



Flypaper

October 2012



The *Flypaper* is a monthly publication of
The Fox Valley Aero Club

An Illinois not-for-profit Corporation

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Academy of Model
Aeronautics Charter
Club #252



New in this issue:
Officer / Chairperson Reports
IMAC Challenge Report *page 9*
Shots from the Field *page 12*
Meet the Members: Jason Flowers *page 13*
Swap Meet Flyer *page 17*

R. Thomas Flint's E-flite J-3
Cub 25 ARF makes waves on
floats. See R.T.F.'s article on
float flying on page 5.

R.T.F. photo



PRESIDENT'S MESSAGE Tom Spriet—president@foxvalleyaero.com

Members and friends-

There is no sense trying to sugar coat this message... Summer is gone and fall has taken over! The best of 2012's flying season is in the rear view mirror and soon the box elder bugs will be evicted.



October brings two important events to FVAC. The 5th annual Turkey fry / fly, which is a do-not-miss event. Last year's Turkey fry was probably the best-attended event our club has had since I have been a member. It was only trumped by our last pig roast. It's plain to see our members like to eat, so plan on

coming with your family and a dish to pass.

Second, is the election of the Officers and Directors who are tasked with the management and operations of the Fox Valley Aero Club. The process starts at the October meeting, closes at the November meeting, with results announced at our December, and final meeting of the year.

I urge you to come and participate in both. Come to the meeting—it's possible that you need not be present to win a position!!

Tom Spriet GHP



All FVAC Members and their families:

Fox Valley Aero Club annual Turkey Fry!

Time: 10:00 - 4:00 pm with lunch (Turkey) being provided by the Club. This annual event has become very popular. We begin to conclude our flying season with some fun, food, and fellowship—along with a day of flying. Please bring a dish to pass and our top chefs (Karl, Tom and Alan) will be asked to bring their turkey friers to prepare the feast, with Cliff as our carver! **Alert: it's October 21st!**



Chris Gini, with his caller Julia, competes in the freestyle portion of the IMAC NC Regionals with Dave Genovese's giant DR 109.

FROM THE EDITOR

Doug Swanson-newsletter@foxvalleyaero.com

Welcome to October. It's National Liver Awareness Month. Cheers to the liver!

This past weekend several Fox Valley Aero Club members attended the IMAC North Central Regional Championships, held at Eli Field in Monticello, IL. Several of us wore "Team Coyote" shirts—a tribute to our lost friend, Dan Knippen. A great time was had by all with great competition and camaraderie with fellow competitors. I was so busy flying, judging, calling maneuvers and talking with everyone that I only snapped a few pictures during the whole event. Unfortunately, I didn't come home with "wood"; I came in fourth out of five in my class. Nevertheless, it was still a great time.



Doug Swanson photo

On to this issue:

As promised in the last issue, R. Thomas Flint (R.T.F.) has written about his recent adventures in float flying with his E-flite

J-3 Cub 25 ARF. His article can be found on page 5.

I have prepared a write up on the IMAC contest held back in August. You can find it on page 9.

Dale Gathman has been busy snapping photos of members out at the field. His 'Shots from the Field' can be found on page 12.

This month's 'Meet the Members' features Jason Flowers. Jason has recently contributed to the club by assisting President Tom with the setup of the webcams out at the field. Thanks, Jason, for taking the time to share your story. Page 13

I hope to see you all at the Turkey Fry!

Doug

Great Planes
RealFlight 6.5
Airplane
Interlink
Mode 2
(GPMZ4480)





DECISION 2012



Over the next two months we will decide who will lead this club as officers and Board in 2013

The process begins at the October 11th general meeting with nominations. Nominate an incumbent, or someone new. Want to step up and offer your time for the good of the club?—make your intentions known. There will also be nominations at the November 8th general meeting. Soon after the November meeting our Secretary, Tony Sokol, will mail out ballots to each member of the club. Your vote for each position can be cast by returning the ballot in the pre-paid envelopes provided. There will be a due date for ballot returns specified by Tony—please make his job easier by responding in a timely manner. The votes will then be counted and the results revealed at the Christmas party on December 7th.

There will again be a special edition of the *Flypaper* dedicated to candidate statements. This will go out to the membership after the November meeting, before the ballots get mailed out. If you are nominated in October and want to be included in this publication, please start to prepare your statement and get it to me sometime around the November meeting. If you're nominated at the November meeting, please get it to me within a few days of the meeting.

