



Fly paper



October 2013

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

An Illinois not-for-profit Corporation

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Club #252



FESTIVAL OF FLIGHT

page 9

Brian Wituk photo

New in this issue: **The Versatile Metal Ammo Can** page 15
Rob Sampson Scratch-Built EDF page 17
Shots From the Field page 18



PRESIDENT'S MESSAGE

Tom Spriet—president@foxvalleyaero.com

Hey Guys,

As you well know, the 2013 flying season has flown by. While the flying field never closes, the best of the weather for 2013 has past. I saw our friend Dan Compton at the field the other day with gloves on. Next, he will be wearing his white, sun-bleached (used to be kaki) suit. This is an indicator that cold weather will, or is soon to be upon us. Paul Jacobs will also turn into a hermit when the temperature goes below 50 and be spending more time in the man cave. What that means to folks

like Sal and Cliff is the sky is not so busy, and they can fly whenever they want with no concern about conflicting traffic.

We have two events remaining for this year—the Turkey Fry and the Christmas Party—don't miss either event. These events are a gathering of friends with many stories to tell and relive. It's the other fun part of our club, with the camaraderie of its members that makes this club the great group that it is.

Very soon, you should be hearing news from our Government relations representative, Bill Sponsler, that we have the lease document in place for another 10 years at our location. Bill has been diligent and very pointed regarding our lease renewal and is well on track to that end. It's now totally in the hands of our city government to dot the I's and provide the much-anticipated lease renewal.

October is also the month that you, the club members, begin to decide who will represent its members. This is the time to make your voice heard; that you would like to help in the management of the day-to-day operations of our club.

For the last three years, thanks to your votes and confidence, I have had the honor to be your President. It's time for me to step down and once again be in the shadows. It's time to allow a fresh face to direct the club.

It really is a simple job, you just must listen to the membership, consider what's best for the members and implement the decision that is best for all.

See you at the field,
Tom Spriet
President

Great Planes Escapade
MX GP/EP ARF
(GPMA1202)



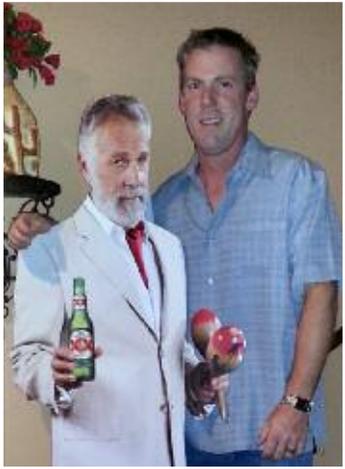
All FVAC Members and their families:

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 close 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 20th!



FROM THE EDITOR

Doug Swanson
newsletter@foxvalleyaero.com

Hey, folks.

October *Flypaper*—this one is jam-packed. I've pushed some content to next month's issue that I had originally planned for this month. A huge "Thanks!" goes out to everyone who has contributed recently.

Starting off this month is my report on our annual public airshow, Festival of Flight. Drawing great people and their aircraft, this event is the one to attend each year. Read all about it starting on page 9.

Dennis McFarlane contributes once again with a helpful article for all of the electric modelers out there. See his tip on page 15.

Rob Sampson has shared a project of his that was started in 2011. This scratch build takes the guts from a popular plane and transplants them into a new airframe. See his project on page 17.

Dale Gathman's 'Shots From the Field' start on page 18.

I'll see you at the meeting tomorrow and then the Turkey Fry on the 20th!

Doug



**P-51D Mustang
280 BNF Basic by
E-flite (EFL6150)**

20 years ago in the Flypaper

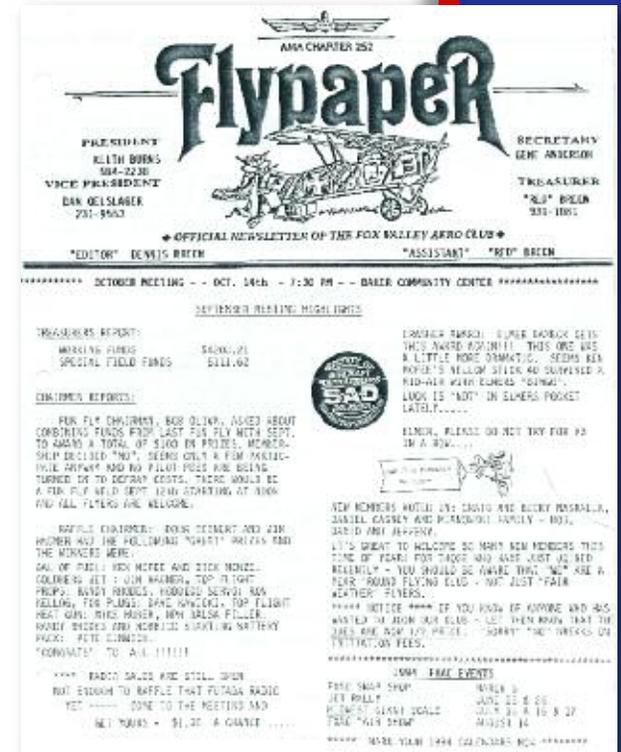
Elmer Baneck gets the Crasher Award again! Ken McFee's Yellow Stick 40 survived a mid-air with Elmer's "Bingo".

