



August 2003

The Fox Valley Aero Club

Flypaper



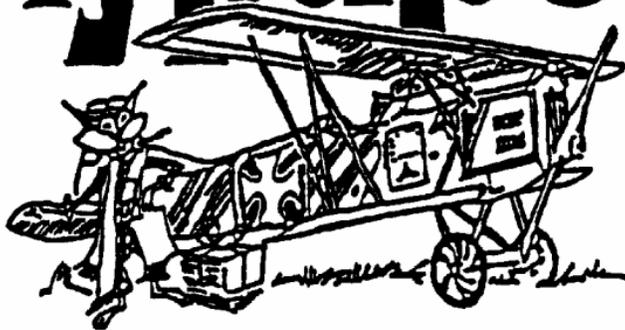
August 2003

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

Wow! Over half the year is gone. Where did the time go? The FVAC field has seen many takeoffs and hopefully successful landings. Beginning, as always, with the January 1st "First Flight of the Year" event followed by the Swap Shop, Pylon Races, Helicopter weekend, Festival of Giants and Kids Fly Day and Fun-Flies, the club has been busy. Coming up is the Piper Cub day, August 17th and the AI's Bi-Plane event the 23rd.

Participation by the membership has been just great. The Festival, as one of the 12 events commemorating the 12 second Wright Bros. flight, was probably our best Festival to date. Even though the number of registered pilots was off a little the increase in spectators was most welcome. FVAC members, for the most part, presented a great show to the community and participants. I have to thank so many members for their help and support for the Festival I don't have space to list you all. Bob Walker and Robart's BBQ was a welcome break after Saturdays flying.

Meetings and planning sessions are continuing for the relocation of the field. The committee has reported that all the entities involved are "on board" with the plans. When dealing with government agencies, getting a timetable nailed down is difficult.

Be sure to come to the August general meeting the 14th. We have a guest speaker talking about prop selection, properties and physics of prop design. We all have had experience with prop selection but do you know what made your magic prop perform so well?

Check out the Web Site as it is now being updated and managed by Bob Mosinski. Watch for updates and revisions in the coming months. Please feel free to drop Bob an E-Mail with articles for the news letter and suggestions for the site.

MelZ

July '03 Club Meeting Minutes

by Kevin Hersey

Fox Valley Aero Club General Business Meeting Minutes July 10, 2003

President Mel Ziska called the meeting to order at 7:32 P.M. at the FVAC flying field.

Secretary's Report

The June meeting minutes were summarized for the membership. A motion was made and seconded to accept the meeting minutes. The minutes were approved.

Treasurer's Report

Treasurer Bill Simmons did not have a formal report but summarized the Club assets. The Treasurer's report was approved.

COMMITTEE REPORTS

FIELD REPORT – Field Chairman Lee Patterson reports that the field is in excellent condition for the Festival and that the Park District has provided a lot of help.

INSTRUCTION – Dan Compton reports “things are progressing”. A new buddy cord was donated by Hobby Town.

MEMBERSHIP – Membership Chairman Al Zabel was unavailable for the meeting. Shayne Waterbly submitted his application for membership. Shayne has been flying for approximately 4 years and has accumulated 20 planes during this time. Shayne was accepted into the membership. Please welcome Shayne.

EVENTS AND GENERAL BUSINESS

PYLON RACING - The second pylon race of the season will be held on July 20, 2003. Volunteers are being solicited to support the event.

KIDS FLY DAY - This event will be held on July 26, 2003 and volunteers are needed to bring their trainers to the field.

FUN FLY – Due to the Festival of Giants, the Fun Fly for July will not be held.

NEW FIELD – Planning meetings with local authorities continue to be held.

HELICOPTER EVENT – This event is now history and was from all reports, very successful.

(Continued from page 2)

FESTIVAL – This meeting is being held on the first day of the Festival and all activities are proceeding without problem. A public raffle will be held with the prizes consisting of a 32 inch television, a DVD and a surround sound system.

BIPLANE EVENT – A biplane event is being planned for August. More information will be provided.

Outstanding Landing – Considering that all members are too busy with Festival arrangements to fly, choices for outstanding landing were limited. Paul Douds was recognized for his Outstanding Efforts assisting with the field set-up. Paul reported dropped off his trailer (used to transport field maintenance equipment), chained it to a pylon cage and proceeded to drive off without unhitching the trailer. Evidently certain members were amused by this event and given our desperation for an Outstanding Landing, Paul gets the nomination.

The meeting adjourned at 8:00 P.M.

Kevin Hersey



Glow Plug Selection

By Brian Gardiner, and Central Coast Model Aero Club Inc.

How Does A Glow Plug Work?

Contrary to what many have previously been lead to believe the following is an explanation of how a glow plug functions in a motor. The plug is initially heated by applying a voltage (typically 1.5 volts) to it. This is to cause it to glow so as to ignite the fuel at compression and start the internal combustion cycle. Once the cycle has started, the power source can be disconnected, as with the heat generated at combustion the CATALYTIC Reaction generated between the methanol and platinum in the plug coils becomes sufficient to keep the process going. The catalytic reaction is a reaction whereby platinum will glow in the presence of methyl alcohol vapor. This will happen without any external power source being applied.

How do you select the correct PLUG for your application, and why.

To do this you need to understand a little more of the theory behind the process. In glow fuel the catalytic reaction is generated between the methanol and platinum only. Castor oil, synthetic oil, nitro methane etc do not generate a catalytic reaction with the platinum. Next you need to understand that a certain surface area of platinum is required to generate a sufficient catalytic reaction to keep the internal combustion process going. Also it is necessary to allow extra surface area for the reaction to be great enough when it diminishes with the available methanol dropping as in the case at motor idle. Simply put, cold plugs are manufactured using a thicker wire to give greater surface area to facilitate a greater and thus the required catalytic reaction where less methanol is present in the fuel mixture. So! More nitro means less methanol which in turn means a greater surface area to platinum will be required to generate a sufficient catalytic reaction. Suddenly it all makes sense! To work out which temperature plug to use, you need to know how much methanol is in your fuel, not how much nitro or oil. As a rough rule of thumb, 80% methanol or above, use a hot plug. 70%-75% use a medium plug. 60%-75% use a cold plug. 65% or less use a very cold plug.

(Continued from page 3)

Idle Bars and Other Stuff

Again, contrary to what many believe, the idle bar on a glow plug is not necessarily what its name would suggest. It is in fact to stop any fuel not vaporized from dousing the platinum coil of the glow plug by dispersing it away from the coil. Why are plated coils not as good as platinum alloy coils? Plated coils suffer from very quick degeneration as the plating breaks down under operating conditions. As bits of plating come off, the plug is effectively becoming a hotter and hotter unit until in a comparatively short time it is no longer able to perform its function. Conversely, a platinum alloy coil will still degenerate, but as it is platinum alloy throughout, the surface remains as platinum alloy and the plug continues giving much the same characteristics for quite a long time. Plated coils are very poor value when compared to platinum alloy coiled glow plugs.

FOX FOTOS “FESTIVAL OF GIANTS 2003”



**“Three Fantastic
Days Of Giant Scale
Fun”**



“Who is pulling who?”



“Think we should get a few more guys to hold on start-up?”



“War birds, everywhere you turned your head ?”



“Rub’n elbows at Robert’s”

In This Issue...

The Latest Club News, and More!

The Fox Valley Aero Club *Flypaper*

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