

Flypaper

September 2011



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

An Illinois not-for-profit
Corporation

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**A Boeing 787 lifts off at the EAA AirVenture show
in Oshkosh, Wisconsin** *Dale Gathman photo*



New this month:
Warbirds and Classics over the Midwest 2011
Meet the Members: Dale Gathman
Merlyn Graves' Beech Starship 2000A

IMAC Contest Report
Shots From the Field
Jets Over the Heartland 2011

AMA Gold Leader Club



1936 75 2011
Academy of Model
Aeronautics Charter
Club #252



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

Members,

Hey, can anybody tell me where summer went? I have been so looking forward to summer getting here and flying more than last year. I just looked at the calendar and it's gone, behind us, history, and I don't know about you, but I've flown less this year than last. The flying season is not over by any means but it is picking up speed and soon to look like fall. Speaking of flying or specifically "flies", if you want to enjoy a day at the field, be prepared to have combat with limitless squadrons of those pesky little creatures. Put a fly swatter in your field box!

As I write this note I must say we are very lucky to live here in the Midwest and not have to contend with a woman by the name of "Irene". Yea, we have to deal with snow and cold and a nasty storm once in awhile. We don't have the devastation of mud slides, earthquakes and forest fires like the folks on the west coast. We also don't have to contend with the devastation that is upon the folks on the east coast. "Hurricane" is just a word to us, and something to fill up the news, but to those who have to live it, mother nature can be a real "Bitch".

Back to FVAC... At our last board meeting a little old, and very overdue business was taken care of with a unanimous decision to make our friend and

founding father, Bob Walker, a lifetime member of our club. When and if you are lucky enough to see him, be sure to go out of your way to say "Hi" and thank you for FVAC! **Thanks Bob!!!**

Now get out there and FLY!!!

Tom Spriet

All FVAC Members and their families:

Mark October 23rd on your calendar for the 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 and Tom) will be asked to bring their turkey friers to prepare the feast, with Cliff as our carver!

Carbon-Z Scimitar
BNF by E-flite
EFL10180



VICE PRESIDENT'S MESSAGE John Turner-vicepresident@foxvalleyaero.com

As the summer flying continues to be in full swing, now is the time to take a few minutes to look over your aircraft and radio for a mid-season check up. If you are like me, you want to fly without any issues and not have any "unexpected mechanical problems" that could ground your plane for that perfect day of flying! One might overlook some simple procedures. Keep your aircraft/radio in good working order by taking a few minutes for a checkup at home or at the field. Here are my top 10 points that will keep your plane and radio in the best working order for the rest of the flying season.



Model Aircraft:

1. Look over all linkages from the servos to the control horns as well as tighten all servo screws.
2. Check over all landing gear wheels and collars including park flyers.
3. Is the engine or engine mount loose around the firewall?
4. Time to replace your propeller for any nicks. Be sure to balance before placing onto the engine.
5. Wing: If you are attaching your wing to the fuselage, do the bolts need to be replaced and/or blind nuts reinforced with some epoxy? If you are using rubber bands, check your dowel rods for any cracks and maybe replace.
6. Retracts: Recheck for any binding that might place a load on your battery (mechanical, electrical or air).
7. Fuel Tank: Observe fuel lines for air bubbles. Could there be a leak in the fuel line or potential vibration? Replace lines to fuel and/or muffler, including clunk.
8. Batteries for receiver and/or transmitter. Have you discharged the battery after all the weeks/months of charging? Look at connectors for any potential breaks. How about those big Lipo's for running the complete electric motor and speed controller. Is it time for replacement if these packs are puffy from too much overheating?
9. Stress cracks near landing gear. Observe mounts and tighten screws or bolts.
10. Electric Starter for glow engines: Is the rubber cone worn down and therefore need to be replaced?

I am sure there are more items for a check list, but these are some of my key points for making sure your plane will be safe to you and your fellow members. Enjoy the remaining days of summer as September is around the corner and our daylight continues to get shorter. Fly safe! JT



Great Planes
ElectriFly G-44
Widgeon EP ARF
51" GPMA1151



TREASURER'S REPORT Paul Jacobs—treasurer@foxvalleyaero.com

Well, our flying events are over for the year and the weather played a big part in most of them. The club treasury continues to run within budget and we have added some minor repairs to fix the muddy situation behind the pavilion. Steve Baker will excavate a driveway from the end of the paved parking lot to the end of the pavilion and fill it with stone.