Doug Swanson, FVAC *Flypaper* editor

Past Events of 2012

January 1	First-to-Fly Fun Fly
February 25	FVAC Annual SWAP
April 21	Member Work Day
May 26 & 27	Classic Pattern Contest
June 2 & 3	FVAC Pattern Contest
June 9	Kids Day
June 10	Fun-Fly & Pig Roast
June 15 & 16	Al's Helicopter Fun-Fly
July 21 & 22	Festival of Flight
August 4 & 5	IMAC Challenge
August 18	Cub Scout Rocket Day

Fox Valley Aero Club Calendar of Events

October 11	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 21	Fun-Fly & Turkey Fry	10:00 AM FVAC Field
November 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 7	Annual Christmas Party	Hilton Garden Inn
January 1	First-to-Fly Fun Fly	10:00 AM FVAC Field
February 23	FVAC Annual Swap Meet	Kane County Fair Grounds

Float Flying *with the E-flite J-3 Cub 25 ARF*

Article and photos by R. Thomas Flint

FLYING E-FLITE'S J-3

Cub 25 ARF on floats is an exciting experience. It combines the relaxation of fishing with the thrill of dodging fishermen and 16-year-old water skiers with the latest technology in RC flying. You can just imagine flying yourself in a remote region that a person can only get to by plane. Your only chance for survival is your skill as a pilot, or you may never return—unless the RC club recovery boat comes by and tips your plane back over.

In getting the J-3 Cub ready for float flying, I learned there are many right answers to any single RC plane problem and everyone has a different right answer. Although I am a newer pilot, I have spent many recent days in the middle of a lake at 6:30 in

the morning flying my E-flite J-3 Cub with E-flite floats from my boat and having great learning experiences. The following are only suggestions that I would like to share.

If a boatload of teens and preteens approach to watch, think your plane is so awesome, and anchor what you consider a safe 50 feet away—expect the unexpected. You may think you will impress them with your flying skills, but they will ruin your confidence as they yell “He is going to crash!” a hundred different ways, or fall into the water yelling “He got me, he got me.” A “Sorry guys, I am out of batteries” and swift exit to another part of the lake is always a better answer.



Plane preparation:

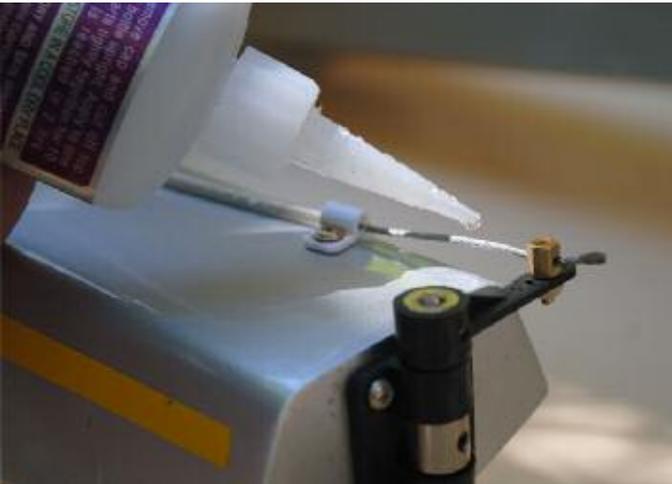
1. Assume your plane will tip over and mount your electronics appropriately. I placed the receiver in the safest, dry position just below the top wing, with the ESC also mounted high in the cockpit area. The electric motor can, and will, get wet.
2. Your water rudder may be the most important part of your plane when it comes time to takeoff, or make the plane return to your boat or land. Note in the picture the extra clamp to remove excess play in the rudder control tube and the use of CA glue to make the wire stiffer. I also use a longer control horn on the plane rudder to ensure maximum throw transfer to the water rudder.



this plane and are very durable and require no modifications. The plane is float-ready and has the second mounting plate built in.

Taking Off

1. The first thing that comes to mind is that you will never break a prop on the water runway. This softness of the taxiway means wind and waves create double the problem and must be thought about as you take off.
2. Face the plane into the wind as much as possible. Gently apply throttle or you will bury your plane in water spray from full instant thrust. Keeping the elevator neutral to slightly up, add power to get the plane up on the step of



3. Try out the water rudder and test taxis with the wing off. It makes a great boat for buzzing your friends from your dock

4. I keep the nut on the water rudder pretty tight to make sure it does not kick up on touch and goes, but not so stiff it will not move up when you coast up on the beach.
5. The E-Flite floats are made especially for



the pontoons (or up on plane like a boat) than add up elevator and take off smoothly.

