



The Fox Valley Aero Club

An Illinois not-for-profit corporation

Flypaper



September 2007

Club President

Jeff Anderson

Club Vice President

John Fischer



AMA Charter 252



Editor: **Paul Jacobs**

paul@mertes.com

September 2007

Club Secretary

Julian Pugh

Club Treasurer

Bill Simmons



AMA Charter 252

Congratulations to Dan Knippen and Mel Ziska as the Fox Valley Aero Club IMAC Challenge 2007 was very successful with 34 pilots participating in our first event.



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President's Message

By Jeff Anderson



The Best FVAC Weekend of the Year

**A lot going on in Jeffrey's life right now.....fill you all in at the meeting.
.....anyway**

This past weekend at the field was just what I needed. John Redman and his family stayed with me all weekend.

The Horizon Gang all came up Sunday to spend the day....

I want to thank all my friends! In the last 2 weeks I've really found out that I have the best group of buds that anyone could ask for!

Thanks!!

President Jeff

Vice –President’s Report

By John Fischer



Wow! Did the summer of 2007 pass quickly? It seems like just yesterday that we were enjoying all the festivities of our Fox Valley Aero Show. As I write this the kids are back in school and the summer vacation in Cancun, just missed the Cat.5 hurricane Dean, is over. The good news is, if the rain ever stops, we still have several weeks left of the flying season. Speaking of which many of you have not seen me out at the field. I have been diligently working on the wing of my Cessna 310 and finally have it back together. I should be back out at the field soon. I really look forward to seeing everyone at the next meeting.

I have attached a picture of an amazing model; get out your checkbook, hopefully Paul can post it in the newsletter. There is also a link so that you may see it in flight, pretty cool.

Until next month, see you at the field.

Regards,
John

http://www.mcgirt.net/RC/VIDEOS/Giant_B52/B52_flight2.wmv

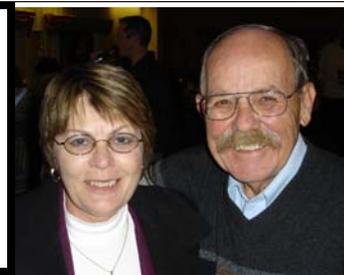
http://www.mcgirt.net/RC/VIDEOS/Giant_B52/



Secretary's Report

By Julian Pugh

Minutes of the August 9, 2007 Meeting



President Jeff Anderson called the meeting to order at 7:30 P.M at the FVAC Flying Field.

Julian Pugh read letters received from Scott Mortensen, General Manager of Iron Mountain and John Redman of Horizon Hobbies congratulating the club for the fine Air Show that was held.

Julian requested and received approval for the July minutes as published in the FLY-PAPER.

Dan Knippen reviewed the upcoming IMAC Event and stated that 27 pilots had pre-registered and another 10 are expected to show up on opening day. He requested help from all members in staging the event.

Jeff Anderson announced that we had made approximately \$1,000 on the Air Show.

Greg Bohler handed out gift certificates to Bill Brown, Dave Brussels and Mark Knoppie for their outstanding contribution to the Air show. The club members extended their thanks to Greg Bohler for his great job with the event.

Dominic Saverino and Paul Jacobs reviewed the current field tax problem the club has with the City of St. Charles for back property taxes owed on the field.

Jeff announced that FVAC had won the recent fun fly with the Chicago Land Aero Modeling Club. Congratulations members and especially Dan for his masterful catching of the thermals.

New member Vince Maryanski, Naperville, IL was introduced to the club members.

Show and Tell items were shown by the following members.

Dave Brustle	Extra 230	Joe Cubalchini	Big Stick
Terry D'anca	Extra 330	Mel Ziska	R-60

The meeting was adjourned at 8:46 PM.

