



April 2004

The Fox Valley Aero Flypaper



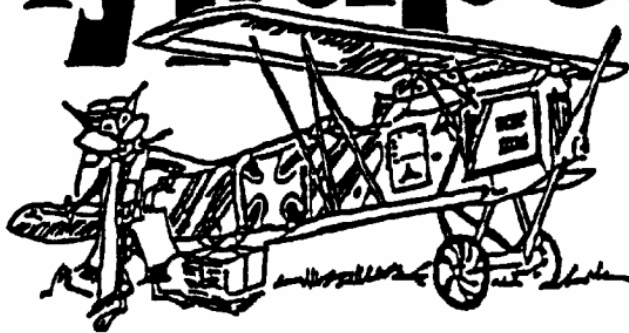
April 2004

Club President
Mel Ziska

Club Secretary
Kevin Hersey
(630) 513-7987

Club Vice President
Greg Bohler

Club Treasurer
Bill Simmons



AMA Charter 252

Newsletter Editor **Bob Mosinski**



AMA Charter 252

Message from the President

Not available at time of publish or post.



“Gravity Always Wins...”

March 04' Club Meeting Minutes

by Kevin Hersey

Fox Valley Aero Club General Business Meeting Minutes March 11, 2004

President Mel Ziska called the meeting to order at 7:37 P.M. at the St. Charles Township facility

Secretary's Report – Highlights of the February meeting minutes were presented to the membership. The Secretary's report was approved as presented.

Treasurer's Report - Treasurer Bill Simmons reported on the Club's finances. The Treasurer's report was approved as presented.

COMMITTEE REPORTS

FIELD REPORT – Field Chairman Lee Patterson reported that it is about time to raise the flag and arrange for the portable sanitation facilities. A diesel powered roller was donated to the FVAC. Paul Jacobs and Mertes Contracting were recognized for their contribution. Thanks!

INSTRUCTION – Chief Instructor Dan Compton reports that training is limited. Due to the cold weather Dan drives by the field and if no cars are observed, he returns home.

MEMBERSHIP – Chairman Al Zabel reports that there are currently 170 members. Four new members were initiated:

Brian Mokrousov – Brian is a 16 year old novice pilot interested in getting into R/C

Kurt Unser – Kurt is already in the pilot training program. Dan has been providing the training.

Matt Depietro – Matt is a recently trained pilot and now has 3 to 4 new planes ready to get airborne.

Jason Walsh – Jason's interests are not known

Please welcome these new members.

EVENTS AND GENERAL BUSINESS

NEW FIELD – Bob Walker reports that the St. Charles Planning Commission has approved the new field. Final approval will be obtained at a forthcoming City Council Meeting.

A lease agreement with the City is currently being developed. Best estimates are that the 10 year lease will be signed in early April.

Contingent upon approval by the City Council, a field tile survey will need to be undertaken and the Engineering drawings finalized. Earthwork may then begin. A tree line must be removed and this is one of the first efforts that will be undertaken.

The efforts of the field committee were recognized. Numerous meetings have been held over the years. As our goal comes closer to realization, the field committee has met with various governmental bodies on a routine basis.

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A meeting will be held with the Park District to discuss remaining at the current location until construction can be completed on the new field. The field committee recognized the Park District's efforts and support in securing the new field location.

Significant work will be required to establish a new field and funding will be an ever present issue. Look for a special meeting in the near future to discuss funding options.

FESTIVAL OF GIANTS - Due to the transition to a new location, the Festival of Giants will not be held this year.

SWAP SHOP – Steve Baker, Swap Shop Chairman, reported on this years successful swap shop. Although attendance was slightly down, probably due in part to Valentine's day, profits were the highest ever! The Club table was particularly profitable. A big thanks to all members for bringing in their old equipment. Special thanks to Walt Catlow and Bob Walker for their donations which included planes, ARF's and kits.

EVENTS – President Ziska reported that the Scale F4C competition will be held in Poland this year. Raffle tickets for this event are being sold. If you are interested in supporting the event, please go to the AMA website.

