



August 2004

The Fox Valley Aero

Flypaper



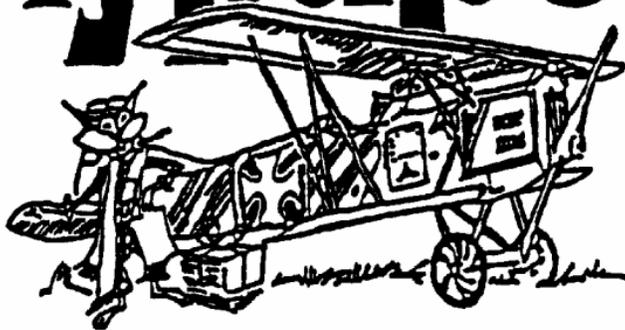
August 2004

Club President
Mel Ziska

Club Secretary
Kevin Hersey

Club Vice President
Greg Bohler

Club Treasurer
Bill Simmons



Newsletter Editor **Bob Mosinski**



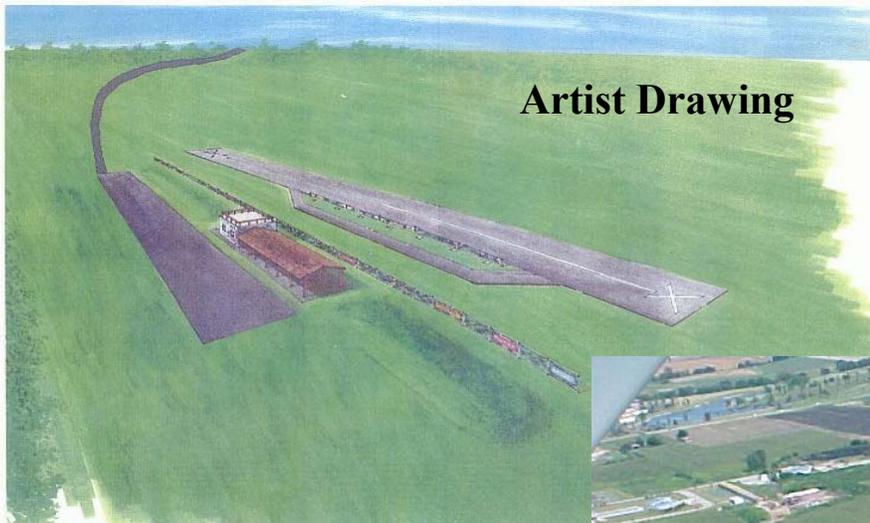
AMA Charter 252



AMA Charter 252

Message from the President

Not available at time of publish or post



Artist Drawing

**Projected completion:
September 15, 2004**



Actual Aerial View

**New Field progress pictures
can be viewed on the web at:**

www.foxvalleyaero.com

**Go to the "Our Field"
Section on the main menu.**

July 04' Club Meeting Minutes

by Kevin Hersey

Fox Valley Aero Club General Business Meeting Minutes

July 8, 2004

President Mel Ziska called the meeting to order at 7:43 P.M. at the St. Charles Township facility

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

Treasurer's Report - Treasurer Bill Simmons reported on recent expenditures. The Treasurer's report was approved as presented.

COMMITTEE REPORTS

FIELD REPORT – It was reported that the field is in good condition. The flag is a little worse for wear and a new flag is in the lock-up at the field. Aimee Anderson, Jeff's wife, will be asked once again to do the honors by climbing up on the roof.

FLIGHT INSTRUCTION – Dan Compton, Flight Instructor, reports that he currently has five (5) members on the buddy box. Dan reported that Mike Dockum has recently soloed. To celebrate, Mike brought a bag of peanuts to the field. Dan equates this to training for peanuts!

SAFETY – President Ziska provided reminders to properly manage lithium polymer batteries. With the increase in popularity of electric flight, the new battery technology is causing some difficulties. This is particularly true during the charging process or if the battery pack becomes damaged. Seems that somebody was charging a lithium polymer battery pack on the seat in Jack Treadman's car. A neighbor noticed smoke and the fire was extinguished after burning a hole through the seat of the car. Needless to say Jack was not happy. He is currently looking for the guilty party. Before charging any battery pack, think about the consequences if the pack overheats and/or ignites.