Dorie and I had a chance to travel to the Fond Du Lac Warbird and Classic Event and I must say it was impressive. Their field is about the same size as ours but

it is all grass and mowed and rolled with a reel type mower and is very flat with short grass. This first picture is of Mac Hodges B-29 with four DA-100's pulling the 20ft span giant. It is hard to believe but he was doing some 3-D maneuvers like torque rolling and tail slides with it.

This second picture is of Carl Bachhuber's Electra, which he had at FVAC, and he was glad to see us at his event. We could only stay the one day, as we couldn't find a sitter for "Harley", the wonder dog, but it was well worth the trip. The bratwursts cooked in Wisconsin are hard to believe and the ones at this event were done by the

butcher only a few miles from the field.



This shot of the flight line looking north from the south gives you an idea of the success of the event. This was early Friday morning and they had over 150 pilots already registered.





This shot shows it was not all warbirds as the event also catered to classics. Yes, I should have brought my Cub but didn't.

[middle, left] This next shot shows the "Three Amigos" Jack Treadman, Bob Walker, and Don Bennish from the FVAC.



[bottom, left] This shot is of Paul Letourneau's B-25, which is scaled up from Nick Zirolu plans by 150%. It has two DA-100's for power and is amazingly detailed.



[upper, right] Here is Eric Karl having some fun with his Seawind. Eric attends these events and combines work with play as he does on-site repair of any Robart gear that needs attention. While I was there a T-28 nose gear needed attention as it deadsticked off the end of the runway.

[middle, right] Here is another FVAC member enjoying his retirement time. Bill Mikesell and his

SBD Dauntless got in some flights over the weekend. We also ran into Homer Lanoye and his wife as they stopped by on their way to Green Bay for Homer's 60th high school reunion.

[bottom, right] Another interesting point we noticed was the pilot and public raffle. They used the same format as our Christmas Party drawings and had the prizes on display each with a number and then a corresponding box for the raffle tickets. The pilot prizes were on the flightline side and the public on the spectator side. This allows you to put your tickets on something you actually want, rather than just giving them away randomly.

That's it for this month, but September is usually the best flying weather of the year, so I hope to see everyone out on the flight line enjoying our field.

Paul





SECRETARY'S REPORT

Tony Sokol
secretary@foxvalleyaero.com

President: Tom Spriet called the meeting to order at 7:40pm stating that the meeting will be slightly abbreviated due to the excellent flying conditions.

Secretary: Tony Sokol asked for approval of the July minutes as published in the Flypaper (Thanks to **Dennis McFarlane** for stepping in during my absence) and asked for a motion to accept them as published. The minutes were accepted.

Treasurer: Paul Jacobs reported that our treasury is in great shape, with all deposits being made. We are on budget and in good shape. The report was approved.

Field Chairman: Greg Bohler informed us that the left rear quarter panel of the rental golf cart received approximately \$500 worth of damage—which was not reported. The club has reimbursed the rental company for the damage. Also, the lock on the Juice Bar had been filled with CA requiring Greg to drill out the lock to gain access to the equipment inside. One of the timers had

Fox Valley Aero Club
General Meeting Minutes
August 11, 2011 @ FVAC Field

Doug Swanson photos



been switched from AM to PM, thus disabling it during the day. Total cost of repairs was \$40.

Greg explained the Board's plan to install a stone roadbed to alleviate the muddy area leading from the parking area to the area behind the pavilion. The plan is to add a stone roadbed with the idea of keeping it dry and preparing it for asphalt to be installed at a later date. The area to be covered will be approximately 20ft x 300ft.

Tom noted that the position of Field Chairman is neither a paid position, nor a second job for Greg when he comes to the field. We should get rid of our own

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garbage and not expect him to be constantly badgered about field issues when he arrives at the field. Notify him via email or telephone call or notify a board member and the problems will be taken care of. Tom also noted that **Rosemary Raynes** had completely cleaned and rearranged the lock box, which was sorely needed.

Membership Chairman: Sal Perno announced that we have 4 new members. A guest was introduced who is looking at getting back into model aviation after many years. He was welcomed and introduced to **Dan Compton**.

