with a figure 8 in-between, now for those of us who flew a conventional fun fly airplane, staying within the boundaries was easy, but if you try to do it with a big biplane like Armin Weber did with his 60" W.S. plus Bipe it took a little more effort but he did it and the contest was a lot of fun for the five pilots who showed up. At the end of 2 rounds there was a 3 way tie for first, so there was a fly off for first and ended up with a 2 way tie for second and here are the results:

Alan Galle 1st Armin Weber and John Turner 2nd Rob Sampson 3rd Tom Siwek 4th

I found an article on the "history of the Jet Engine", that I thought everyone would like.

Dr. Hans von Ohain and Sir Frank Whittle are both recognized as being the co-inventors of the jet engine. Each worked separately and knew nothing of the other's work. Hans von Ohain is considered the designer of the first operational turbojet engine. Frank Whittle was the first to register a patent for the turbojet engine in 1930. Hans von Ohain was granted a patent for his turbojet engine in 1936. However, Hans von Ohain's jet was the first to fly in 1939. Frank Whittle's jet first flew in in 1941. **Sir Frank Whittle** was an English aviation engineer and pilot, the son of a mechanic; Frank Whittle joined the Royal Air Force or RAF as an apprentice. He joined an RAF fighter squadron in 1928 and became a test pilot in 1931. The young RAF officer was only 22 when he first thought to use a gas turbine engine to power an airplane. While often regarded as the father of modern jet propulsion systems, the young Frank Whittle tried without success to obtain official support for study and development of his ideas. He had to persist his research on his own initiative and received his first patent on turbojet propulsion in January 1930.

With private financial support, he began construction of his first engine in 1935. This engine, which had a single-stage centrifugal compressor coupled to a single-stage turbine, was successfully bench tested in April 1937; it was only a laboratory test rig, never intended for use in an aircraft, but it did demonstrate the feasibility of the [turbojet](#) concept. The modern turbojet engine used in many British and American aircraft is based on the prototype that Frank Whittle invented.

The firm of Power Jets Ltd., with which Whittle was associated, received a contract for a Whittle engine, known as the W1, on July 7, 1939. This engine was intended to power a small experimental aircraft. In February 1940, the Gloster Aircraft Company was chosen to develop the aircraft to be powered by the W1 engine - the Pioneer. The historic first flight of the Pioneer took place on May 15, 1941, with Flight Lieutenant P. E. G. Sayer as pilot. born: June 1, 1907, Coventry, Warwickshire, England died: Aug. 8, 1996, Columbia, Md., U.S.

Doctor Hans Von Ohain was a German airplane designer who invented an operational jet engine. Hans Von Ohain obtained his doctorate in Physics at the University of Göttingen in Germany and then became the junior assistant to Hugo Von Pohl, director of the Physical Institute at the University. German aircraft builder, Ernst Heinkel asked the university for assistance in new airplane propulsion designs and Pohl recommended his star pupil. Hans Von Ohain, was investigating a new type of aircraft engine that did not require a propeller. Only twenty-two years old when he first conceived the idea of a continuous cycle combustion engine in 1933, Hans Von Ohain patented a jet propulsion engine design similar in concept to that of Sir Frank Whittle but different in internal arrangement in 1934.

Hans Von Ohain joined **Ernst Heinkel** in 1936 and continued with the development of his concepts of jet propulsion. A successful bench test of one of his engines was accomplished in September 1937. A small aircraft was designed and constructed by Ernst Heinkel to serve as a test bed for the new type of propulsion system - the Heinkel He178. The Heinkel He178 flew for the first time on August 27, 1939. The pilot on this historic first flight of a jet-powered airplane was Flight Captain Erich Warsitz.

Hans Von Ohain developed a second improved jet engine, the He S.8A, which was first flown on April 2, 1941.

Membership News

By Jason Walsh



We got two new member this month:

Ken Hartmann and Andy Hartmann. As always, If you see these guys out at the field give them a warm welcome!

Again with this month there isn't a whole lot of membership news to report. We currently stand at 216 members, which is fantastic. So far this year we have had 32 new members, which I think is a record! Good job to those who have helped bring new members into the club.

As I mentioned last time, my contact information has changed. Here's my new information: Email: stallturn@comcast.net

Phone: 630-291-1872.

Till next time, fly safe!

Jason Walsh

Why We Love CHILDREN!!