Show and Tell:
Gene Anderson brought in a Sig Midstar 40, powered by an O.S. .40 FP engine.

Dave Gustafson brought in a Joss Stick powered by an O.S. 1.20 engine decorated to advertise his profession: "RE/MAX Real Estate"

The Christmas Party is scheduled to be at the "Fox Hole", located below the Hobby Shop [Walker's].

For Sale: Yellow Aircraft F-4 Phantom Jet powered by O.S. .91 ducted fan engine; 5 servos; Spring Air Retracts; Thunderbird paint scheme. Complete, less radio: \$1600



October, 1993 *Flypaper*
image: Dale Gathman

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.



TREASURER'S REPORT

Paul Jacobs—
treasurer@foxvalleyaero.com

As the saying goes, "All good things must come to an end." Our streak of 8 years without a dues increase will end in 2014. Due to increasing costs of maintenance and probable increased cost of rent, the Board approved my recommendation of taking the dues to \$125 per year. President Tom also mentioned that we need to start thinking about the future and even with the anticipated 10 year renewal of the lease, we could still be looking for a new place to play in 2024. Failure to plan is a plan to fail.

Our finances are still on target for 2013 and we have three social events to look forward to yet this year. First, the Turkey Fly on October 20th—FVAC supplies the turkeys and members bring a dish to pass. This is a great flying and eating event that seems to grow larger every year. Second is the Christmas Party, being handled by John and Pam Turner, held December 6th at the Hilton Garden Inn in St. Charles. The final event of the year is an informal gathering of members who like to toast the Holidays at Rookies, in St. Charles.

My flying last month was fairly uneventful, although I did maiden the little Pitts and a U-Can-Do. The Pitts turned out to be more exciting than I would like, so I will turn down the controls and try it again next year.

Until next month,

Paul

FVAC Membership Renewal 2014

Dues are now due

Annual dues are now \$125

Family members* are an additional \$25 each.

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

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

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

or

Paul Jacobs
1010 Bankfield Ct.
Naperville, IL 60540



**DX9 9-Channel DSMX
Transmitter Only by
Spektrum (SPMR9900)**



DECISION 2013



Over the next two months we will decide who will lead this club as officers and Board in 2014

The process begins at the October 10th 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 14th general meeting. Soon after the November meeting our Secretary, Dale Gathman, 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 Dale—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 6th.

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

Fox Valley Aero Club Calendar of Events

October 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 20	Fun-Fly & Turkey Fry	FVAC Field
November 14	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 6	Annual Christmas Party	Hilton Garden Inn, St. Charles
January 1	First-to-Fly Fun Fly	10:00 AM FVAC Field
January 9	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
February 13	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
February 22	FVAC Annual Swap Meet	Kane County Fair Grounds
March 13	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall

Past Events of 2013

- January 1 **First-to-Fly Fun Fly**
- February 23 **FVAC Annual Swap Meet**
- April 27 **Member Work Day**
- May 27 **St. Charles Memorial Day Parade**
- June 8 **Kid's Day**
- June 9 **Fun-Fly & Pig Roast**
- June 14 & 15 **Al's Helicopter Fun-Fly**
- June 23 **Geneva Swedish Days Parade**
- July 20 & 21 **Festival of Flight**
- August 3 & 4 **Chicagoland IMAC Challenge**
- August 24 **Cub Scout Rocket Fest**



SECRETARY'S REPORT

Dale Gathman—secretary@foxvalleyaero.com

Fox Valley Aero Club Member Meeting Minutes

September 12, 2013 @ St. Charles Township Hall

President Tom Spriet called the meeting to order at 7:36 pm, and welcomed everyone.

Secretary Dale Gathman asked for any additions or corrections to the August 08, 2013 Member Meeting Minutes. None were voiced and the minutes were accepted as presented.



photos by
Doug Swanson

Treasurer Paul Jacobs reported that the checkbook is in good shape, normal for this time of year. There will be a few expenses to close the year out. Paul announced that tonight the board unanimously approved his recommendation to raise the yearly member's dues from one hundred dollars (\$100.00) to one hundred twenty five dollars (\$125.00), effective January 1st,



Paul Jacobs

2014. This extra money will cover upcoming known and unknown expenses. **Tom Spriet** mentioned that the City of St. Charles will most likely be raising the field rent when the lease is renewed, and the difference will be approximately fifteen to twenty dollars per member. The increase is needed to cover this cost. Tom mentioned that the member's dues have not been raised for eight years. He also said that we need to be thinking toward the future, as we do not have another option-to-renew after the next ten year lease is up. The possibility exists that the land around the field will get developed, bringing additional houses, which could cause concern. We may want to start a 'field fund' with any overage we receive from the dues increase after the field rent is taken out. We should know more about the lease renewal soon, as Bill Sponsler is going to be meeting with the City Administrator tomorrow.