President **Tom Spriet** asked Charter Member **Bob Walker** to come forward and give us a little history of the FVAC, after which **Sal Perno** presented him with a Lifetime Membership and an autographed picture of the Blue Angels. We owe much to Bob and his efforts to promote model aviation and bring the FVAC to where it is today. Bob is the founding father of our organization. **Thank you Bob!**



President Tom Spriet and Bob Walker

Doug Swanson was also surprised with his own autographed picture of the Blue Angels in appreciation of the outstanding work he has done in revamping the *Flypaper*. Nice work Doug!



Doug Swanson

I.M.A.C. CD: Dan Knippen thanked all those who helped make our 5th Annual I.M.A.C. event a success. Those attending felt that our



Dan Knippen

field was undoubtedly the best for the event. **Paul and Dorie Jacobs** did an excellent job of keeping the scores. **Greg Bohler** had the field in pristine shape for the event. Greg brought out Pop-ups and was assisted by **Doug Swanson, Dave Genovese, Dan Rocha** and crew in getting things ready. A total of 25 pilots made 240 flights or "Sorties" and did so with no accidents, with the exception of one lost wheel somewhere out in the corn. The event netted \$620 for the club.

Festival of Flight CD: Paul Jacobs informed us that the cost of running the event exceeded any income, which was expected since we decided not to charge any fees this year to any of the 76 registered

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pilots or the spectators. Robart did however generously donate \$500 toward the cost of renting the tent which totaled \$1400 for the event. Attendance was low this year due to the persistent morning rain showers, however those attending did have a good time and indicated that they would return next year.

Karol Spriet and Rosemary Raynes took the reigns at this point and presented Tom with a very nice cake sporting huge number 6 and number 3 candles on top in honor of his birthday.

Walt Thyng displayed the newly restored PVC plane stands that he refurbished and painted a bright red. Thanks Walt.

Sal Perno Displayed his Top Flite Beech Staggerwing sporting a Robart pull-pull tail wheel system, along with Robart retracts. He is anxious to get it in the air.



Sal Perno

Having no more business, President **Tom Spriet** adjourned the meeting at 8:00pm. We then proceeded to embarrass him with a hardy rendition of Happy Birthday. Following the meeting, everyone was treated to cake and ice cream.

Respectfully submitted,
Tony Sokol – Secretary FVAC



Plane stands
refurbished by
Walt Thyng



O.S. FS-62V Ringed
4-Stroke Engine
w/Muffler 30600

FROM THE EDITOR Doug Swanson-newsletter@foxvalleyaero.com

With the June solstice behind us, the days are slowly starting to get shorter and shorter. For guys like me, who mostly fly after work, this means less time on the sticks. I want to share a way that I've found to maximize my evening flying time. When I would normally start to pack things up, I can now "get one more in".

My simple solution is yellow-tinted eyewear. While flying in dark, overcast conditions at an IMAC contest last year, a fellow competitor suggested I try his sunglasses with a set of yellow-tinted lenses installed. Wow—it's like daylight! What a difference. I decided right there that I needed to get a pair. One day, while browsing the aisles at Harbor Freight Tools, I came across these: Yellow Lens Safety Glasses. [[clickable link](#)] For the low cost of \$3.99, a

pair can be yours to keep. You'll be amazed at how they will brighten up a darkening sky. Mine are always in my transmitter case, ready when I need them.

Please keep in mind that the hours of operation at our field are from sunrise to sunset—we still need to respect those times.

Due to time constraints, I haven't been able to camp out at any IMAC events this year. The last event of the season, The JR IMAC Challenge / North Central Regional Championships, is two weeks away. It's held at Horizon Hobby's 'home' field in Monticello, IL, "Eli Field". I plan on attending, along with several other FVAC members to duke it out for bragging rights over the winter. I'll let you know how it goes!

I hope to see you all at the meeting next week, and on the flight line—as long as the season will permit. Be aware that the meetings are now moving back to Township hall.

The Fun Fly and Turkey Fry is coming up on October 23rd. I had so much fun attending this event last year. If you missed it, be sure to make it a point to come out this time.

I'm looking for someone to prepare a short write-up on the Turkey Fry for the November *Flypaper* issue. If anyone can help out, please let me know!



Harbor Freight Tools

STi Telemetry Interface
by Spektrum
SPMTR1000



Chicagoland Fox Valley IMAC CHALLENGE 5



The 5th annual Chicagoland Fox Valley IMAC Challenge took place over the weekend of August 6th and 7th, 2011. The International Miniature Aerobatic Club (IMAC) promotes the flying of scale aerobatic sequences with scale aerobatic aircraft.