A kindergarten pupil told his teacher he'd found a cat, but it was dead. "How do you know that the cat was dead?" she asked him. "Because I pissed in its ear and it didn't move," answered the child innocently. "You did WHAT?!!" the teacher exclaimed in surprise. "You know," explained the boy, "I leaned over and went 'Pssst!' and it didn't move."

Safety Corner

By Karl Griesbaum



ON THE SAFE SIDE

From the Iowa City Aerohawks, Iowa City, Iowa

Gas, Check! Battery, Check! Safe Pilot?

by Marc Niehus

“The best safety device of any aircraft is a well-trained pilot.”

If you have heard this phrase before—or for the first time—it needs to be said again. When was the last time you were at the field and saw something that you thought looked unsafe? What did you say to that person who was committing the unsafe act? Did you say anything or think to yourself, “that guy’s been a pilot for a long time. I’m sure he knows what he’s doing.” Did you know that, under the Official Academy of Model Aeronautics (AMA) Aircraft Safety Code, you should ask that person about their actions if they appear to be doing something in an unsafe manner?

I was new to the club and the pits were busy. Trying to stay out of other people’s way, I set up my airplanes behind the line of airplanes in the pits. I remember getting a few funny looks as if my fly was open. I won’t mention Rich’s name, but finally this pilot told me that they could make some room on the line for me and not to set up behind others in case something would happen. Others looked at me while he acted!

Before I write this next part, please knock on wood! The Aerohawks have not had any major accidents. Does this mean that we are a safe club—yes! Does this mean that because we are safe, we are immune from having a major accident—no!

This brings me back to being a well-trained pilot. Here are a few selected safety rules and practices that you might want to think about the next time you’re out at the field. So grab your favorite book of faith or a Model Aviation magazine, place your left hand on it while raising your right, and repeat after me:

1. I shall not willfully fly my model aircraft in a reckless and/or dangerous manner. This one is self-explanatory. Don’t fly beyond your skill level without a spotter or an instructor. If you are flying you’re brand new high-performance model, have someone with experience help you out, maybe even fly it for you the first time.

2. I shall not fly my model aircraft until it has been proven airworthy. This includes range checks, making sure everything is secured, battery charged, fuel in the tank, correct control deflections. Have an experienced pilot look at your airplane if you’re getting ready for its first flight or after a major repair. Believe it or not, you might have missed something!

3. I shall not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.

4. I shall not fly over houses or buildings in the vicinity of the flying field. No one, on or off the field, should ever have cause to feel threatened by one of our aircraft. This is a big one! If you see it happening, tell the individual and tell your safety officer. It needs reported so the club can correct the wrong. If you do it by accident, admit it so it can be corrected.

5. Children under six years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction. Watch your kids! Yes, this can be a great hobby to involve your sons and daughters in, but do you want to pay for someone’s airplane that was wrecked by your child by accident? Worse yet, have your child end up one finger short of a full hand. Aerohawks club policy includes that your children must also have someone designated to watch them while you fly. Supervise your family!

6. At all flying sites a straight or curved flightline must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the flightline. When you’re pulling out of the pits—ask, announce, communicate your intentions, and give the right-of-way to the people flying. It’s just “plane” considerate!

Safety Corner

By Karl Griesbaum



7. No powered model may be flown outdoors closer than 25 feet to any individual. When taxiing your aircraft to the pits, do not point the aircraft into the pits. Kill the engine, grab the tail, and push it the rest of the way. This one I saw firsthand and it scared the you-know-what out of me.

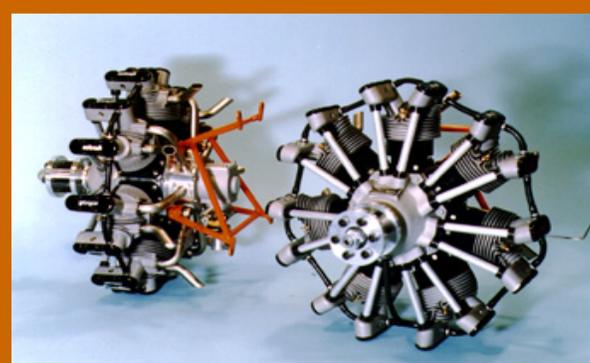
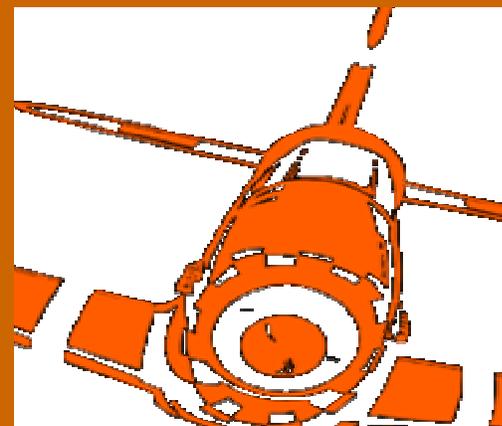
8. AMA has seven of 17 bullet points that just involve propellers. This means that fast, spinning, sharp things do damage. In a nutshell, don't use repaired blades, do keep all body parts out of propeller arc, do check that your propeller is securely fastened, do exercise extreme caution when making needle valve adjustments and make them from behind the spinning propeller (unless of course you have a pusher.)