Julian L. Pugh

Secretary

Fox Valley Aero Club

Treasurers Report

By Bill Simmons



As we are entering into September it is time to start asking for people that want to be a part of the leadership of this club to raise their hands and let us know you wish to run. Several positions, including my own will be vacant next year. There has been early interest in the Treasurers position by Paul Jacobs. Like me, Paul is a CPA and someone I would trust with the keys to my house. Paul has been with this club for many years and is definitely a mover and shaker when it comes to getting things done. He is solely responsible for making our newsletter the best out there. My personal support will go to Paul however that should not prevent some else who may be interested to run against him. After all, it is the membership, not the leadership that determines who the next year's leadership will be. Unopposed elections are rather boring as well. I myself will be running for a Board seat. I still want to be involved in the club's direction but mainly I just want to fly my airplanes and let someone else worry about the money.

For 2008 and beyond the new Treasurer will need to start planning for the future. He/She will be faced with all kinds of crazy ideas on how to spend the clubs money. He/She will be the person who is blamed when we don't have a brick fire place or heated flight stations. When we were told that we had to move from our old field we had almost \$60K in the bank. We knew that the day would come that we would need money so we started saving early. Now that this field is paid off it is time to start thinking about the next one.

I understand that Dominic is running for President next year as Jeff has decided, like me, that he just wants to fly his airplanes. Dominic is a true leader. He has all of the skills we will need to take this club to the next level. We would be in terrible financial shape if wasn't for Dominic and his family. We need someone who understands the politics of leasing a field from local government. As you probably guessed I'm voting for Dominic. Enough said.

How to make your plane crash proof

I have been flying for over 30 years and have crashed more airplanes than I care to think about. I could easily afford the most expensive of Jets available with the money I flew into the ground. When the plane crashes do to my dumb thumbs I take it as a learning experience and move on. However there are several causes of crashes that occur because of issues beyond my skills as a pilot.

I am currently flying my third Smith Miniplane. The first one had a cheap after market switch harness that decided to let go in the middle of a perfectly executed snap roll. I quickly built a second one and crashed that into the trees because I had discovered a bad servo during preflight inspection . I immediately took action and temporarily replaced the bad servo with what I had on hand, a micro servo. Never trust plastic gears. My current one almost crashed because the servo tray broke lose due to a bad landing and I failed to check the plane for potential structural problems. It was fun to land the plane with a preventable radio snafu but I did it. What is the lesson here? Check everything before every flight. Make sure up is up and down is down on

Treasurers Report

By Bill Simmons



your transmitter. Servo reverse switches get thrown by mistake at least once a year at our field. Leave nothing to chance so that the next time you bring your pride and joy home in a bag you will have the satisfaction that it was your piloting skills that put it there and nothing else. As for your piloting skills always remember to keep flying the airplane all the way to the ground. Most bad landings are caused by the pilot lining the plane up about 10 feet off the ground and then watching it land.

I was looking at my jet the other day and noted the multiple redundant systems I purposely added to it. I have two sets of two batteries with built in crossover circuits in case of a failed cell. Both batteries plug into a power box that will automatically shut down if it detects a problem automatically switching over to the good pack. The power box maintains a constant voltage to the Spectrum receiver that I added so that there is no chance of the computer in the receiver going below 3 volts and rebooting. It also sends 6 volts to every servo so I get maximum torque on all controls. I use the Spectrum on the jet for three reasons beyond the fact that you don't have to stand in line for a frequency. First, until the JR 12x version comes out (Why drive a Toyota when you can drive a Lexus) it is currently the best available. More importantly, it transmits outside the range of mechanical noise issues found with Jets and Gas burners. The receiver has three antenna locations so range should not be an issue. The switch harness on the power box will keep the circuit open in case of failure. In other words, if I were to tear the harness off the plane the power would still get to the receiver and servos.

I used plastic locks and shrink wrap on all of the servo connections and tied off all air and fuel lines with wire. I tape the wires going to the rudder and elevator with heat reflective tape as far from the tail pipe as possible.

I've seen several expensive planes damaged due to gear that went up rather nicely but when the time came a failure in the air lines prevented them from coming down. To prevent this from happening to me, I added a failsafe device to the air line that will drop the gear automatically if the pressure drops below a predetermined psi. I expect to never see this failsafe engage but it is comforting to know that it is there.