Report and photos by Doug Swanson



25 pilots attended, who competed in 5 classes from basic through unlimited. Each of the 5 classes flew 3 "known" rounds on Saturday. On Sunday, the 4 upper classes flew an "unknown" in the morning, followed by one more "known" round, while the basic class flew 2 "known" rounds. Despite a rainy start to both days, all of the scheduled rounds were able to be flown. The freestyle competition was flown Saturday evening, in which Chris Gini was un-contested. Final scores can be found on the IMAC web site by clicking [here](#).

I have a new-found respect for the event's Contest Director, Dan Knippen, and *all* Contest Directors who organize these events. This year I was an assistant to Dan. Even with the small part I played, I was exhausted! The amount of work that goes into these things is immense. Please, the next time you attend an event, be sure to thank the CD for their work, and ask if there is anything you can do to help them out.



A huge THANK YOU goes out to Paul and Dorie Jacobs for handling the scoring for the contest. A typical round for one pilot has 24 scores to be entered. With 25 pilots, and 5 rounds flown by each, this is no small task!

Dave Genovese helped with the judging matrix, and was the official bull horn operator who kept the flight lines moving.



us on both days. There was a great variety of food including burgers, chicken, sausages and hot dogs—awesome!



Dan Rocha designed and printed all of the award plaques. He took pictures of all of the pilots to be included with each of the awards. Awards were given to the top three finishers in each of the five classes. SmartFly sent over several products and savings certificates. These



Thanks to Greg Bohler for making sure the field was in great shape and providing a couple of canopies to be used at each of the judging stations.

were handed out as raffle prizes to the pilots, along with a pair of Model Glasses sunglasses and several Fox Valley Aero Club pen sets.



Vicky LaPorta and her friend Elaine (sorry, I don't have her last name) volunteered their time to prepare delicious food for

Most of all, thanks to the Club for allowing us the use of the field for the two days to get this contest in.





FIELD CHAIRMAN'S REPORT Greg Bohler—gbohler@sbcglobal.net

I waited until the last minute to write this report as I have spent precious little time at the field lately. I thought as field chairman I should at least go out and look around before putting pen to paper so to speak.

Friday morning I was able to go out to the field and actually get a few flights in. It's amazing how much you can shake every time you fly when you only do it every once in a while. It was great though because plane and pilot survived without a scratch.

The field looks amazing. Everything seemed to be

operating properly. We are on a temporary hold with the driveway. We have had Julie out and are ready to go. The gravel pit has informed us that they are not busy enough right now to operate on the weekends so we have been put on a list. When they get enough weekend business to open they will call us and that will be the week end we put the driveway in. Steve Baker is ready and so am I. Hopefully this will come together soon.

See you flying,

Greg Bohler

Members – Taking care of our beautiful field is no small task. Our Field Chairman, Greg Bohler, volunteers countless hours working to make sure our facility is maintained for all to enjoy. Field Chairman is not a paid position for Greg, and should not be considered a second job for him. While field maintenance is one of his top priorities, he still enjoys coming to the field to relax, fly, and socialize like the rest of us do. To this end, let's work to make his recreational trips to the field something that he *can* enjoy. First off, if you happen to notice a trash can that is full, please take the bag to the dumpster. Replacement bags can be found in the metal storage box, located inside the shelter. Second, if you notice a field maintenance issue, bring it to Greg's or a Board member's attention via e-mail. Please do not badger Greg about field issues when he's just there to enjoy himself and get a few flights in!

– FVAC Board



MEMBERSHIP CHAIRMAN'S REPORT

Sal Perno—thepernos@yahoo.com

I would like to welcome Dalton Thompson as a new junior member to the Fox Valley family. Dalton is already flying and has been to, and admired, our club for some time. So if you see a new face at the field, as always lets make him feel welcome and offer any assistance we can.



Heli-Max Axe CP 2.4GHz
RTF HMXE0810

Meet the Members *by Flypaper editor Doug Swanson photos by Dale Gathman*



This second installment of *Meet the Members* features Dale Gathman. He's a relatively new member, who regularly contributes photographs for use in these pages. Thank you Dale for taking the time to share some information about yourself.

Dale Gathman

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

Dale: I've been an aviation fan for most of my life, but involved in RC flying a little over one year.

FlyP: Please give a history of your R/C Aviation past.

