

Fox Valley Aero's FlyPaper



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

October 2010



Academy of Model
Aeronautics
Charter Club # 252

AMA Gold Leader
Club



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

An Illinois
Not-For-Profit Corporation



*"we flew the S@#T our
of our Bandits"*

President Message

Jeff Anderson - jeff@taphousegrills.com

Winamac Indiana Last Wednesday Afternoon

President Jeff Anderson with FVAC Members Greg Wright & George Kreyling
"Yellow BVM Bandit Day"



Thanks to David Scott, Rob Lynch and all the help I've gotten from Mr. Tim Redelman last Wednesday, I was not only able to fly, but keep up with these two FVAC BVM Jet Pilots as we flew the S@#T out of our Bandits on a beautiful Wednesday afternoon in Winamac

IN. (About 2 hours from St. Charles).

Also, this weekend (Oct 15-17th) Tim is having a "Fall Fling" where everyone is invited to come down to the Winamac field and fly everything and anything you have and just have a great time!! So come on down if you

want, most of the Horizon Hobby gang will be out there with us also. If you do come, make sure to be home for your FVAC Turkey Fry on Sunday morning Oct 17 @ 10:00 AM until ?

Jeff Anderson



“try hard to squeeze out a few more week-ends of flying”

Vice President Message

Tom Siwek – tsiwek@sbcglobal.net

We're on the doorstep of finishing up another flying season at FVAC. Or should I say, most of us are wrapping the season up. A few hearty soles will be dusting off the skis and floats soon. We have much going on in club right now. Elections are around the corner. We're working with the village to manage the gun range situation. Planning is about to start for the Christmas party. The turkey fry is right around the corner and we'll soon be preparing

the field for the winter months. I hope you all can look back and find this to have been a good flying season. The field has been in great shape. We added the “juice bar” this year and took care of some maintenance items. We've had great turnouts at the monthly meetings and ton of airplanes for show and tell. The club is healthy financially and to top it off, we've added a bunch of new members this year. Overall, 2010 has been good to FVAC.

With that said, we have much to focus on in 2011 in order to keep our field the best in the Midwest. I know we're up to the task. In closing, try hard to squeeze out a few more week-ends of flying before the weather turns and get ready to start those projects for 2011. I know everyone's excited to see what'll show up on the tables for presentation.

Ciao for now,
Tom Siwek



Hold on tight folks.. cause this is coming faster than you think!

Fly Paper Editor note

Rich Erikson– newsletter@fvac.com

Hey everyone... WOW... October already! It is hard to believe... I did not get the flying time in that I wanted to get in this summer... and I am sure all of you feel the same way... with the exception of Cliff... I think Cliff as flown every single day that was fly-able... at least it seems that way... there has never been a day that I have gone out to the field and not seen him.. Dan is right up there too!.. I am a bit jealous I have to admit!

I have been having some issues with my Yak 54... she has been fighting me most of the season... the DA 50 , which should be running like a camp has had some of the field experts scratching their heads a bit... so having a itchy and twitchy engine has me on edge a bit while flying it... to say the least!.... and to top it all off I once again had fuel tank issues... had I gone the extra mile during the first repair I would not have had the second problem... ya see I attempted a fix on my original tank by grinding

excess material away from the neck of the tank and using the crappy stopper and cap over again... thought I had it working but as it turns out the ARF's hardware was below par.... Surprise... so I fixed it proper this time... I replaced it in total with a new one.. a 24 oz Sullivan and purchased the expensive fancy red anodized cap and stopper. Now knowing that my background is with Helicop-

ters and that we have to have any upgrade that is anodized (in matching colors) this was a must have.. I think the magic is in the anodizing process... with the help of leprechauns and unicorns these anodized parts make your aircraft mystical and protected from the gods of destruction... that's what I am going with anyway...Money well spent!

Rich Erikson



My wife holds one of my planes....why are you laffin?