9. Airplanes must be secured in the pit area at all times when the engine is running, with engine facing the fence and away from all spectators and the pilot. The use of some type of restraining device is required when starting and running aircraft in the pit area. Do not leave airplanes unattended during run-ups or break-ins. These should be accomplished in the designated area at the south end of the pit.

The preceding is an abbreviation of AMA General and Radio Control Rules, Safety Recommendations published by AMA, and the Iowa City Aerohawks club rules. The full document for the 2007 Official AMA Aircraft Safety Code is located at www.modelaircraft.org and you need to check out our Web site for the full version of the club rules: www.iowacityaerohawks.com.

Let's all work together and make this another safe year for the Aerohawks. Be considerate to other fliers, communicate what you are doing when it comes to sharing the air (last year I witnessed two mid-air,) and if you see someone doing something unsafe or that you might think is unsafe, say it! What we do as an individual reflects the club! →

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robart



630-584-7616

www.robart.com

Instructors Corner

By Dan Compton



Here we are again, another month has slipped away and it's time for another newsletter. Training has slowed somewhat because of rain and strong crosswinds. There have been a few die-hard trainees who have braved the winds and have honed their skills. Patricia Yauch and Joe Wagner have been to the field weekly and both have progressed to the point of being able to fly proficiently and have tried a few landings. They have about 3 or 4 grass landings each.

Eric Reiner has had several training sessions on his P51 trainer and will start trying some landings when winds are more favorable.

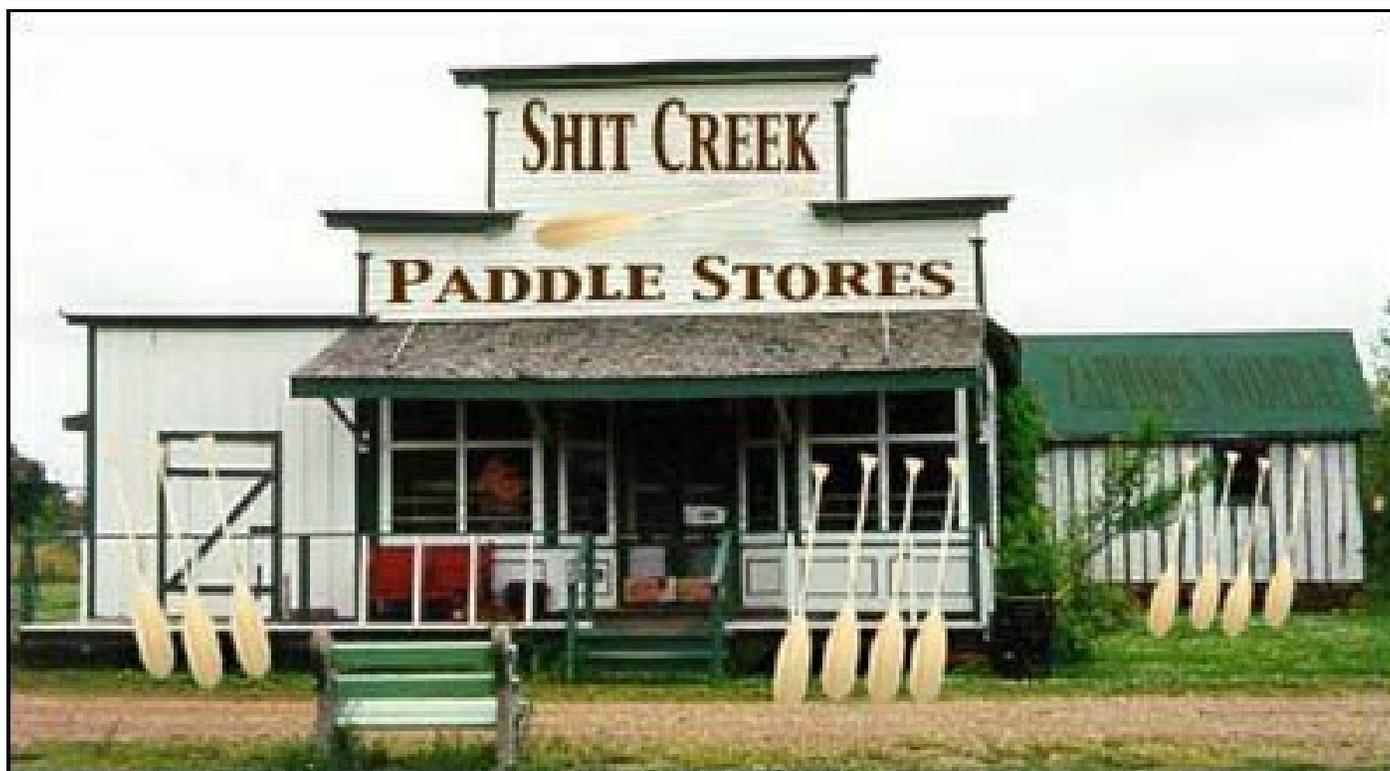
Greg Mercer was at the field this past Sunday. Greg has been on the buddy cord with me and also with Cliff Fullhart and Jason Walsh. I put Greg through the paces and although the wind was a pretty strong crosswind, Greg performed all of the requirements for soloing. Congratulations to Greg.