Tom Spriet

Vice President Alvin Cole mentioned that he has been known as an 'enthusiast', and he showed us a photo* he took today of himself with his fleet of RC planes. He lined them all up in his yard (except four still in the basement) and took a photo of himself standing amongst the fleet. Alvin told himself that moving them from the house to the yard was his new 'exercise' program. This photo, as Tom Spriet alluded to on the web site, proves that Alvin is 'Just Plane Crazy'.



Alvin Cole

* see this photo on page 16

continued from previous page

Field Chairman Mark Knoppkie said that he is planning on leaving the two portapotties at the field until after the Turkey Fry event. At that time, he will have one of them picked up, and leave one at the field for the winter. Mark mentioned that everyone seems to be happy with the shorter grass, and that he has tried landing on it first hand with his Funtana. The landing gear did not depart the plane as it did in the past with the longer grass. He has also landed his jet in the grass successfully, and nothing broke or even bent. The corn will be harvested in about a month.



Mark Knoppkie

Tom Spriet announced that **Cindy McFarlane** is home from the hospital. The members expressed their relief with applause. Tom asked us to please keep the McFarlanes in our thoughts.

Flypaper Editor Doug Swanson reported that he is going to 'hang up his hat' as editor of the *Flypaper* at the end of this year. Hopefully, he will be able to get a little more flying in with the decreased responsibility. He said that it has been an honor working on the paper for the club, as well as a lot of fun. He doesn't want to give it up, but just doesn't have the time to spend on creating the *Flypaper* at the quality level that he has maintained during his time serving as the editor. Doug said that any potential editors out there are free to do what they want with the paper, and 'put their mark' on it. Doug said he would be glad to help the new editor out in any way possible. Doug will create the last three issues for 2013, at which time a new editor will need to take the reins. A Festival of Flight report is coming soon.

Membership Chairman Tom Flint expressed the wish that **Dan Compton** be in attendance tonight (he wasn't). Tom said that during Dan's absence from the field due to his illness, **Cliff Fullhart** did a great job of filling in as the primary flight instructor. Tom said that Cliff created an accelerated 'Cliff Course' of RC flying. Tom praised Dan Compton for the remarkable patience he has in training new pilots, especially on the 'buddy-box'. Thank you Dan, we missed you. There were no new members attending tonight.

Show and Tell

Tom Flint showed off his new Top Flite Corsair 60. Tom is looking for an 8" pilot for the plane. He searched the internet for '8" male pilot', and suggested that we not do the same, as he got some search results



Tom Flint

he was not expecting. He got this plane around Christmas time, when it was on sale on Tower Hobbies' site for \$150.00. It is normally around \$350.00. Tom installed the new Evolution 15cc gas engine. He said that it is very important that the high-heat tubing supplied with the engine be used, especially during the break-in period, when the engine runs very hot. Once the regular prop is installed, the engine runs at 200 deg. F. Tom has telemetry installed that displays the R.P.M. and temperature of the engine as well as the battery voltage on the screen of his DX8 radio. The plane has split three section flaps, and Tom explained that he found out that warbirds are very different from his Cessna 182, in that they will sink very fast if brought in too slow for a landing.

Paul Jacobs, in a rare occurrence, had a plane with him tonight. He showed his Pitts Special, which he bought from **Jeff Anderson** for \$100.00. Paul had a mishap with his Funtana, the servo wire pulled out. Fortunately, the Funtana had a YS-115 engine in it, and after being rebuilt by **Mark Knoppkie**, Paul installed this engine in the Pitts. Paul had it out to the field last week, and couldn't get it running reliably, so took it home. He found that this YS has a low speed adjustment on it, and that was the problem at the field. Paul believes the plane to be a Cermark Pitts, and expects it to 'go like hell' when he gets it back out to the field.



Paul Jacobs

continued from previous page

Mel Ziska displayed his new Aeroworks QB 3D Funstyle airplane. It is basically the normal airplane with the addition of two side-force generators on each wing. Mel said that it is unbelievable how easy it is to assemble. He installed a 30cc DLE engine. Mel installed the radio switch and fuel filler inside the easily removable canopy. Mel explained the 'opto kill' switch he installed, and recommended that when installing an ignition kill switch, that the triggering be programmed to the radio's rotary knob, not to a radio switch. This prevents an



Mel Ziska

inadvertent ignition kill, as you have to be much more deliberate turning the knob than hitting a switch. Mel used 'old' 4721 servos in the plane, except for an 8411 on the rudder. He used

a Futaba 6008 receiver. The battery is a 123 by Electro Dynamics.

Tony Sokol showed us his new engine starter. His old Dynatron on a 12 volt battery just wouldn't quite kick-over his 150 engine once it got hot. **Paul Makowski** showed him a starter on which he had installed an 18 volt Makita battery, and it had plenty of power. Tony made one of his own and it 'really runs'. Tony then adapted his belt drive 4:1 starter to an 18 volt battery. Tony tested it on Paul's DA100 and it spun it over with no problem. He believes it will probably turn over any engine at the field. The parts to hook up the Makita battery to the starters are available from A Finer Edge Manufacturing 'afineredgempfg.com'.