“with the help of leprechauns and unicorns”

FVAC Annual Turkey Fry

All FVAC Members and their families:

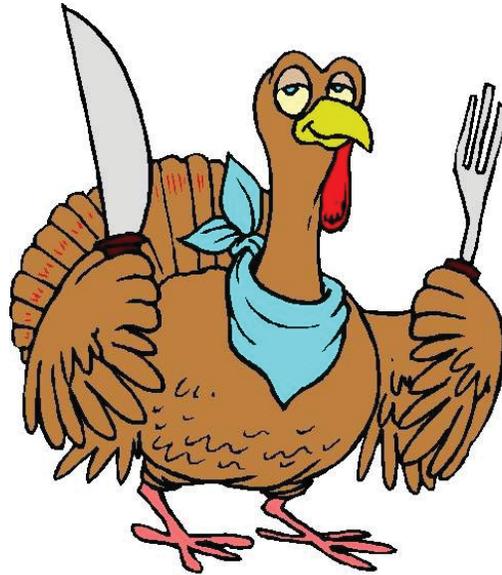
Mark your calendar for October 17th for the FVAC annual Turkey Fry!

Time: 10:00 - 4:00 pm with lunch (Turkey) being provided by the club.

This annual event has become very popular where we begin to conclude our flying season with some fun, food, and fellowship along with the day of flying. Please bring a

dish to pass and our top chiefs (Karl and Tom) will be asked to bring their turkey fryer and prepare the feast with

Cliff as our carver! More information will follow over the coming weeks and Fly Paper.



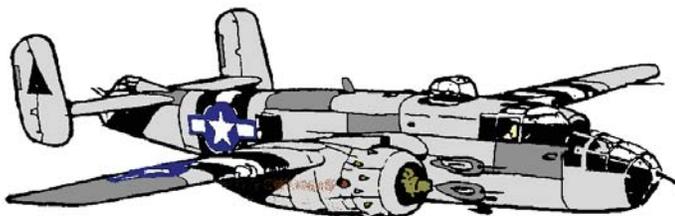
Big B25 Maidens at FVAC part two

I am FVAC member - my name is Paul Makowski and I took the videos of the Zirolu B-25. The link you included in the news letter is to one of the video pages of my web site -myprojectscentral.com. I usually have my camcorder with me

every time I am flying my own planes at the field so if any of the members would like to have a video made of their flights I will be glad to do so - simply let me know. I will post the video on my web site and YouTube (mudkeep2... here is a link to my YouTube

Channel - <http://www.youtube.com/user/mudkeep2?feature=mhum>), and I can also make DVD's if needed.

Regards,
Paul Makowski



Treasurer's Report

Paul Jacobs – paul_jacobs@att.net



“repairing the firewall on my Cub”

We are in great shape going into our last (and most expensive) quarter of the year. Expensive because all the money is outgoing and doesn't start coming in until the first of the year when dues are due again. The Turkey Fly costs a few bucks and the Christmas party is a fun time but we try to keep the costs down for the members and their wives by subsidizing the cost of attending and still keeping it a great evening. The appetizers were a hit last year and

we will try to expand on this idea as well as a few other surprises.

This has not been a good month for our membership with the death of two members and the injury of another. The sudden loss of my good friend Dominic is still rattling around in my head and it will take time for this to settle in... if ever. We then lost Rich Aranyos, a long time member and father of Jeff, after a short illness. Please keep them both in your

prayers. Then last Saturday, Tom Densmore did battle with an APC prop on his beautiful T-34 running full throttle. Tom said that surgery will be necessary but the outcome should be favorable for his two broken fingers.

Last month I mentioned is was repairing the firewall on my Cub and moving the DA 100 to the Sukhoi so I thought a couple of pictures would tell the progress of the story:





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

Secretary's Report

Tom Spriet – tom@etglass.com

Fox Valley Aero Club
General Meeting Minutes
September 9,2010 @ Township Hall

President Jeff Anderson called the meeting to order at 7:34 P.M.

Jeff praised Greg Bohler, Dave Brustle, and Walt Thyng for the concept and construction of "The Juice Bar" Thanks fells for a job well done !! Check out this month's AMA magazine, it's in there.

Today we had another great success at the field with the Glenwood school group. Thanks to all who made it a success.

The city has begun to dump solid waste again from its treatment plants to the west of the shed. It Stinks!! Really!!

The Turkey Fry/Fly has been rescheduled to October 17th. Come out, bring a dish to pass and enjoy the day with friends and family.