Doc O'Connell reported that Lewis University is sponsoring a Poker Run for full scale aircraft. Of particular interest to members is a raffle associated with this activity. For a mere \$3.00 donation a chance to ride in a P51, Cessna 300 or Bell Jet Ranger helicopter can be purchased. This perked up a lot of interest! Contact Doc for further information.

LANDING PROBLEM – Although Art Wascher shared his landing mishap in the strictest confidence with one of our fellow Club members, it took little prodding to bring the incident into the "lime light". With all the windy weather we can identify with Art's problem. On landing approach at about 3 feet altitude a strong gust of wind flipped his plane. So there you have it, another Outstanding Landing. The pilot not only has the initial incident to deal with but the Club members good natured ribbing to boot!

SHOW AND TELL – Bill Simmons displayed his 40 size profile mustang. Bill received the plan in the Fun Fly auction a couple years back. Finish is in silver covering obtained at a local swap shop. Powered by a MDS 40, Bill expects to have a lot of fun with this aircraft at a very economical cost!

Mel Ziska brought in his latest addition a Great Planes Patty Wagstaff 300S. The aircraft is ¼ scale spanning 78 inches. Weighing in at approximately 15 pounds, the aircraft is powered by a Moki 2.1. Mel has added a few state-of-art JR servos. A unique feature of the aircraft is a removable horizontal stabilizer. An elevator servo is located in each half of the stab! Mel advises that an identical aircraft can be purchased at your local hobby shop for approximately \$399.

Thanks to Mel and Bill for sharing their projects with the members.

The meeting adjourned at 8:50 P.M.

Kevin Hersey
Secretary



Modeling quote of the month:

You know you're a real modeler when you arrange your shirts in the closet in two groups—the ones with CyA glue spots and those without.

From the Editor...

Please let me know if there is anything you would like to see in future issues. The deadline for newsletter submissions is the 24th of each month. **The newsletter publish deadline will now be the Thursday prior to normal monthly meetings.** Web page submissions can be sent at anytime. Those of you that are serving on committees please send me important dates, times, and flyers a.s.a.p. so they can be posted on the web. I need current activity pictures i.e. meetings, fun-fly's and even normal "day at the field shots."
My mailing address : 2016 Grayhawk Dr. Aurora, IL 60504



The best way to contact me is by e-mail: **bmosinski@rjkconsulting.com**

Since I volunteered over 6 months ago to generate the monthly newsletter and manage the FVAC website I have received ZERO submissions to the "Fly Paper" and only a few items for sale and some recent pictures. I have received ZERO suggestions for the website. If you can talk, you should be able to write, so write it down and send it to me. Suggestions would be articles, How To's, kit reviews and other items you think might be interesting. If you are on a committee and have information that needs to be disseminated to the membership... send it to me. I remain ready to oblige.

Respectfully to the FVAC membership,

Bob

MIXING EPOXY:

What to do when epoxy doesn't harden properly

Epoxy is one of the best modeling materials available. It's useful as an adhesive for wetting out fiberglass cloth, as a filler, and as a finishing material. It can be thinned or thickened for a variety of purposes. But, even though it is useful, epoxy also can be a pain when it doesn't harden properly.

There are two important issues when dealing with epoxy: proportioning and mixing.

Of these two, mixing is the most critical. Disproportioning the hardener to the epoxy generally leads to slow hardening, but lack of proper mixing can lead to permanently sticky epoxy. One hundred quick, hard strokes are recommended when mixing any amount of epoxy. Count them to make sure that your mixing is adequate.

Always mix your epoxy before putting in any additives. Both thinning or thickening agents can keep epoxy from mixing properly. Give the epoxy 100 strokes first and then put in the additive.

Thinning

Epoxy can be thinned using acetone or denatured alcohol. Either of these can be added to make it more watery. A mix of up to 50% doesn't seem to have any effect on the final strength of the epoxy. Thinning the epoxy will slow down the curing time and make it wet out fiberglass and carbon fiber better. Thinned epoxy also can be wiped onto balsa or obechi as a finish.