Tony Sokol

Dale Gathman showed photos he had taken from the field of **Mel Ziska's** Pilot Extra, **John Fischer's** F4 Phantom including a shot of the rotor blades flying out of the airplane, **Brian Wituk's** PT17 Stearman, **Kevin Kessler's** Oracle Challenger, and **Alvin Cole's** Cessna 182.

Hearing no further business, President Tom Spriet asked for a motion to adjourn. **Tony Sokol** moved, and **Mark Knoppkie** seconded. Motion passed unanimously. The meeting was adjourned at 8:15 pm.

Respectfully Submitted
Dale Gathman –
Secretary FVAC



Dale Gathman

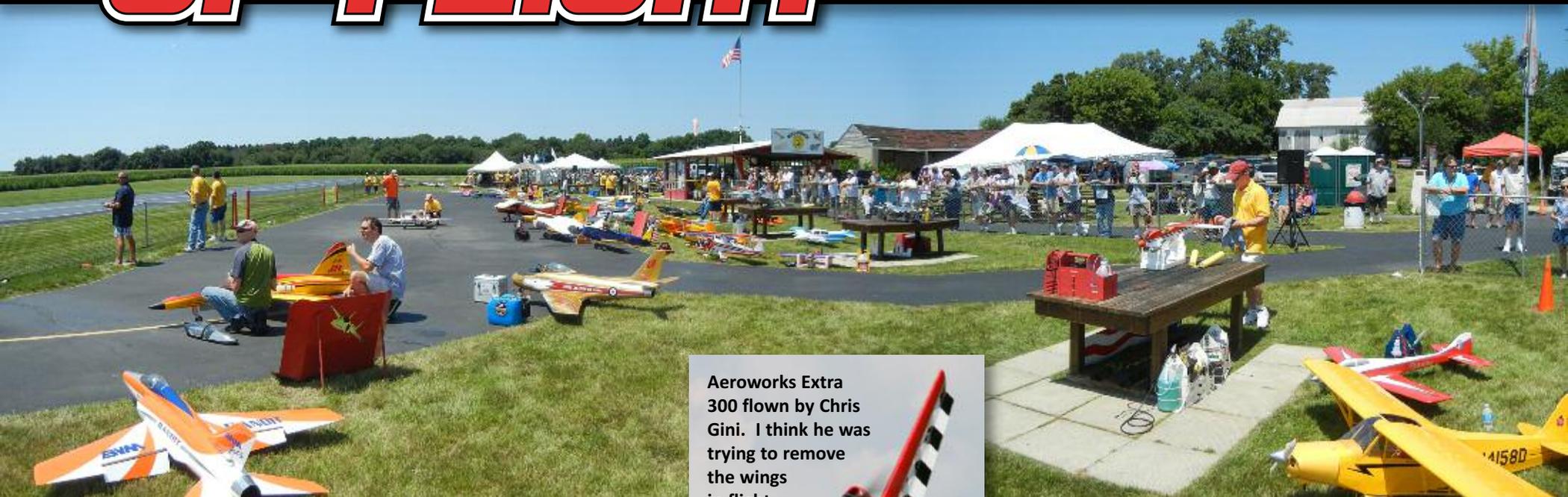
FESTIVAL OF FLIGHT



AT-6 Texan flown by Steve Gawlik. Byron kit, 88" w.s., G 62 for power

Report by Doug Swanson

Photos by Dale Gathman, Paul Makowski, Brian Wituk and the author



Aeroworks Extra 300 flown by Chris Gini. I think he was trying to remove the wings in flight.



A few of the spectators getting as close to the action as they can.



OUR CLUB'S FLAGSHIP event, The Festival of Flight, took place over the weekend of July 20 and 21, 2013. Attended by 75 pilots, many whom brought multiple aircraft, the Festival provided non-stop aviation excitement for all who attended. Each day consisted of open flying to all pilots, as well as an organized 'noon show' which featured some amazing piloting and aircraft. Over the course of each day spectators were treated to jets, helicopters, aerobats, warbirds, classics, gliders, and sport designs, employing all power types including turbines, gas, glow and electric.

Airwild Extra 260 piloted by Tom Spriet, 88" w.s., DA50



Buzzing the field from upright, inverted and everything in between was this Hellcat by Tom Lustig.



Alvin Cole's Hangar 9 Cessna Skylane. 98", O.S. 1.60 twin



Yellow Aircraft 1/5th scale P-40 Warhawk by John Fischer, D.A. 50 engine, 86" w.s., 28-1/2 lbs.



Dennis McFarlane's E-flite UMX ASK-21 after hi-start launch.



Great Planes Stearman flown by Steve Baker. Futaba radio, O.S. 1.20 4-stroke



Greg Wright about to burn up the sky with this BVM F-100 in Skyblazers scheme. 69" w.s. with Jetcat P-120SX turbine



Rich Gabrys brings his Sean Tucker Pitts in for a landing.



T-33 90mm EDF by Brad Siegel



Justin Proud's Thunder Tiger Raptor E820 stood still for just a split second to be caught on camera.



P-51 "Old Boy" by Doc Villa



Sig Rascal 110 by John Benauides. 110" w.s., Syssa 30cc gas engine



Mohawk M1C-K Pinto scratch built by Steve Baker.