Dale: I've been involved in the aviation modeling hobby for 45 years, starting at the age of 10. My dad taught me how to build stick and tissue models, and I built about 10 Guillows and Comet models. These were all rubber powered, and I actually only flew a couple of them. A picture of my DR1 Triplane is attached (excuse the dust).



About 20 years ago, I received a Great Planes Super Decathlon kit and Airtronics radio from my brother as a gift. I figured that the Super Decathlon would not be the best plane to learn to fly with, so I purchased a Great Planes PT40 trainer. I spent a year on and off building the fuselage and wing, and then let it collect dust for the next 18 years, never covering it. During this time, I was busy with work and raising our kids. I attended one giant

scale air show at FVAC at the old field, and that really was thrilling. I also stopped by the RC field on Shoe Factory Road whenever I was in the area just to watch the people fly. In July, 2010 I bought an Ultra Micro Champ at Oshkosh, and started teaching myself to fly. Shortly after I started working on finishing the PT40. While I was



working on this, I bought the Parkzone Super-Cub LP BNF, which I flew at Kimball School's field numerous times. I stopped by the FVAC field in September 2010, and met Dan Compton, who flew the Super-Cub with me on the buddy box. I loved the field and the great people I met while there, and decided I would join the club in January 2011. Since, I've acquired the Parkzone T-28 Trojan and P-47 Thunderbolt, as well as the E-Flite Advance 25E and Piper L-4 Grasshopper. I've also just finished the E-Flite Aeronca Champ 15E, which now has about six flights on it.

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

Dale: I am involved in full-scale aviation only as a spectator and avid fan. I am a life member of EAA and have attended Oshkosh (Now AirVenture) every year since 1987. There is no better place to see a great mix of old and new, military, aerobatic, homebuilt, vintage, ultralite...If you've never attended, you have to see it to appreciate it. There are usually 10,000 plus planes on the airport during the week. I did take and pass Private Pilot ground school through ECC about 20 years ago, but didn't have the intent of going on to flight training at the time. I have always desired to get a Private Pilot license, but didn't have the time or money to pursue it. RC fills a large part of that desire.

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

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Dale: I am the Engineering Manager at Elgin Industries, in Elgin. We are an automotive manufacturer making pushrods, king pins, piston pins and rocker arms. We currently make parts for two of the "Big 3", as well as most of the big truck manufacturers and Harley Davidson. We also have a large resale business. My job is very diverse, including plant layout, controls design and upgrade, new part development, maintenance and safety. I have been working for Elgin for 31 years.

FlyP: *Are you married? Have any children?*

Dale: I am married (wife Mari) and we have three children. Our oldest son is 30 years old, and is serving a one year tour in Afghanistan for the Navy. When he was out at sea on his two tours, he was an NFO on an E2C Hawkeye (the navy's radar plane). He is now doing office work at the Airbase where he is stationed. When he is in the states, he is stationed at Point Mugu, and lives in Oxnard, California. My second son is 23 years old, and works for the government in San Diego. Both of our sons graduated from the University of Illinois. Our youngest is a daughter, Martha. She is 21 years old, and is working hard on her RN degree. She is going to ECC and still lives at home. She just passed her LPN test.

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

Dale: This is my first year as an FVAC member.

FlyP: *What are you flying currently?*

Dale: Currently I am flying my PT40 trainer, in which I installed an OS 56FSa engine. It runs really quiet, and has a good amount of power for the plane type and size. I recently installed an altimeter in it, and on my second flight since, got it up to an altitude of 1692 feet. I am going to try to attain 2000 feet, but may not be able to see it well enough to do that. The wingspan is only 60 inches, which gets pretty small at that altitude. I am also flying the ParkZone SE5a biplane and P-47, as well as the E-Flite Champ and the Advance 25E, which has a Power 32 motor installed. I really enjoy the speed and modest aerobatic ability of the Advance.

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

Dale: I am currently starting to assemble the E-Flite Super-Cub 25E. I am going to install the lights, so I can try flying it at dusk. I will probably start the Super Decathlon kit over the winter.

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

Dale: My favorite model that I have flown at this point is the Parkzone P-47. I have retracts and flaps installed in it, and it flies great. It is a really neat plane for

a foamie. It has enough weight to handle a fair amount of wind, which is an issue with a lot of the foam planes. I also really like the flight characteristics of the Advance 25E. One plane I look forward to getting is the Hangar 9 F4U1D Corsair 50.