3. Adding up elevator sooner will cause the



floats to drag and slow down your take off and may cause a very wet embarrassing stall and large splash if this is combined with full throttle and full up elevator too soon. But the J3 Cub is very sturdy and will survive, as you learn this lesson.

4. If there is a slight crosswind as you take off, unlike on land, you must anticipate this wing lift sooner and keep your wing low with down aileron into the wind side. Because water is so soft, the plane will tip very quickly if you get wind under a wing from the crosswind and over you go. But the J3 Cub is very sturdy and will survive, as you learn this lesson.

5. The second your plane is leaving the water, observe and remember the plane's angle. This may be the same exact angle you will want to do your landing to ensure the smoothest touch and go. It will reduce your bounce-and-go ratio.

6. If your plane is moving back and forth and all over the place as you are accelerating, stop and examine your rudder and water rudder. Your plane

will need to be going straight for a safe, smooth takeoff. But the J-3 Cub is very sturdy and will survive, as you learn this lesson.

7. Unlike a glow engine, if you have a splash incident with the water, the electric motor will not stop. Just gun it and go.

Landing/Touch & Gos

Every fisherman loves to watch and get closer and closer with their very quiet trolling motors. What 10 seconds ago was your landing runway is now a friendly greeting of "I love your plane." Never fly your plane to the full battery cycle. Allow for extra go-arounds for friendly fishermen.

1. At our flight field the runway is 800 feet long and never seems to be long enough. When sitting in the middle of a lake it is always long enough only limited by your eyesight. This said, you will need to get your plane back with your water rudder as a control, so I always try to have the plane land as close to the boat as possible.
2. In a boat you can always have the sun at your back and be crosswise to the wind.
3. Pontoons make the plane heavier. It is very difficult to just glide in your electric powered plane with power off. A gas engine always has power going so land like you have a gas engine with power on.
4. A good practice is to do a low pass and try

to make the plane go as slow as possible with minimum power. Get the plane to where you need to add a little up elevator, yet it is dropping at a controlled rate.

5. Now try and remember the angle the plane was as it left the water on takeoff. Let the plane touch down with power on at this angle and follow through, add more power and off you go again. Bounce and goes count also. If it is a big bounce and you have maintained some power, you can just add full power and go around again. (The E-flite J-3 Cub 25 ARF is excellent at any of these maneuvers.)

Enjoy meeting everyone when you are out flying from a boat or your dock. I place the plane on the boat's rear sundeck as I motor along slowly to find a place on the lake to fly. Every boater will wave or may greet you with a story of someone he knows who flies RC planes—and they are always bigger planes than yours. After all, they are fishermen.





VICE PRESIDENT'S MESSAGE

John Turner—vicepresident@foxvalleyaero.com

News Flash! The FVAC flying field just expanded within the last 2 weeks!

If you have not noticed, our 10-acre flying field appears to have gotten bigger with the harvest of the corn. I just flew last weekend and wow....., the depth perception is unbelievable. It makes a big difference when taking off and landing now as you can see your plane at a lower altitude even with a strong south wind. Even you foamy fliers can expand your "box" and not worry about the corn stalks trying to grab your model with some concern of a lost model. The enjoyment will last until next spring when we look forward to longer daylight and another planting of agricultural products. Hopefully, beans will be alternated in 2013.

During the next month, the FVAC will host their annual Turkey Fry! Date: Sunday, October 21st. This is always a great day for our members and their families. Our chefs will have turkeys and pork loin being served with many other dishes on trays, including some

special desserts. Be sure to charge a few models and enjoy the final fall days before the winter season comes around. Guys like me look forward to that "white stuff", where we can replace wheels with skis and do touch-n-go's on the snow!



Flyzone DHC-2
Beaver Select Scale
Tx-R (FLZA4022)

In closing, I would like to acknowledge to our membership and BODs that I will be stepping down as an officer during the upcoming 2013 season. I will continue to be very active with setting up our SWAP (Kane County Fair Grounds) and Toys for Tots campaign. Thank you to our Board and membership for allowing me to participate with various activities, while making our club a first-class place to fly; along with some great fellowship.