Dan Compton reminded pilots to alert others along the flight line of intentions to land or take-off. If taxiing onto the field, make sure that approaching aircraft are identified. Looking both ways is always advised. You never know when a downwind approach is being attempted.

It was also observed that members may not be following the pattern. Typically the pattern is dictated by the wind direction. With wind from the west the pattern is counterclockwise. Winds from the east, clockwise.

MEMBERSHIP – Last month two new members were initiated and the names were not published to avoid the Secretary massacring the names. In June Mike Dockum and Jon Sauld were initiated into the FVAC. In July, Geoff Goddard and Ron Conrad, novice pilots were initiated. Please welcome these new members to the FVAC!

(Continued on page 3)

(Continued from page 2)

EVENTS AND GENERAL BUSINESS

NEW FIELD – A preconstruction meeting will be held next week at the new field location. First steps are to remove the corn and plow the construction area. Tree and stump removal will also be initiated as one of the first steps. The next Club activity will be the installation of the silt fence. Paul Douds is coordinating this activity and is looking for volunteers. Please contact Paul to volunteer!

Mike Wlodek, Legal Council, advises that the lease document, easement and maintenance agreements are ready for necessary signatures.

NEW FIELD FUNDING – To assure that construction of the project is satisfactorily completed, the City is requiring an escrow account in the amount of the construction cost plus a percentage for possible cost overruns. Estimated construction costs must be backed up by legitimate construction estimates. The Club's Treasury does not contain all of the funding necessary. Eight members have signed up to obtain a loan to fund the balance. It is anticipated that members not yet contributing to the field assessment will see the construction and understand the commitment of the eight members signing for a loan. If you haven't contributed or if you would like to contribute additional funds, please do!!

RAFFLE – The monthly Club raffle is a break even proposition. It was suggested that a 50/50 raffle be considered with half of the proceeds going to the field fund and half to the winner. For the July meeting Bill Simmons donated a Waco kit as a raffle prize. Bill referred to the kit as a builder's kit. A box of balsa and some instructions! Approximately \$100 was raised from this effort. Thank you Bill for the donation.

SHOW and TELL – During last months presentation, Mike Kostecki, Hobby Town gave a presentation on fuel. At the conclusion of the presentation, Hobby Town donated some fuel to the Club raffle. This writer reported one (1) gallon. During the reading of the minutes this was corrected to indicate TWO (2) gallons of fuel were donated. Thanks again to Hobby Town!

Ed Gombash presented his AT-6 Texan. Weighing in at 12.5 pounds the aircraft is powered by and O.S. 1.60 with an 18x6 prop. The aircraft is equipped with Robart retracts and sports a custom muffler. Ed could not believe the cost of a manufactured muffler, so he bought the aluminum tubing and fabricated a custom unit. Ed can provide further details, but the process involves MAPP gas and special aluminum brazing rods. This is a beautiful aircraft and the muffler looks just like a manufactured unit!

Mel Ziska displayed his fun scale Chipmunk constructed from a DynaFlight kit. Since the aircraft did not have an engine, Mel challenged the membership to suggest possible engine combinations for this 89 inch wingspan plane. Norm Johnson recommended a Moki 1.8 for light weight and good inverted performance. Next a Saito 1.80 was suggested. Lastly, gas engines were considered. Gas engines are economical but represent a possible weight issue. Since the cowl was already cut, Mel seemed to be leaning towards that gas engine.

DONATIONS – Sam Faircloth donated two complete planes to the Club, a Slow Poke and J3 Cub. The aircraft are donated for the purpose of helping younger members get started in the hobby. Paul Douds observed that neither of the aircraft is really suitable for training, so he agreed to provide two trainer aircraft in exchange. The next step is to

(Continued on page 4)

(Continued from page 3)

identify the younger member/prospective member that could benefit from the aircraft. Thank you Sam for your generosity!

LANDING PROBLEM – Outstanding landings are sometimes a meeting highlite. This is particularly true when a nominee is the Flight Instructor, Dan Compton. The experience is further enhanced when the nominee is in attendance.