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

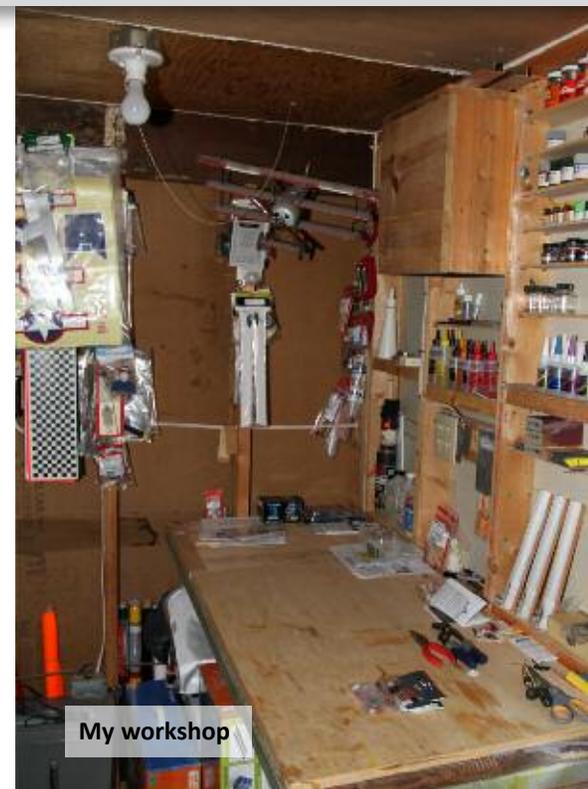
Dale: I don't have a single favorite full-scale plane, but my favorites are the B-17 bomber, P-51 Mustang, Fokker DR1 Triplane, SE5A and PT17 Stearman biplanes, and the F-22 Raptor.

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

Dale: The embarrassing moments that I have had at the field are the three times that I came in contact with the ground or tall grass at the far southwest corner of the field. When I was learning, I tended to fly too close to the ground during my turns, and two times I believed what my eyes said (that the plane was upside down), instead of what I knew the plane was doing (it was still right-side up). I corrected the perceived problem, only to have the plane (my foam T28) go into the ground. Luckily the foamies are easy to repair. The third time was with the P-47 and I just got too close to the ground on a left turn. That time, the wheel well got torn out of the wing. I was able to glue it, but when doing a diving pass, I could hear the wing cracking again, so I have since replaced the wing. I now have learned to use up elevator with my turn, to maintain altitude. I also stay higher above the ground on the turns.

FlyP: *What are your interests beyond model aircraft?*

Dale: My other interests beside work and RC are photography, softball, watching movies, reading books and magazines, computers, shooting, hunting, and video games. I am an active member of Elgin Evangelical Free Church.



My workshop

SHOTS FROM THE FIELD

Dale Gathman photo



Brandon Makowski
with his Yak 54

Doug Swanson photo



Max Hamilton,
ParkZone
Mosquito
Mk VI



Mel Ziska, Pilot Edge 540,
3W106 on cannisters

Doug Swanson photo

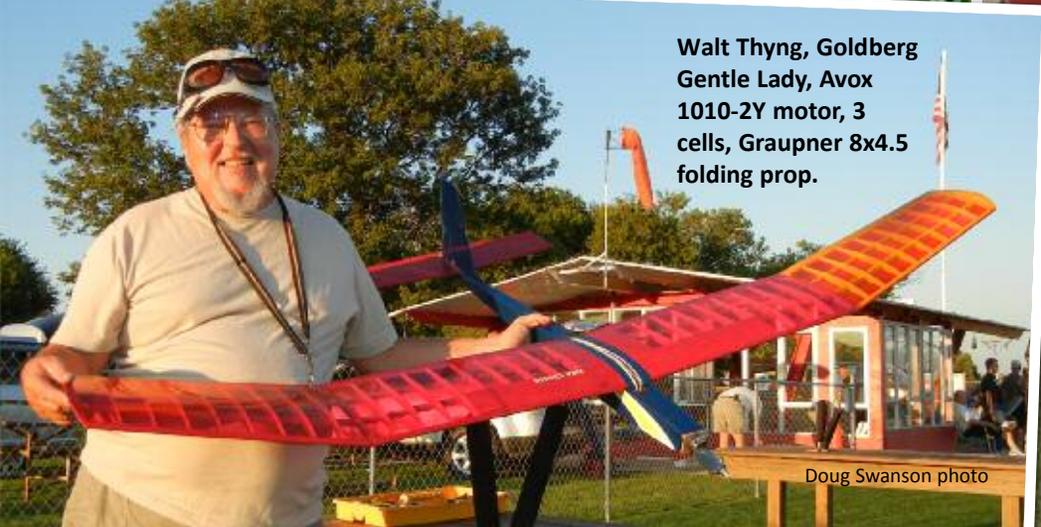


Walt Thyng, Goldberg
Gentle Lady, Avox
1010-2Y motor, 3
cells, Graupner 8x4.5
folding prop.