See you at the Turkey Fry and Fly Safe! JT

FVAC in the news

In the October issue of *Model Aviation* you will find a picture of our club's parade float in action on the streets of Geneva in the Swedish Days parade—check it out! It can be found in the "In the Air" column near the front of the magazine. Thanks to all who have made these parade outings a success.



Chicagoland Fox Valley IMAC CHALLENGE 6



*Report by Doug Swanson
Photos by Doug Swanson
unless otherwise specified*

The 6th annual Chicagoland Fox Valley IMAC Challenge took place on August 4th and 5th, 2012. The event was a great success, being one of the larger contests held in the North Central region. I want to thank the Club for allowing this contest to take place—the use of the field is greatly appreciated. I heard several comments from visiting pilots about how much they enjoy coming to our field to fly in this contest.

Paul Makowski photo



As many of you know, Dan Knippen ran this contest for 18 years. We were all caught off guard this summer when we lost him to cancer. Several members stepped up in his absence to carry on the tradition that he has built for all of these years. Mel Ziska stepped in as Contest Director, as he has done in years past. Paul and Dorie Jacobs donated their weekend again to run the scoring program for us.

President Tom Spriet donated time and materials to make two mirror plaques, which were made in honor of Dan—more on these plaques later. Two ladies, Vicki and Elaine, along with Dave Genovese, once again prepared excellent lunches for all of the pilots and their helpers on both days. Dan Rocha designed the award plaques, which Dale Gathman printed, along with pilot pictures for



each. Dan also created shirts in honor of Dan Knippen with the phrase “Zeros Suck!”—something Dan had on his plane at one time. Chris Nelson helped with sequence printing and pilot registration. My job was to keep flightline operations running and assigning judges for each of the rounds.

On Saturday, we registered the competitors and held a pilot’s meeting to explain the contest and field rules. President Spriet did a great job stressing the importance of not overflying the houses to the west and the 911 center to the east. We had spotters located in the driveway to the west watching for airplanes flying out-of-bounds. All pilots did a great job conforming with this tighter-than-usual aerobatic box. Thank you, pilots! We started the day with the intention of flying three rounds of the known sequences, but after round one, several pilots started to express concerns regarding approaching weather. After round two was complete (three rounds were squeezed in for the Basic class) we decided to call it a day and get things packed up. This turned out to be the right decision as a major storm came down on St. Charles with high winds and heavy downpours. No damage was incurred as everyone packed up their aircraft and took down their sun canopies in time. The only mishap for the contest happened during the first round as a wing panel departed an aircraft on takeoff resulting in a crash nearby in the corn.

Sunday ran smoothly with the upper classes flying their “unknown”, followed by another “known” round. Basic class flew two “known” rounds, as they do not have “unknowns”. A special guest came out on Sunday: Glenda Knippen. Dan Rocha presented one of the mirror plaques to her that he designed and Tom Spriet made. It thanked her and Dan for their many years of inspiration to the IMAC community. After the precision sequences were completed our lone freestyle competitor, Chris Gini, flew his routine to take the first place trophy. The awards for third thru first were then handed out in each of the five classes. At the end the second mirror plaque was awarded to the highest overall scorer across all classes. The first-ever Knipper Award went to the Basic class winner, Adam Falk. Congratulations, Adam!

We hope to hold the Chicagoland Fox Valley IMAC Challenge again in 2013. I also hope to recruit some more members to compete in the Basic class next year. I urge you to give IMAC a try—it can be a very challenging and rewarding experience. ✈



TREASURER'S REPORT

Paul Jacobs
 treasurer@foxvalleyaero.com

The flying season is winding down for 2012 and I notice more days starting below my 55 degree minimum. There will still be a few good weekends left, including the Turkey Fly on October 21st. With the treasury in great shape, the board approved my budget for the upcoming FVAC Christmas Party on December 7th—mark it on your calendars now. For our newer members, this event is put on solely for the members and their

significant others to start the Holiday season right by winning one of the many raffle prizes. More details to follow later.

With the October meeting we begin our election process by nominating people for board and officer positions. If you have a desire to work for the club by donating your time and talents, be sure

to attend this meeting and raise your hand. Our Secretary, Tony Sokol, will again be mailing out ballots after the November meeting and the results will be announced at the December Christmas party/meeting.

Speaking of Tony, he had the misfortune of having a fire in his garage which did some extensive damage to his home. He and Linda have had to move into a motel for a few months until the repairs are made. I was glad to hear no one was injured and I wish them a speedy repair job.