Secretary Tom Spriet: Tom spoke about his previous JR transmitter meeting and the upcoming 2.4 meeting with John Redman. The 2.4 receivers are actually a computer that are voltage sensitive and therefore battery management and awareness are very critical.

Treasurer Paul Jacobs: Reported positive balance in the club treasury

David Todd: The gun range has begun early operations. The cities have lost their current range agreements and must qualify for their respective departments. I will be looking into asking for them to provide visual indicators that the range is active, IE, Flags or signage.

Mel Ziska: Pattern Contest - Mel spoke of the upcoming pattern contest and asked for help if anyone was interested.

Jack Treadman Spoke of his experience from his flight with WWII veterans to Wash. D.C.

Tony Sokol made a reappearance to our meetings!! Great to see you Tony!!!

Membership Sal Perno: I have badges if you have ordered them.

New members: **Ron Kostas** from Rolling Meadows & **Dan** from Geneva

Show and tell:

John Fischer The Beast What a beauty!! Hey, The Beast is a beauty.
or is that Beauty and the beast? Hmmm

Mel Ziska Taurus

In Closing..

"DO NOT FLY OVER THE GUN RANGE"....

"DO NOT TALK WITH THE POLICE OFFICERS REGARDING RANGE ACTIVITY"

Direct all comments and incidents if any to JT, Our Government relations rep!!

President Jeff Anderson adjourned the meeting @8:45 P.M.

David Scott Maidens his full size Pitts

Hey guys the Pitts 8962M successfully flew!!!

Took off and climbed like a rocket. Maintaining 100 mph, I was near 1000 ft. by the end of the runway. Right away I noticed that I had to hold in about 3/4" right aileron stick. Later in the flight, I had a chance to observe that all ailerons were at neutral, except the upper right aileron was down about 3/8", thus the need for right stick to compensate. On the ground, the upper right aileron is neutral with the lower. Anyhow, I'm raising the aileron and will see how much it helps. I climbed to 3000 and brought the rpms to 2500, 120 mph indicated. Felt her out and the controls are remarkably balanced.

I climbed to 5000. At full power it took not much more than 15-20 sec. She'll maintain level flight with neutral elev. trim at 120 mph., but I'll definitely have to use down trim when flying faster. She seemed pretty stable in pitch attitude as I changed power. I started slowing her down and feeling the controls and frankly I didn't notice much of a difference, although, vibration definitely grows worse around 2000-2300 rpm. I assume that it's the prop harmonic that I've been told about? Below 2000 rpm she became a little smoother. I slowed and brought the airplane right up to stall several times while watching the airspeed. Power off stall starts around 58 indicated with maybe just a tiny right wing drop that I expect to disappear when I work out my upper right wing-aileron issue. I let down and flew around the pattern simulating landing setups at 2000 ft., idling upon starting base and arriving over the end of the runway at 1000 ft., while smoothly advancing the power to go around, I sensed the engine started running much much smoother, I mean, it was purring! At the same time, I detected out of the corner of my eye that the tach was bouncing between 2500 & 3500 rpm., but the rpms were clearly constant. I believe I started to notice the tach bouncing between 2100 & 2500 for several minutes prior to practicing approaches, but I thought that it was just vibration causing it. I most likely have to replace the tach cable.

My idle was fast (700 rpm static on the ground, 900 on base), so I was high on my first landing attempt and went around. I flew a wider base next time, and probably because I was carrying a little power, I greased the landing and rolled out right down the centerline! I'm going to try to reduce the idle rpm slightly before the next flight.

(editors note.. below is the second note from Dave and time has passed between the two letters..)

I flew the airplane again 2 weeks ago and now have nearly 8 hours on her. I've greased 4 of my 14 landings. I'll grease one and then chirp the next three! The dang airplane and controls are so effortless and perfectly balanced that there's no reason not to grease every landing. Each flight I'm becoming more aware of things -- and even noticed the windsock on short final for the first time yesterday. The biggest thing to get used to in flight is how much yaw there is with throttle changes (propwash) and especially during pitch changes (gyroscopic) with such a short fuse. I've added vortex generators near the rear of the turtle deck and that's made the tail a bit more solid. My prop has a pretty bad harmonic between 2000 and 2300rpms and flying while avoid that rpm range is taking some getting used to as well.