Doug Swanson photo



Kevin Kessler
photos



Cliff Fullhart, Shive Specialties
Quaker, O.S. .52 4-stroke

Our very own master builder, Merlyn Graves, has recently completed construction on a Beech Starship 2000A. The maiden flight is scheduled for the week of Sept 12, at the Midwest Sundowners field in Wheeler, IN. (weather permitting)

Specifications:

Wingspan: 163"
Length: 143"
Weight: 110 lbs.
Engines: 2 DA 85's

Retracts: Sierra Giant Scale
Wheels, brakes and pneumatics: Robart
Cooling fans: (2) HimaxEPF56 ducted fans
Props: Mejzlik 3-blade 24-12



2011 Fox Valley Aero Club Calendar of Events

September 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 13 October 23	FVAC Member Meeting Fun-Fly & Turkey Fry	6:30 Board 7:30 Regular at Township Hall 10:00 AM FVAC Field
November 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 2	Annual Christmas Party	Hilton Garden Inn

A local Cub Scout group will have use of the field to launch Model Rockets on Saturday September 10th from 9:00am to 11:00am. We need to have one or more individuals present who can represent the FVAC and possibly do a couple of demo flights or even provide some "Buddy Box" time to the Scouts. Please let me know if you can help out.

Thanks,
Tony Sokol, Secretary – FVAC

On Thursday, September 22, starting around 10:00 AM, the FVAC will be sponsoring the Rotary Club and The Fox Valley Special Ed. Class for a fly-in. We need trainers, pilots, and spotters from about 10:00 AM to around 2:00 PM.

We need volunteers!!

To volunteer, reply directly to me:
Goodnabor2@aol.com

Paul A. Douds, Sr.

Past Events of 2011

- January 1 **First to Fly Fun Fly**
- February 26 **FVAC Annual SWAP**
- April 30 **Member Work Day**
- May 27 & 28 **Classic Pattern Contest**
- June 4 & 5 **FVAC Pattern Contest**
- June 11 **Kids Day**
- June 12 **Fun-Fly & Pig Roast**
- June 17 & 18 **Al's Helicopter Fun Fly**
- July 23 & 24 **Festival of Flight**
- August 6 & 7 **Chicagoland IMAC Challenge**



Hobbico Focke-Wulf Fw 190
Select Scale EP Rx-R 44.5"
HCAA2539

JETS OVER THE HEARTLAND 2011 – Winamac, Indiana, June 24-25, 2011



Jets, jets and more jets in Indiana. Forty one pilots registered to show their stuff on the flightline. A group from Horizon Hobby dazzled the spectators with low passes and formation flying. Spectacular was seeing two civilian jets in a heart beating high-speed low pass crisscross on show center.

Mel Ziska



Former FVAC President, Jeff Anderson



CHIEF FLIGHT INSTRUCTOR'S REPORT

Dan Compton–trainu2fly@comcast.net–630-664-6426

Whether you believe it or not, the weather plays a big part in our hobby and all of the rain that we have gotten on the weekends has kept flying and training to a minimum. Just last Saturday, we were all set to have a fun day of flying and then the thunder and lightning rolled in and we had to hurry up and put the planes away and take cover under the canopy. We waited a while hoping for it to clear up but finally gave up and went home.

We finally got some weather that was acceptable for flying and training and Mike Raynes and I

took advantage of it. Mike was able to get his Solo flights so that he can fly whenever the weather is good. Congratulations to Mike.

Training has been a little slow lately and I think it's because our members are taking their summer vacations before the school year gets underway. We are now hoping for good weather so we can get some quality buddy-box time. Enjoy the remainder of the summer and get prepared for the October 23rd Fun Fly and Turkey Fry. I hope to see you all there, weather permitting.



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