Armin Weber took the reins this year as Contest Director (CD). The months of planning by Armin and the hard work during the event weekend, by both Armin and club members, produced a quality event that we can be proud of. I think we can all agree that the event was a success for the Club, spectators and pilots.

The weather cooperated this year during the flying hours allowing spectators and pilots near ideal conditions to enjoy all weekend. A storm did pass through the area on Saturday evening, dumping a large amount of rain on the airfield. The Civil Air Patrol warned those still at the field of the impending storm and all people, aircraft, and canopies were protected by the time the storm moved through.

The Civil Air Patrol had a presence at the field all weekend. Many cadets camped at the field in tents. They helped with security (both at the gate and the 40' x 80' aircraft storage tent), parking, and guest shuttling to and from their cars. Thank you, C.A.P., for your assistance year after year! www.gocivilairpatrol.com

The field was in great shape thanks to the efforts of Field Chairman Mark Knoppkie and several member volunteers. Field setup began several days before pilots began to arrive, and before the sun went down on Sunday, it was returned to its normal state (of awesomeness).

The noon-time shows were filled with a variety of aircraft. Steve Gawlik organized Saturday's show, while Chris Gini and the event's



Event Contest Director, Armin Weber



Helping spectators and pilots find their way were members of the Civil Air Patrol, Joe Pedone and Karl Griesbaum.

Saturday morning greeters: L-R Walt Thyng, Dennis Smalley & Bob Watson



John Turner and Alvin Cole gathered the necessary information to get pilots registered for the event.





Mitch Marozas spots for Justin Proud during the noon demos.



Justin Proud's Thunder Tiger Raptor E820



Mitch Marozas decided to trim some of the field grass during his demo flight.



contest director (CD), Armin Weber, took control on Sunday. The lineup on Saturday started with two helicopter pilots, Justin Proud and Mitch Marozas, putting their machines through maneuvers that just don't seem possible. These guys are amazing with the amount of control demonstrated over their aircraft.

Following the helis, came a gaggle of Cubs. Howard Bifeld, Cliff Fullhart, Steve Gawlik, Paul Jacobs, Sal Perno and Bill Suhr took to the skies with Cubs of varying sizes for some scale flying around the patch. The warbirds followed: Steve Baker—P-47, Erik Carl—Dauntless, Doc Villa—P-51, John Lombardozzi—T-28, Tom Lustig—Hellcat, Joe Felonk—Skyraider and John Fischer—B-25. These guys put on a demonstration that many in the crowd came specifically to see—warbirds strafing the field in high-speed passes. Next, Matt Brustle took to the air and gave a 3-D flight demonstration. Matt has flown at several of the past Festivals and his skills improve every year. Following Matt's flight, the sound of turbines spooling filled the air. Taking to the sky were Greg



Susan Galle helped to sell the custom-made Festival of Flight shirts



Sal Perno, assisted by Ed Gombash, leads the group of Cubs out to the runway.



Cliff Fullhart performs one of his signature touch-and-gos.

Wright with his F-100 Super Sabre, Dave Murray and his T-33 and Scott Adams with his Composite ARF Ultra Lightning sport design. Excitement was the norm with each jet flight flown. Chris Gini and Chris Hass

Tom Siwek mans the microphone, keeping the crowd informed throughout the weekend.



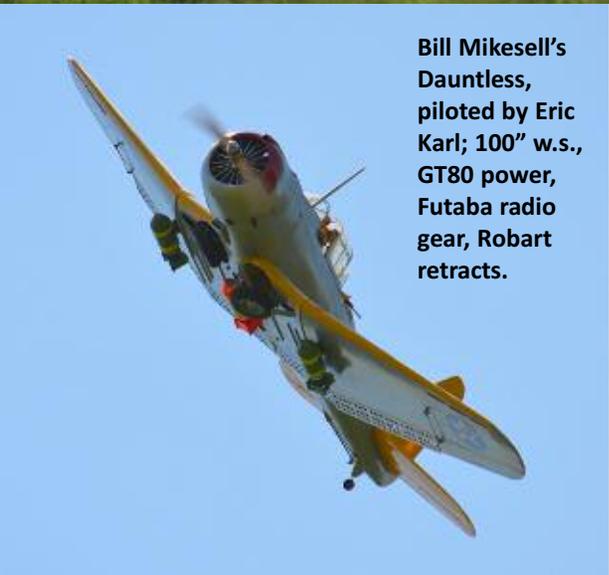


Joe Felonk's Douglas A-1 Skyraider on takeoff roll.

Paul Makowski and Dale Gathman each journeyed out to the firing range hill to take photos from a different perspective. Here, you can see Paul shooting John Fischer's B-25 during a high-speed pass down the runway.



Bill Mikesell's Dauntless, piloted by Eric Karl; 100" w.s., GT80 power, Futaba radio gear, Robart retracts.