See you on the flight line, Paul



FIELD CHAIRMAN'S REPORT

Greg Bohler—gbohler@sbcglobal.net



We got our wish for a lot of hot dry weather for flying this year. I hope everyone got more flying in than they planned on. I have been very busy and still managed to get out to the field a little. My flights were uneventful, which is the way I like them. It doesn't matter what else happens as long as my landings are good. Then I smile all the way home.

We still have one event coming up and that is the turkey fry. It will be as usual a day of good flying and good friends. Make sure to attend this event. The same person that is responsible for the turkey fry has made sure to install and maintain the new cameras at the field. Now if you are not there you can still punch it up to see what fun your friends are having. Make sure to thank Tom for all of his efforts.

The sad part of this month's report is to inform you that we are coming up on the time of year that we start planning for winter. I will be calling the porta-potties and dumpster in for pick up the first week in November. I will plan a day for early November to put away all the amenities at the field. The grills, blast shields, and flags will be stored for winter. I will ask Paul to do an email blast a week before I plan to do this so if anyone is available to help we can make quick work of this and then get a few flights in.

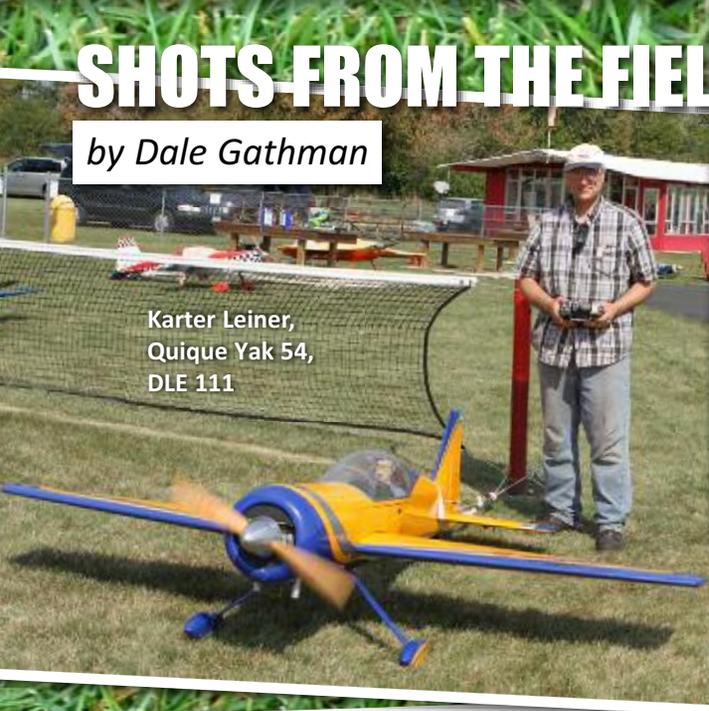
The field will still be open and operational all year round. It will just be a little less flier-friendly. The all-season flyers are used to this but I wanted to send this as a reminder to the new club members.

See you at the field, Greg Bohler

SHOTS FROM THE FIELD

by Dale Gathman

Karter Leiner,
Quique Yak 54,
DLE 111



Bob Boen, Wild Hare Edge 540T w/DA50. Note the wingtip smoke system that he installed.



Dave Brustle, Page Aviation Gee Bee R2 Cross Country Racer kit w/DLE30, Solar cover cloth w/Nelson Hobbies Latex Epoxy Paint.

Dennis McFarlane,
Great Planes
Phazer EDF



Jon Simich,
Hover Digital



John Carus,
Extra 260,
DA100





MEET the members

Jason Flowers

FlyP.: How long have you been involved in the hobby?

Jason: I have been flying fixed wing aircraft for about 5 years and helicopters for about 4.

FlyP.: How long have you been a member of FVAC?

Jason: I am going on my third year as a member of FVAC.

FlyP.: Please give a history of your RC Aviation past.

Jason: I started out by building a Great Planes Cub kit at the age of 14. However at that time in my life school got in the way, so I had to shelf the project. In 2008 I ended up using the equipment from the Cub to build out a trainer, and earned my wings with the Aurora Barnstormers. A year later I purchased a Raptor 30 off a friend to start my training in helicopter. During that time I had built some planes that needed an asphalt runway, so I joined FVAC. I currently maintain membership at both FVAC and the Aurora Barnstormers. In 2011 I was elected to the office of President of the Aurora Barnstormers.