I seem to have fixed my roll trim problem (i.e., neutral wings at high speed, but rolling right at slower speeds) by reducing the up angle of the upper right aileron slightly and increased the angle of the trim tab, or at least it's close enough that I barely notice anything. I estimate that the roll rate is approx. 270 degrees per sec.. I've been gradually expanding the envelope and together with 160-170mph loops, hammerheads, and Cubans, and rolls of all types, I practiced left and right snap rolls yesterday and they were effortless! The engine's running great and I climb 2500fpm. So far I've discovered a broken hose clamp on an exhaust, my rudder cable was starting to rub on my batt wire, had to install an electric tach, and replaced a Curtis fuel drain that was leaking!!!!

David Scott





“common sense will need to be practiced”

Government Relations Chairman's Report

John "JT" Turner – jtgrassroots@yahoo.com

Greetings from the government relation department! Last month both Tom Spriet and I made a visit with the St. Charles Chief of Police (James Lamkin) to make introductions and learn about the activities with the rifle range east of the field. Office Lamkin indicated the field has had some target practice with some of the St. Charles PD and neighboring communities. To date, the range is not scheduled to open until next spring and there is still some excavating that has to be completed to meet the final plans. Officer Lamkin indicated they only ask if the FVAC members not fly over the range when officers are practicing. When the range is closed or not occupied, there is no issues with flying "outside" the airspace. As a good neighbor, I mentioned our club President has been communicating to the FVAC membership about the range and upcoming activities. Also, as a way to communicate range activity, it was recommend the PD construct a flagpole in front of the range and raise a flag indicating "range in use" as well as

the FVAC creating a sign posting "rules for flying during range activities.

Office Lamkin acknowledged most of the rifle range activities will take place over the weekdays with some minor practice on Saturday. Sundays will be "quiet" for range practicing. Similar to the FVAC events, the SCPD will have events on a few weekends in 2011 and it was agreed that both parties take schedules and work together so conflicts are avoided for key events! As you can see, both chapters will be active and good communication will be necessary.

All communications about the range should be directed to the FVAC government relations to

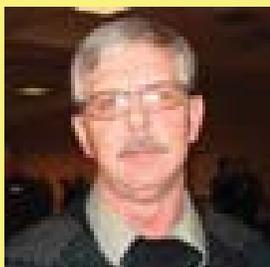
avoid any conflicts. Both Tom Spriet and I will meet again next spring about the progress of the range and provide our 2011 schedule of events. As of right now, please be aware of any police cars that might be parked by the range with some potential practicing. Common sense will need to be practiced for the "no fly zone" only over the range only! More information will be provided to the membership through email or posting at the field.

As a reminder, do not forget the Turkey Fry, Sunday October 17th. Come out out late morning and fly while our chiefs prepare the noon lunch which will be better than last year!.





“badges and ID’s are on their way, really”



“Thanks to everyone that helped with things at the field this year”

Membership Chairman’s Report

Sal Perno - thepernos@yahoo.com

Another month gone by, man where has this year gone!

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



Field Chairman’s Report

Greg Bohler – sbcglobal.net

We are fast approaching the end of flying season for all but the heartiest of flyers. The field held up very well this entire year. The turkey fry is being held a little early this year so we will not couple that with any kind of work. Bet your glad to hear that. Turkey fry day will be all about eat, fly, and have a great time. I will be calling in the dumpster and porta pottie to be picked up the first week in November. We will have a few minor things to do to button up the field for the season. We will take down the flags, and bring in the blast shields and grills. I will contact Steve Baker about winterizing the roller again. We have not decided yet what we want

to do with the juice bar for winter. I welcome suggestions.

The field will remain open. There just will not be many perks for the boys of winter.

Thanks to everyone that helped with things at the field this year and I will see everyone at the turkey fry.