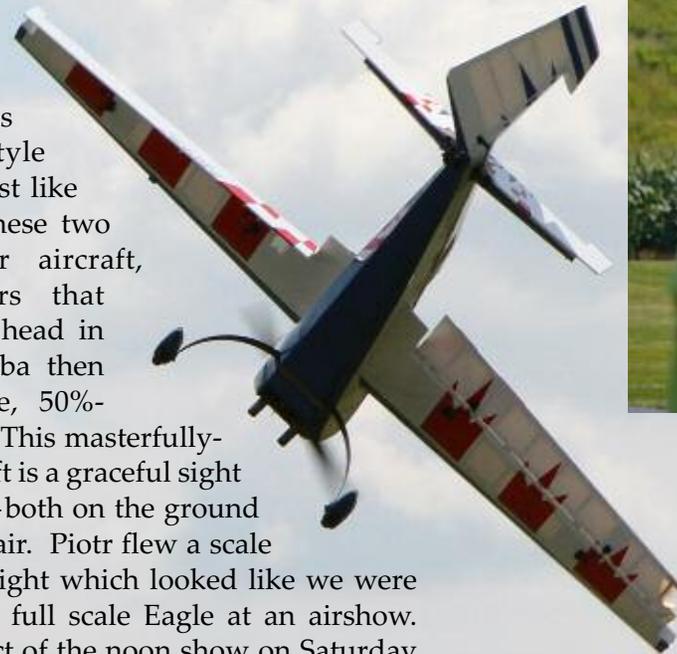


then flipped the props on their aerobatic monoplanes for their solo freestyle flights set to music. Just like the helicopter pilots, these two are masters of their aircraft, performing maneuvers that made you shake your head in disbelief. Piotr Niedoba then brought out his huge, 50%-scale, Christen Eagle I.

This masterfully-built aircraft is a graceful sight to behold—both on the ground and in the air. Piotr flew a scale aerobatic flight which looked like we were watching a full scale Eagle at an airshow. The final act of the noon show on Saturday was a combat round flown by members of the Prop Masters R/C Aero Club with SPAD aircraft. Sunday featured many of the same pilots and aircraft; with a couple additions. Guest pilots Brad Siegel and Jim Thompson flew electric ducted-fan jets (EDFs). Brad flew a 90mm-fan T-33 and Jim flew an LX Models twin 70mm-fan A-10 Warthog.

Keeping the crowd up to speed on all of this action was Tom Siwek. Tom served as P.A. announcer all weekend, providing information on the aircraft and the pilots guiding them—no easy task.

Following the organized noon show on each day, the spectators were invited out on the flight line to view the aircraft up close. This allowed the spectators to ask any questions of the pilots and builders of the aircraft. This is the portion of the event that becomes 'personal' to



Chris Hass whips his 120cc OMP Extra 330SC. Check those control throws with the plane only around 10-15' off of the deck. He routinely flew within a foot or two of the ground during his freestyle flights (note the missing wingtip).



Dave Murray's T-33 screams out of a turn, heading for show center with smoke on.

each attendee, with the one-on-one interaction with pilots and club members.

Bending Creek Barbecue was on site again offering a tasty menu of food and drink for purchase. Items like pulled pork, burgers, brats, dogs, fries, chips, nachos, slushies and lemonade were sure to satisfy anyone's taste.

This year was harder on aircraft than some of the previous years. There were at least six aircraft totally lost for a variety of different reasons. Let's hope for some better luck next year.

Keep your eyes open for the 2014 Festival of Flight. If you've never attended, put it on your must-do list for the year to come. ✈



Dave Murray's Scorpion takes to the sky.



Piotr Niedoba rolls his giant Eagle; 3W 220 4 cyl.



Matt Brustle's Slick 540 in high-alpha flight



Spectators flood the taxiway to inspect the aircraft they've seen fly during the morning.



The Prop Master's R/C Aero Club combat crew



The Versatile Metal

AMMO Can

by Dennis McFarlane

SINCE ITS INCEPTION as a weapon, ammunition has always been stored by the militaries of the world in some sort of container. From the middle ages, even as late as early World War I ammunition was frequently placed in wood containers for transport.

Although the first mass produced experiments with metal ammunition cans came about during World War II, the metal ammo can as we know it is pretty much a result of development during the 50s and 60s. The cans are waterproof, resistant to fire damage, and almost impervious to damage from outside sources, unless run over by something like a battle tank.

Like many people, I've used ammo cans for a variety of purposes. They make great tool carriers especially when travelling off the grid. And since they are waterproof and resistant to fire I'm even using a couple for storing important documents. Locked in the cans, which are in-turn locked in a safe, the documents will withstand a nuclear disaster.

Another great use for ammo cans is the storage and transport of lithium batteries to and from the flying field. I did not come up with the idea, I don't really know who did, but my first exposure was when Dale Gathman offered the use of one of his batteries so we could fly while my battery was charging. When I saw this I immediately realized what a great idea Dale had.

Lithium power sources are part of our everyday lives now, they're used in everything from cell phones to computers. Every company that manufactures power tools now offers a lithium battery package, and I've even seen a recent



Dennis McFarlane photo

advertisement for a lithium motorcycle battery. They are everywhere, but this wasn't always the case.

When first introduced into the modeling world lithium wasn't completely understood. The batteries were not being charged properly, they were definitely being stored incorrectly, and the results weren't always very favorable. As popular as the lithium battery is today, even when coupled to a quality charger, there are times when a swollen pack is the result. We've all experienced swollen packs, whether it's from improper charging, or exceeding the discharge rating of the battery, swollen packs seem to be part of electric aviation.