FlyP.: Are you involved with full-scale aviation? If so, please elaborate?

Jason: No I am just a fan of full scale but that is far as it goes.

FlyP.: Are you forced to work to pay for this hobby? If so, what is your occupation?

Jason: I am a Network Engineer in charge of a global network for a financial firm located in Chicago.

FlyP.: Are you married? Have any children?

Jason: I have been married for 6 years and have no kids.

FlyP.: What are you flying currently?

Jason: I'm currently flying helicopter kits from Align: Trex 550E, Trex 600N and a Trex 700E. For fixed-wing I am flying a Great Planes Cherokee, Stinger 64 EDF, and a Top Flite Mustang 60, with more on the wall of disrepair.

FlyP.: Do you have any current or planned aircraft projects?

Jason: I am looking at building a Habu EDF and a possibly a Hobbico Twin Star.

FlyP.: What is/was your favorite model aircraft?

Jason: For fixed-wing nothing beats my Great Planes Big Stik. It is a very easy to fly, and forgiving aircraft.

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continued from previous page

FlyP.: What is your favorite full-scale aircraft?

Jason: This is a hard one—there are so many out there I love. The three that tie for first would be a F4U Corsair, Boeing F/A-18E and a J-3 Piper Cub on Floats.

FlyP.: Is there a dream project for you in radio control?

Jason: A dream project would be a large scale F/A-18 turbine-powered jet.

FlyP.: Is there anyone that you look up to in the radio control hobby?

Jason: I don't follow any of the competitions, but I have many friends in this hobby that I look up to.

FlyP.: Are there any facets of the hobby that you would like to try? (eg. a certain power system type, different type of aircraft, competitive flying)

Jason: I would love to get into the turbine world with a Boomerang Sprint.

FlyP.: Are there any embarrassing moments at the field you would like to forget—but are now remembering because I asked?

Jason: I know of several times where my ego has gotten the best of me, but one that comes to mind is with my Big Stik 60 v1. I was doing low high-



speed passes over the Aurora field, each time trying to get lower and lower. I was getting so close to the ground, it looked like I was going to touch. This is where my friend dared me to attempt a high speed touch and go. I lined up down the runway, full throttle and down elevator and missed the ground. Climbed out and came around again for another try. On the third attempt I gave it a little bump of down elevator and then boom, the plane hit the ground with a flat thud, I had so much forward momentum that the plane now took back off with out a running engine, leaving the gear on the ground. I made a 90-degree turn and softly landed it on the field. With my ego now bruised, I did the walk of shame to investigate the damage. Upon inspection, I noticed that I tore out the landing gear, broke the prop and the vertical stab had completely split in two where it meets the fuselage. The only thing holding the stab in was the rudder push rod. To this day, whenever I am

doing low passes my friends will yell out for another high speed touch and go.

FlyP.: What are your interests beyond model aircraft?

Jason: I have recently taken up trap/skeet shooting as well as normal pistol and rifle shooting. I have also designed a couple of websites for several friends and organizations including the website for the Aurora Barnstormers.

On Board the Biggest RC Plane Crash in History

“In a television first, we are doing the unthinkable – deliberately crashing a 727 passenger plane in the middle of the desert for the sake of science and curiosity.”



Tune in to the explosive series premiere of *Curiosity, "Plane Crash,"* on Sunday, October 7th at 9/8c!



SECRETARY'S REPORT

Tony Sokol—secretary@foxvalleyaero.com

Fox Valley Aero Club

General Meeting Minutes

September 13, 2012 @ Township Hall

President Tom Spriet called the meeting to order at 7:37pm.

The meeting was started with the presentation of the first of several Show and Tell projects. This one was a fine example of the H9 Phoenix 7 classic pattern plane displayed by **Mark Knoppkie**. The plane is equipped with H9 electric retracts, an OS-75AX engine, and guided by a JR 9303 radio.

Secretary Tony Sokol asked for any additions or corrections to the August minutes. **Joe Pedone** motioned to accept minutes as published seconded by **Sal Perno**. Motion passed.



Mark Knoppkie

Treasurer Paul Jacobs reported that the check book is in good shape actually putting us slightly ahead of this time last year. The budget for the upcoming 2012 Christmas party has been approved so it is time to make plans to attend. One of the few positive aspects of the dry summer we have experienced this year is the lower cost of gutting grass. This coupled with the fact that we essentially broke even with the Festival helped contribute to the slightly higher check book balance.