Greg Bohler



Member Projects - Dana Berry's Extra

I may get the trophy for taking the most time on a build. I began this airplane in October 2004 and have finally finished it and flown it. It is a Midwest Extra. It is the later version with the airfoil tail. Wing-span is 80". Power is a ZDZ 40 gas with a Bambula the covering with your heat gun as if the graphics weren't there! Paint on the cowl and wheelpants is PPG Concept urethane purchased from Radio South. Radio is exactly what John Redman said not to do at our seminar last Saturday. He

recommends having all one brand. I have a JR 921 9 channel receiver with one remote receiver, Smart Fly regulator, fiber optic ignition, and power expander, three Fromeco batteries (1 ignition, 2 receiver), Futaba 9451 servos in the ailerons and elevators, a JR 8611A on the rudder, Futaba 9001 for throttle and Futaba 3004 for choke. Flight performance is beyond my abilities. Mike McConville designed this kit in his Midwest days, and it is fantastic. I made some modifications to

lighten it up. For example, the spruce spars were replaced with balsa spars laminated top and bottom with carbon fiber. Also, wing sheeting was switched from the supplied 3/32 stock to 1/16 balsa. That alone saved 4 oz. In the years since I began this kit my wife and I have had two children. That is my excuse for taking so long to build, and also my excuse for not making it to our field to fly more often.

Dana Berry







Chief Flight Instructor's Report

Dan Compton – trainu2fly@comcast.net

There is not very much activity in the training area(I've had to 'buy my own fuel' and fly my own planes). Well, that is not too bad because my planes were getting lonely hanging out in my basement.

Welcome, Dan Lotspeich to the world of remote control. Dan has a Hangar-9 electric trainer which for the last month we have flown many times. Dan has a simulator at home and has been using it to hone his skills. That and all of the flights we have had together has Dan taking off and flying around quite well. We are going to work on the most important aspect of

flying which is landing the next time out. Dan has landed several times and has not damaged his plane but he could use a little polishing. If you see Dan at the field please introduce yourself and make him feel welcome.

This does not fall into the training category, but I would like to welcome back to FVAC an old flying buddy from when I first joined in 1993. Jack Henderson has rejoined FVAC after several years away. Jack always had some new plane or gadget he wanted to try. On extremely windy days he would break out a kite and we would fly it. Now he is trying a

'piggy back' glider launch system. He and I have had two successful launches. He also has a glider that has a finger hold on the left wing for launching. Acting like a discus thrower, the launch is quite spectacular. I can't say that the twenty or so seconds of flight is up to par but it is something different. Welcome back Jack.

Recently seen at the field: I think she is pushing the Halloween season a bit since we have a couple more weeks until the happy occasion.

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



"I've had to buy my own fuel"



The flying witch returns for a low pass over the runway... must be the season!



Dan looking very confident and in control..no wait that's the boyscout.

2009 FVAC Flight Instructors

Dan Compton	cell: 630-664-6426	trainu2fly@comcast.net	Chief Flight Instructor
John Fischer	cell: 312-518-0075	jeffxx@comcast.net	
Cliff Fullhart	Home: 630-397-5033		
Alan Galle	cell: 630-697-8464	ajgalle@comcast.net	
John Horvath	cell:630-440-7398	horvatsky@comcast.net	
Paul Jacobs	Home:630-778-1184	paul_jacobs@att.net	
	Work: 708-728-9000		
Mike Kostecki	cell: 630-373-2722	mkostecki503@comcast.net	
Dennis McFarlane		highpd119aol.com	Not avail. Firday or Sunday
Tom Siwek	cell: 224-542-0323.	tsiw@sbcbglobal.net	Available primarily on Weekends
Bill Sponsler	cell: 847- 323-6578	bsponsler@comcast.net	
Jason Walsh	cell: 630-291-1872	jwalsh1@ameritech.net	





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

President

Jeff Anderson
 jeff@taphousegrills.com

Vice President

Tom Siwek
 tsiwek@sbcglobal.net

Secretary

Tom Spriet
 tom@etglass.com

Treasurer

Paul Jacobs
 paul_jacobs@att.net

Flypaper Editor

Rich Erikson
 newsletter@foxvalleyaero.com

*Where Friends come
 to Fly*

We're on the Web!

See us at:

www.foxvalleyaero.com

Support your local Hobby Stores

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

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

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

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

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



2010 Fox Valley Aero Club Calendar of Events

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