Last Tuesday, the St. Charles Kiwanis group met at our field and after the meeting I allowed anyone who wanted to try their hand at flying to have a go at the buddy box. Several people took advantage of the opportunity. One of those people was Don Nix. Don has had about 5 flights and is very excited about flying. He may be interested in becoming a new member soon. Don is interested in electric flight and may need help in choosing some new planes. Please help Don in making his choices.



DANG ARF's

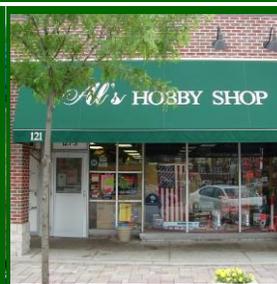
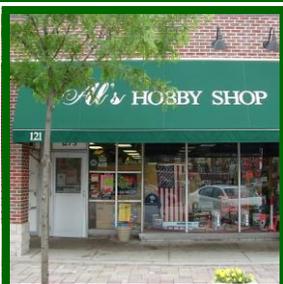




FVAC 2007 Instructors

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

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



Telephone: 630-832-4908

P.O.Box 449, 121 Addison Ave., Elmhurst, IL 60126

**We are one block west of York Road and two and one half blocks south of North Ave.
(Route 64) in the City Center of Elmhurst**

Monday: 12:00 to 8:00 P.M.

Tuesday through Friday: 10:00 A.M. to 8: 00 P.M.

Saturday: 9:00 A.M. to 5:30 P.M.

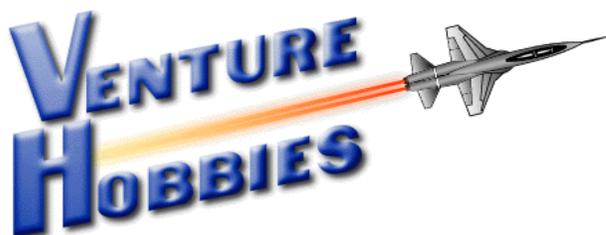
Sunday: 12:00 to 5:00 P.M.

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An Adventure For Hobby Enthusiasts



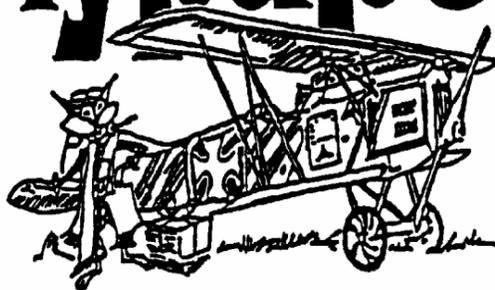
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Warbird of the Month Photo



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