Field Chairman Greg Bohler responded to questions regarding the holes that have developed on the west side of the field which are estimated to be around 7ft deep. To preserve what little flying time we have left this year the hole can be filled with stone and the fine mesh grate will be put in place. Excavating now would disrupt flying so we will use the temporary solution for the remainder of the season.

Membership Chairman Sal Perno introduced new member **Fred Dickson**.



Fred Dickson

Todd (Rocket Man) Culbertson filled us in on the outcome of the very successful Cub Scout rocket

launch event. An estimated 50 scouts and parents attended making



Todd Culbertson

this one a great community relations event. Some of the events are available for viewing on You Tube. Hobby Town graciously donated some raffle prizes for the event.

John Fisher displayed his E-



continued from previous page



John Fischer

Flite F-4 Phantom powered by an 80mm electric ducted fan. The model is “small, it’s fast, and it’s gray”. After shredding two fan units Horizon service provided a new fan and motor. With the new power unit in place and working great John proceeded to scare the daylights out of himself being reminded that the model is “small, it’s fast, and it’s gray” which disappears rather quickly against an overcast sky. The last “landing” was in the corn field!

Newsletter Editor Doug Swanson reminded us that building season is rapidly approaching and it would be nice if members could share their projects with all of us throughout the year. Pictures and commentary showcasing our projects along the way during construction would be great to help pass the long winter days ahead. Building and flying tips for publication are also appreciated.

President Tom Spriet had the fortunate chance encounter with our neighbor to the west providing the opportunity to check on our progress of keeping our flight path in bounds. A noticeable difference has been observed and our efforts are appreciated. This is a work in progress and we must continue to work to preserve his faith in our desire to cooperate by keeping our flights in bounds.

Our very own **R. Thomas Flint** (Mr.RTF) brought his recently acquired NRF (never really finished) Cessna 182. The 72” model sports flaps that were added as well as many other modifications. Power is provided by an Evolution 51 engine that started on the first flip.



R. Thomas Flint

Mark Beezhold has been attempting to reduce some of the clutter in his hobby space and came up with a Nitro Planes ¼ scale Extra 300 ARF kit. Mark graciously offered the kit to the club to be auctioned off to help build the treasury. Tom conducted the auction and the plane sold for \$75. Thanks Mark.

Following the auction Tom reminded us that next month is the beginning of elections for the 2013 officers and directors. We will try the mail-in ballot again this year to see if we can get a better response than last year which was minimal.

Chuck Noyes filled us in on the continuing saga of the flying lawnmower. The intermittent problem was traced down to a badly crimped connector. Nice detective work chuck!

Dale Gathman displayed some of his really spectacular photographs of planes in flight. They get better and better each meeting. Thanks Dale.

A motion to adjourn was



Mark Beezhold



Dale Gathman

made by **Sal Perno** and seconded by **Paul Jacobs**. Tom adjourned the meeting at 8:13pm

Respectfully submitted,
Tony Sokol – Secretary FVAC

FOX VALLEY AERO CLUB

RADIO CONTROL

SWAP MEET

When: Saturday, February 23, 2013

Costs: Early-Pay Table Rental Discount if paid by February 1st:

Location: KANE COUNTY FAIR GROUNDS
(St. Charles, IL)

- Over 15,000 square feet of tradeshow
- Admission \$5.00 per adult, children under 12 FREE

- One table \$15.00 each
- Two tables \$12.50 each
- Three or more tables \$10.00 each

All table rentals after February 1st \$20.00 each
All table rentals include one free admission.

Where: 525 Randall Rd., St. Charles, IL
60175
(Use Randall Rd. entrance between North Avenue and Lincoln Highway/Route 38)

Checks Payable to: Fox Valley Aero Club
PO Box 837
St. Charles, IL 60187

Time: Tables ready for setup at 8:00AM

Open Admission from 9:00AM TO 2:00PM

What: BUY, SELL and/or TRADE RC
Aircraft, Helicopters, Radios,
Equipment, Cars, and Boats.
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 TABLE RESERVATIONS AND INFORMATION:

John Turner @ 630-443-7807

Joe Pedone @ 847-695-0328

SHOT *of the* month

John Fischer's E-lite Beechcraft Bonanza 15e ARF cruising at 10,000 ft. It looks as though Dale Gathman was riding in a chase plane when he snapped this photo.