This is where the use of a metal ammo can plays a role in our hobby. They are a perfect way to charge, store and transport lithium battery packs. They come in a variety of sizes, and there is a whole lot more room inside one of these cans than most people realize, so they can

continued from previous page

handle almost any size battery pack with ease. If needed, it doesn't take much to engineer a couple of dividers, foam works great, but even corrugated cardboard will do in a pinch. Constructed to military specifications doesn't hurt one bit as the can will absorb any punishment modelers would dish out with normal use, leaving the contents intact.

Up until the ammunition crises of a year ago, metal ammo cans could be found anywhere. As an avid target shooter I was buying ammunition in bulk and at one time and had trouble giving them away. Unfortunately, this is no longer the case, like the supply of ammunition, the supply of cans has dried up. Still ammo cans are the perfect transportation module for batteries, so if you are an electric pilot ask friends if they have an extra and look around places like military surplus stores. Avoid the popular plastic version commonly available at hunting supply stores. They do not offer the sort of protection the metal can offers.

I've used a metal ammo can for a couple of flying seasons and can attest to its usefulness. It might take a little searching to find a metal ammo can, but the peace of mind that comes with the proper handling, care and storage of lithium batteries is worth the little bit of effort. **DM**



Vice President Alvin Cole and his fleet. Photographic proof that Alvin is an enthusiast, obsessed, 'just plane crazy', aficionado, devotee, collector, addict, fanatic, nut, lunatic, lover, supporter, maniac, freak, activist, haunted, troubled, preoccupied, fascinated, admirer, buff, expert, connoisseur, appreciator, maven, believer, participant, zealot, hobbyist, accumulator...

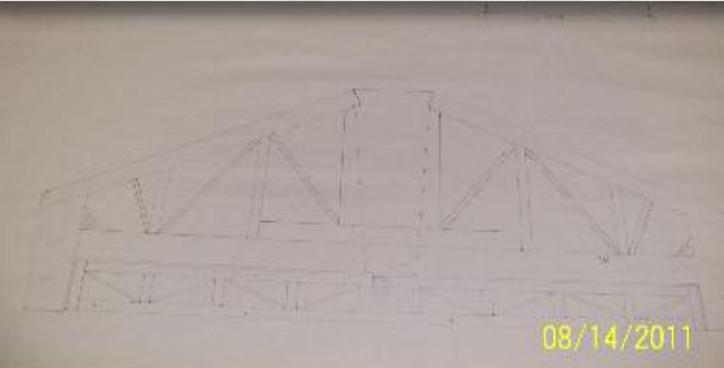


Photos of Dale Gathman's ammo can. Dale: "Cardboard insert is used to push battery leads down below the cover before closing and prevent pinching of leads. Storage location is in the basement, on the cement floor, on a stool, and away from flammables. Even in the box, if a battery does catch fire, the box will most likely get hot, so it shouldn't be stored on or near flammable materials."



Rob Sampson *scratch-built* EDF

I started this project in 2011 when I was given a crashed HABU EDF. I had a HABU and wanted one with retracts. I started this project before ParkZone offered the new HABU with retracts. I drew up my own plans and started cutting balsa. I had trouble visualizing the final shape of bulkheads for the fuselage, so I decided to make a fuselage out of poster board so I could make adjustments and get the final complex shape of each bulkhead. This mockup worked great. Once I had everything designed, I disassembled the poster board fuselage and used the pieces as templates to cut the plywood bulkheads. The CG looks to be good. I hope to get it in the air soon.



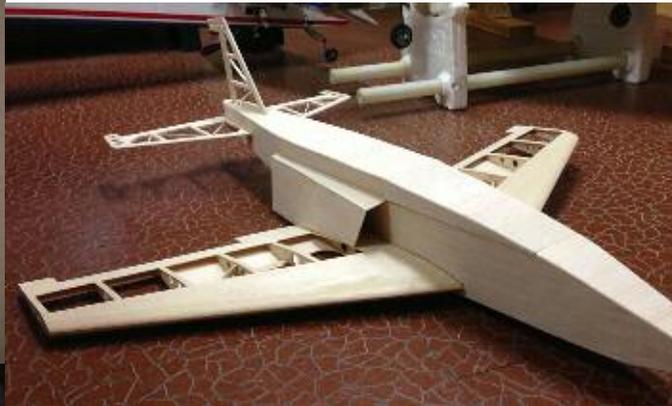
08/14/2011



12/20/2011



06/16/2012



SHOTS FROM THE FIELD

by Dale Gathman



Mark Knoppie - Hangar 9
Funtana 125 w/O.S. 1.60 Twin



Paul Makowski -
Hangar 9
Edge 540
33%
w/DA100



Brandon Makowski -
Extreme Flight Yak54
160 w/ZDZ-40-RV



Doug Swanson - ParkZone Albatros;
Dale Gathman - ParkZone S.E.5a



John Fischer -
Hangar 9 Beast
w/DA120



Jason Boettcher E-Flite Ultra Micro
Yak54 180 with AS3X stabilization.