Should you do all of these things to your plane? Outside of checking the controls before ever flight and pulling on the control surfaces after you come back it is up to you. Just ask yourself what the plane is worth to you and act accordingly.

Spiderman Jet Rally will once again happen this September 27th thru the 30th. It will be held in Winamac Indiana, about 3 hours away. I plan to go out early Saturday and spend the day there. They have a first rate field and a fireworks show put on by Ralph Braun that is unequalled. The best jet jockeys in the country will be there. Including a couple that came to our event. There will be three to five jets up in the air at all times. Tim Redelman and company puts on a real don't miss show. There is room in my car so let me know if you want to come along.

bsimmons@ges.com



Fox Valley Aero Club IMAC Challenge 2007

For our first IMAC the contest went very well with the help of our Club members and contestants alike. First I want to thank a few people starting with Mel Ziska for being the CD, sound man and Judge. And Dominic for setting up the food, and the guys that served lunch for the two day event. I must say the food was much better than most contests I've attended. Thanks also to the impound guys, and score sheet runners. Special thanks to Terry D'anca for doing the two days of non stop scoring and still had time to compete. Dave Genovese who helped in coordinating the event He also donating the engraved cups for the Freestyle... To Vicky that took all the pilots pictures. Also to my wife that helped with registration, and to all those that helped prep the field before hand. Everyone was really impressed with our clubs field. Thanks to Paul Jacobs, Tony Sokol, and Mike Bargman for the use of their EZ-ups. I didn't have a work list but have your names and I will sign you in at the next meeting.

As with most contests Saturday morning was a little hectic. We had a total of 34 Pilots, 10 Basic, and 7 Sportsman, 9 Intermediate, 5Advanced and 3 Unlimited. Registration and making name tags put us a little behind schedule. But once we got the two flight lines going things went very smooth. All the classes flew two rounds and the smaller classes got in three. We then had three pilots each fly their own 4 minute Freestyle to music. Our own Dave Genovese took 2nd place honors in the Freestyle. Saturday was long and hot but everyone had a good time.

Early Sunday morning a storm rolled through that overwhelmed about three EZ-Ups that ended up in the dumpster. But by 6:00 am it was Sunny and getting hot. We started flying at 9:30 with basic flying their Known's and the rest of the classes went through one sequence of the Unknowns that were handed out after Saturday's competition. We then all flew another round of Known's. I think we finished the contest before 3:00 and presented the Picture plaque awards to first second and third place finishers in all five classes.

Thanks to all the Judges that weathered the hot Sun made the Contest a success. We flew about 120 rounds of two sequences, and 24 sequences of Unknown and not one midair or crash. I think we only had a couple of tail wheel problems, a loose header and one cracked gear plate. Not bad for two days of flying.

We had Pilots from seven states in our region and one from Canada that drove 8 hours to get here and took 1st place in Unlimited.

Thanks,
Dan Knippen



**And the winner of the 2006 FVAC/CRCM Fun Fly Challenge is...
Fox Valley Aero Club!**



By: Tom Siwek

You know how they say that things, particularly bad things, tend to happen in threes. Well, this held true as the 2007 edition of the FVAC/CRCM Fun Fly Challenge got underway.

The first event, two minutes of touch-n-go with a roll on each circuit, was not kind to the FVAC side. Both myself and Mel Ziska busted landing gear mounts. Before you can blink an eye, we're two flyers down. Fortunately, the rest of the FVAC team made it through unscathed. On the strength of Terry D'anca 13 touch-n-go's, FVAC won round one with 50 (touch-n-go's) to 48 for CRCM.

In the next event, Dixie Death, FVAC didn't fair so well. For this timed event, the flyers had to taxi their aircraft out, turn 180 degrees through a set of cones, take off, and perform three rolls, three loops, three spins then land. Oh, and the taxi portion had to be done with the pilot facing away from the runway with a spotter talking him through the cones. Only after the pilot passed the cones, could he turn around and face forward to fly.