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Thickening

Epoxy can be thickened by adding almost any inert fine-grained solid, from sand to cotton fiber. Modelers usually use microballoons for thickening epoxy since they are readily available and add little weight. Thickened epoxy can be used to make fillets or to fill gaps.

5 minutes, 15 minutes, 30 minutes, more?

Epoxy comes in formulations for different curing times. The times listed on the package are strictly nominal and generally refer to curing time. Five-minute epoxy does not give you five minutes of working time. At best, you will get 20 seconds of working time in which to place 5-minute epoxy before it starts to "hit."

Thirty-minute epoxy gives you around one to three minutes before it starts to hit. These times will vary with temperature, mix proportions, and proper mixing, but they are good reference points. In general, 5-minute epoxy is only for spot gluing. It is great for small, quick jobs but not for involved tasks.

A general rule of thumb is the working time for epoxy (after 100 strokes of mixing) is about 10% of the time listed on the package. Keep in mind that epoxy mixed and left in the cup will hit faster than epoxy that is spread out immediately.

Clean up

Epoxy on the hands can be cleaned with acetone, denatured alcohol, or vinegar. Vinegar is the most desirable of these three but it smells. I find that soft soap, when used straight and rubbed patiently and thoroughly on the hands, removes epoxy residue in a completely satisfactory fashion. Try it; you'll like it. The best thing to do is wear latex gloves while working with epoxy and toss them when you're done. It avoids any possible allergic reaction and eliminates the clean-up problem.

from the newsletter of the
R/C World Flyers
Al Sorensen, editor
Orlando FL

Laughter is lighter than air



A pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No. What's it for?"

The pilot responded, "I use this on navigators who get me lost!" The navigator proceeded to pull out a .45 and place it on his chart table.

"What's that for?" the pilot asked.

"To be honest, sir," the navigator replied. "I'll know we're lost before you will."

from *Space City Crash*
Space City R/C
Mike Crofts, editor
Houston TX

The Roller Coaster

With Blaine

What it is:

Plane is rocking back and forth from full up elevator to full down elevator diving straight to the ground.

Plane set-up:

Full 3D rates

How to do it:

Take the plane up to 200 –300 feet of altitude. Bring the plane to a complete stall, as if you are doing an Elevator. This maneuver will be done with low throttle. You may need to give short burst of power to help control. Once you get the plane in an elevator you will be giving it full up elevator. You will then need to reverse the elevator input to full down. You will continue to reverse the elevator inputs pausing a little to let the plane get into either an upright or inverted elevator. Hold this till the plane reaches the ground. This is when you will decide to exit the Roller Coaster either in a inverted or upright Harrier.

Trickiest part: Getting the timing down and keeping the plane straight.

Recovery: Full throttle, and slowly release some elevator



The Terminator

With Blaine

What it is:

Its when the plane is flying straight and level and then makes a 90 degrees dive straight down toward the ground. When the plane gets close to the ground, you pull up.

Plane set-up: Full 3D rates.

How to do it:

You will start out by making a straight and level pass down the runway. This maneuver can be done from a lot of different altitudes. To start out you need to be pretty high till you get your timing down. Speed is something else that you can play around with to do different variations. It looks better at a slower speed. After you have established your speed and altitude you will give the plane full down elevator. This will make the plane dive straight toward the ground. Let the plane come down to where ever your comfort level is. You will then pull full up elevator and add power. Once you have mastered the basics of this maneuver you can play around with different variations.

Trickiest part: Getting your timing down to just when to pull out.

Recovery: There is really no recovery from this. You either do it great or hit the ground hard.

Reprinted from Blaine Austin's "Tech Tips"

www.blaineaustin.com



In This Issue... The Latest Club News, and More!

The Fox Valley Aero Club *Flypaper*



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Flypaper