SHOTS FROM THE FIELD

by Dale Gathman



Alvin Cole – Hangar 9 Jackal w/OS55AX



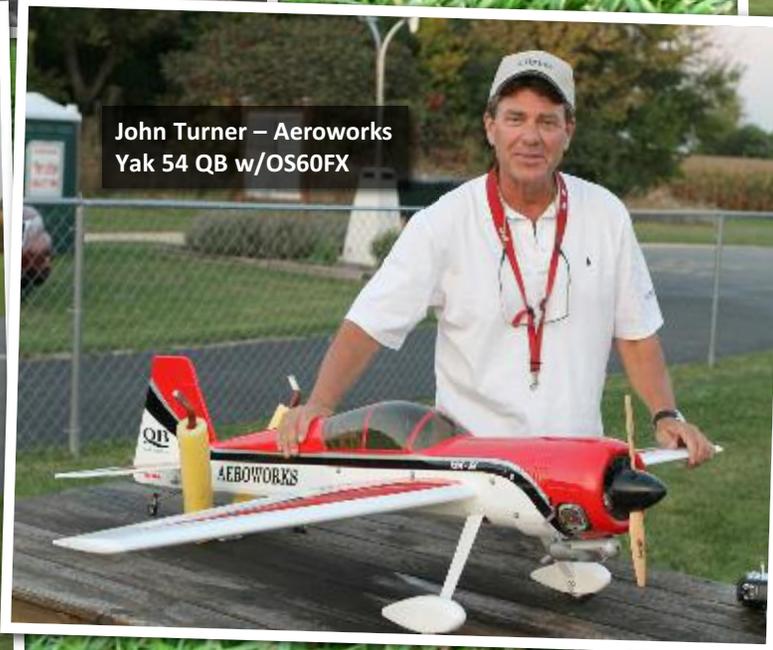
Rich Gabrys – RC-FACTORY.EU Flash (made of Polypropylene Foam)



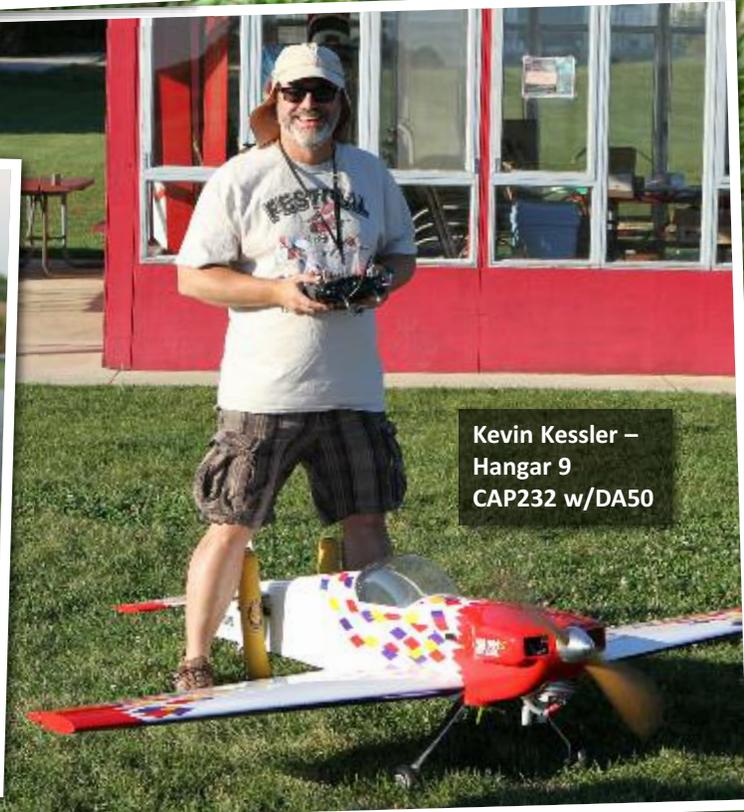
Dan Rocha – E-flite UM Mig15



Doug Swanson – Parkzone Stinson SR-10



John Turner – Aeroworks Yak 54 QB w/OS60FX



Kevin Kessler – Hangar 9 CAP232 w/DA50

SHOT of the month

Have you seen the new aerial photos of our field on the website? [Click here to go directly to them: Our Field](#)



President Tom Spriet and member Dennis Smalley took off from the DuPage airport about 9:00 am on September 17th, with Dennis at the controls of a Cessna 172. They made one pass around the field at about 1000' AGL (above ground level). Tom clicked off several photos with his Nikon SLR to document the beauty and current conditions of our field.

Tom says, "I like this picture the best. It shows a plane on the upwind for runway—lets call it 27—at the Fox Valley Aero Club. I believe it was Dan Compton at the controls with a student on a buddy box cord."

FVAC NEW MEMBERSHIP FORM

New Member Assessment Fee: \$300.00 (For new memberships only.)

- 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:** (Junior Members only) _____ **Dues Amount:** _____
 _____ \$ _____
 _____ \$ _____
 _____ \$ _____

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

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Home: _____
Work: _____
Cell: _____

Your E-mail Address: _____

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