We learned fairly quickly that flying was the easy part, getting talked through the taxing process proved to be a trick. Valuable time was lost by many of the pilots negotiating this phase of the sequence. While watching the follies ensue, Merlyn Graves looked at me and said with a chuckle “not exactly sure how I’m going to do this one. My plane has no tail wheel.” Well, when Merlyn’s turn was up, his concerns came to life. It took him “a little” time (like 90 seconds) to get through the cones and get into the air.

In contrast Brian Novak of CRCM completed the entire sequence in 56 seconds! Needless to say, his was the best time of this round.

Cliff Fullhart was completing his sequence and coming in for landing, he clipped one of the cones used for the taxing portion of the event. While the cone strike didn’t do him in, his attempts to bring the airplane back into control were ultimately unsuccessful. The result was a broken fuselage that Cliff could literally fold in half. The third airplane was now done for the day (see, things happen in threes).

Ultimately, CRCM beat us in this event by a combine total of over 4 minutes. The contest was now even. Worse yet, FVAC was also three pilots down. By this point, we weren’t particularly optimistic. That is until Mel went into his bag of tricks. Mel had a back-up plane; one of his trainers. Use of a back-up, anyone’s back-up, was allowed provided each pilot’s primary plane was un-flyable. While Mel’s back-up ship was less than ideal for the Dixie Death event, it was just the ticket for third and final event, a 20-second climb-n-glide. In this event, Mel, Cliff and I all flew the trainer. FVAC was now back to full strength.

With the first few pilots, the event was neck-n-neck. Then Dan Compton took to the sky. With only 20 seconds of climb-out, Dan pulled out a total time of 8 minutes and 19 seconds! He must have caught a wicked thermal. Since this round was being scored as total time in the air for the top 6 pilots from each team, Dan’s 8-plus minute effort sealed the victory for FVAC. When it was all said and done, FVAC took 2 of the 3 events and the trophy.

A big thank-you to the guys who came out to fly and represent the club; Terry D’anca, Dan Compton, Cliff Fullhart, Allen Galle, Merlyn Graves, Gary Koester, Tom Siwek and Mel Ziska. Additional kudos to Terry and Dan for their outstanding performance in events 1 and 3 respectively.

Last, but not least, a big thank-you to CRCM for hosting this year’s event. Those guys had a great turn-out from their club and an awesome catered lunch from Brown’s Chicken for all attendees to enjoy. The FVAC team had a great time and shared a lot of laughs. We’re all looking forward to hosting next year.

Tom

This was sent by member Tom Spreit which I thought you might like to read as well:

Remember it takes a college degree to fly a plane, but only a high school diploma to fix one. Reassurance for those of us who fly routinely in our jobs.

After every flight, UPS pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by UPS pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, UPS is the only major airline that has never, ever, had an accident.

~~~~~

P: Left inside main tire almost needs replacement.  
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.  
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit  
S: Something tightened in cockpit

P: Dead bugs on windshield.  
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent  
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.  
S: Evidence removed.

P: DME volume unbelievably loud.  
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.  
S: That's what friction locks are for.

P: IFF inoperative in OFF mode.  
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.  
S: Suspect you're right.

P: Number 3 engine missing.  
S: Engine found on right wing after brief search.

P: Aircraft handles funny. (I love this one!)  
S: Aircraft warned to: straighten up, fly right, and be serious.

P: Target radar hums.  
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.  
S: Cat installed.

And the best one for last.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.  
S: Took hammer away from midget

# Field Maintenance Report

By Greg Bohler, Chairman

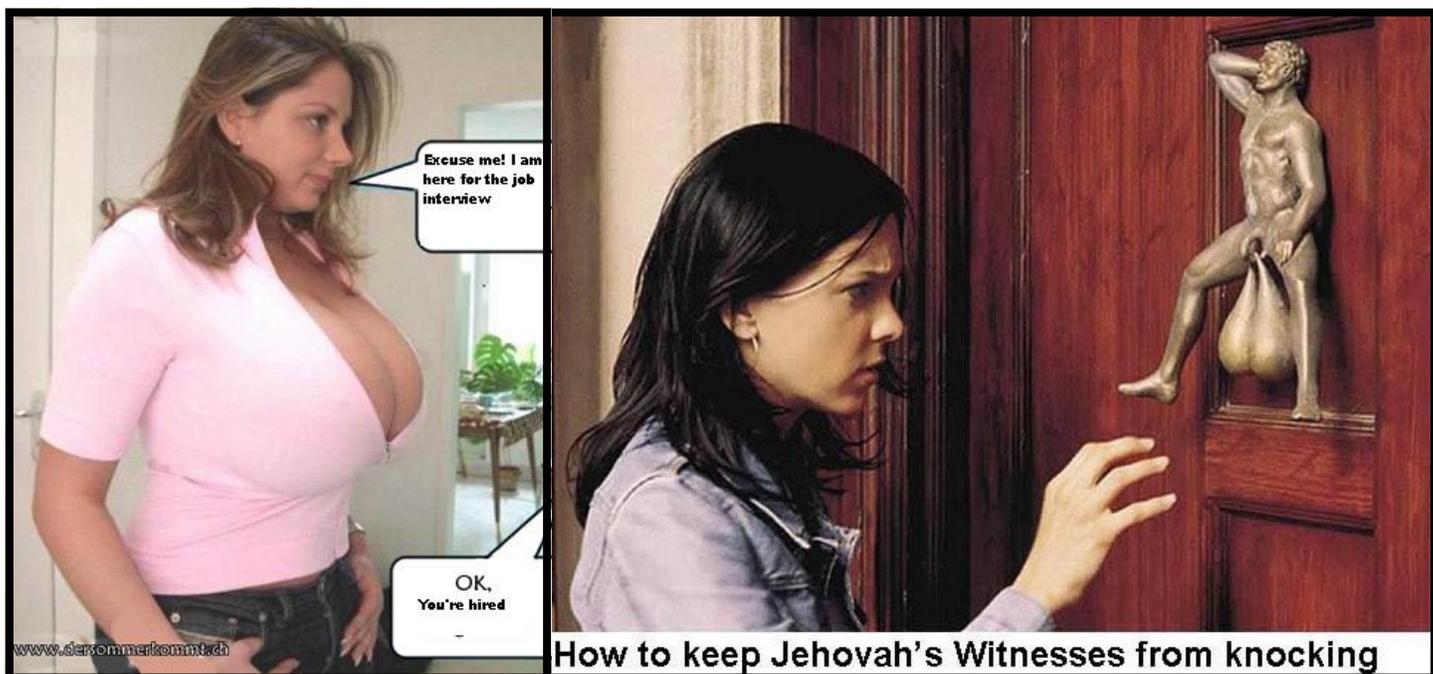


The field looks beautiful. You would think we had added an irrigation system. Although the rain has been great for the field it has really slowed down the flying at the field. I hope everyone has taken advantage of the lull to do some midseason tweaking and repairs. We will still have a lot of time for a lot of flights before winter.

The monument also has been temporarily put on hold. The weatherproofing that was done seems to be doing the trick. The mortar work is on hold for dryer times.

The only other thing I feel I need to mention in this article, is a combination of Field and safety. We had an incident at the field where one of our club members thought the hold down rope was attached to the blast shield. Reality was that the rope apparently was only snagged on the eye bolt. When he started his plane, the rope let loose. He did do the coolest little dance and luckily escaped injury and plane damage. Please make sure to double check that these ropes or your own tie downs are really tied down and secure before starting your plane.

I hope to see all of you dry and flying soon.





If you are looking for something unique to do on September 1st & 2nd, there is the Morris Sky Fest Air show going on at the Morris airport (south on Rt 47). You could also get a ride on a B-17 or B-25 if your wallet is feeling a little heavy.



## 2007 YAM Air Show Schedule

### FLIGHT EXPERIENCES

\* Flight experiences on our aircraft are available beginning in April and running through October. Reservations are required for flight experiences on both the B-17 *Yankee Lady* and the B-25 *Yankee Warrior*.

**B-17 Flight Experience**, \$425.00 per seat, 1/2 hour airborne.

**B-25 Flight Experience**, \$400.00 per seat, 1/2 hour airborne.

For flight information or to reserve a spot on a flight, please contact the museum at 734-483-4030.

You may also send an E-mail to the following addresses.

- For B-17 flights and information: [b17flights@yankeeairmuseum.org](mailto:b17flights@yankeeairmuseum.org)
- For B-25 flights and information: [b25flights@yankeeairmuseum.org](mailto:b25flights@yankeeairmuseum.org)

# City Relations

By Dominic Saverino, Chairman



**You might have heard that I have been talking about running for President of the Fox Valley Aero Club.**

**I would like to formally say yes I am!**

**I would love to take this club to the next year 2008.**

**As you know for 2008 we already have some hurdles going up for us and the best we can do is make sure they don't become road blocks.**

**Paul Jacobs (your next treasurer) and I have met with the city to go over our property tax situation.**

**We negotiated a payment plan of:**

**2005 taxes to be paid now: \$1730.36**

**2006 taxes to be paid in January of 2008: \$2339.84**

**Going forward we will pay our taxes 2 times a year May and August just as you would for your home.**

**We have no choice other than to pay this. We have learned some valuable information from this and we need to make sure that it doesn't happen again.**

**1. We are going to get a P.O box in St. Charles for our mail to go to.**

**2. When a organization (i.e. AMA-city-police-news paper) were to contact you or send you something that has to do with the FVAC it is your responsibly to forward it to the proper party. If you don't know who that is please forward to the President.**

**We all need to understand that this is OUR club and it is not up to one or two people to run it.**

**Thanks,**

***Dominic***

# Fun Fly Report

by Allan Galle, Chairman



This past months fun fly was on August 4<sup>th</sup> at 9am. There were 7 contestants.

The event was Mini Pattern, and the object was to pick 5 maneuvers from a list and fly the pattern that you have chosen.

## Expert:

Armin Weber 1<sup>st</sup>  
Steve Gawlik 2<sup>nd</sup>  
Dan Compton 3<sup>rd</sup>  
Rob Sampson 4<sup>th</sup>  
Alan Galle 5<sup>th</sup>  
John Turner 6<sup>th</sup>

## Novice:

Tom Siwek 1<sup>st</sup>

Norm Johnson and Bill Brown were the judges

The next fun fly is “Touch n Goes” on Sept 15<sup>th</sup> at 10am.

On July 29<sup>th</sup> a few good pilots traveled to the Chicago Land RC modelers field for a fun fly showdown. Those who attended had a lot fun competing for the coveted trophy and bragging rights for a year. The events this year were touch n go with a roll in-between (roll n go), blind taxi/Dixie death, and climb n glide. FVAC won the roll n go event with Terry D’anca leading the way with 13, CRCM won the blind taxi/Dixie death, and FVAC won the climb n glide with Dan Compton leading the way and putting FVAC over the top with a time of 8min 16sec. Thank you to CRCM for hosting the event.

Next year the event will be at FVAC.

# Membership News

By Jason Walsh



Membership report August 2007

This month we welcome the following new members:

Robert Tucker

Vincent Maryanski

Victor Miller

If you see these guys out at the field give them a warm welcome.

Also of importance is that as of August 31 my email and phone numbers will change. My new information is as follows:

Email: [stallturn@comcast.net](mailto:stallturn@comcast.net)

Phone: 630-291-1872

Please make note of these changes.

Not a lot of news to report so until next time be safe.

Jason Walsh

## FVAC 2007 Instructors

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

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

# Safety Corner

By Karl Griesbaum

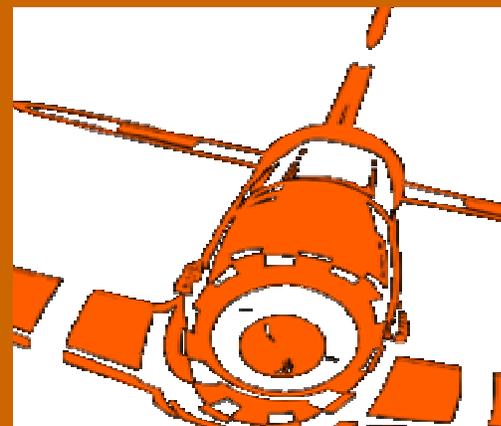


Karl is on vacation in Alaska this month probably looking for this bush pilot.



[www.vulis-archives.com](http://www.vulis-archives.com)

Reach for  
**robart**



**630-584-7616**

**[www.robart.com](http://www.robart.com)**

# Instructors Corner

By Dan Compton



Time sure flies. It seems like just yesterday I was writing a newsletter article for the May newsletter and now it is time for an article for September. The days are getting shorter (Booo) – just think, a couple of months ago we were still flying at 9 o'clock in the evening and now it's getting dark at 7:30. Soon it will be dark at 5 o'clock, so get out and enjoy our tremendous field now.

Training has picked up and there have been some new faces at the field. Several new and prospective members have been out and enjoyed the new exciting experience of flying on the buddy box. Jason Walsh and I helped Greg Mercer by getting his plane air-worthy and helping him on the buddy box. Greg did very well and should be soloing soon.

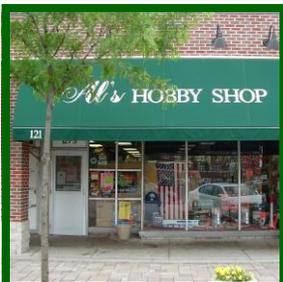
Eric Reiner has had several good experiences on the buddy box with me and is very excited about the flying hobby.

Tow Siwek has been helping his dad Tom Siwek, Sr. by showing him how it's done.

Mike Greenwald from Channahon, Illinois has made several trips to the FVAC field for help in getting his Hobbico Trainer-60 engine tuned and has gotten about six flights. The last time Mike was out, we practiced landing and take-offs. Mike plans to become a FVAC member. Welcome Mike to the club.

For more exciting news, Andy Przybysz who has been a junior member since 2006 soloed on August 3, 2007. Congratulations to Andy.

Dan Compton – Chief Flight Instructor



**Telephone: 630-832-4908**

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

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

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

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

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

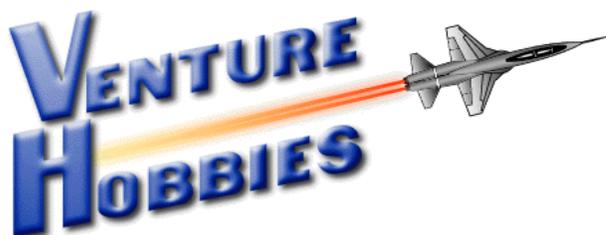
**Sunday: 12:00 to 5:00 P.M.**

# **HobbyTown USA®**

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**23 Huntington Lane Wheeling, IL 60090**

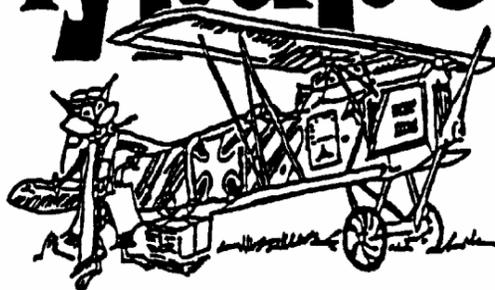
**847-537-8669**

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# Warbird of the Month Photo



# Flypaper



## FOX VALLEY AERO CLUB

An Illinois Not-For-Profit Corporation