But first, Julian Pugh was nominated for a tip stall at about 20 feet and the resulting mayhem. Julian was not at the meeting to defend himself – no fun.

What better way to spend the day then on the river with a couple planes equipped with floats. The planes, both the property of one Mr. Paul Douds, were maintained with the utmost care. Dan Compton was doing a couple of touch and goes and everything was going great until one of the floats experienced a rare mechanical failure. The float dropped down from one of its mountings. Dan’s piloting skills were put to the test and the inevitable was postponed by a few more seconds.

The Outstanding Landing award for July 2004 goes to none other than Dan Compton. Dan works for peanuts and will assure your aircraft lives as long as humanly possible!

The meeting adjourned at 8:49 P.M.

Kevin Hersey

Secretary



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

Thanks, *Bob*



FVAC MEMBERS AT THE NATS!

Wayne Waller and I just returned from the 2004 NATS where we both flew in Intermediate class pattern. We were the only entrants representing the Fox Valley Aero Club at the Pattern NATS this year. Weather conditions were good for all 3 days (Monday - Wednesday). It was hot with light winds blowing in on Monday and strong winds blowing out on Tuesday and Wednesday. Intermediate class had a good turnout with 25 pilots registered and was very competitive with good flying from all pilots. At the end of the contest, I managed an 8th place finish, and Wayne overcame some engine and trim problems and finished 19th in his first NATS competition. Hopefully next year we will have a larger group of club members who will join us at the 2005 Pattern NATS!

Chris Moon



Reprinted from

High Flight Articles

Volume VI No. 4 Page 32 - 1986

YOUR FIRST BIG ENGINE

By Ed Moorman 2540

If you just bought your first big engine, it probably looks awesome and very complicated. Don't worry, most of the biggies are 2-strokes which have only 3 moving parts so they can't be very tough to figure out. They have a ringed piston like the smaller model airplane engines and also two adjustment needles on the carb. It is a pumper carb, but if you forget that, it won't bother you. They do (most of them, anyway) have spark ignition instead of a glow plug. Your lawn mower runs OK, doesn't it, (better than mine, I hope) and it has spark ignition. And finally, you have to mix oil with the gas, which is a lot cheaper than glow fuel. As a matter of fact, most

(Continued on page 6)

(Continued from page 5)

of the big engines are pussy cats as long as you don't get your hand or anything else in the prop.

Let's go to the carb first and discuss it. The most popular carb is the Walbro. I have 4 engines of 3 different types (Zenoah, Webra Bully, and Sachs-Dolmar) and all of them came with a walbro carb. There are several other types of carbs, but most all of approximately the same size are interchangeable on the same engine. There are 2 needles, usually marked H for high speed (this corresponds to the large needle valve or a regular model engine) and L for low speed (this corresponds the idle needle, usually on the other side of the carb from the big main needle valve of a regular model engine). There is also an idle stop screw to limit how low you idle the engine. This is just like the one on top of the carb of a regular model engine.

Install the engine per the manufacturer's recommendation. Hook up the fuel lines, being sure to use a filter. I don't care how clean and neat you are, you can't keep all the grit out of your tank so filter the fuel just before it gets to the engine. Put on the correct size prop. For the 35cc sized engines, I like the multi-pitch 18/6-10 props. The 20 and 22 6-10 props work well on the larger engines.

To start, I go through the following procedure:

VERY IMPORTANT!!! Tie the tail of the plane to a stake or something or have someone hold it. Don't have a rookie hold it, I mean someone that has never heard a model engine before. If you start and they are startled and turn loose, you could get eaten. Just think of your engine as a lawn mower turned sideways with you standing in front of it.

Make sure that the kill switch is in the "stop" or the "off" position.

Open the carb and choke the engine, turning the prop over 3 or 4 times. Next, flip the prop about 4 times to get some fuel into the cylinder.

Close the carb, but run the throttle trim to the high position. Don't try to start at full throttle.

Place the kill switch in the "run" or "on" position.

Remind your holder to get ready, then flip the prop or wind it backwards and let it go. Two or three flips or spins and it should start.

Some engines with CD ignition have to be flipped very hard or some type of starter used. They don't make enough spark and hand cranking rpm to fire the gas. Quadras and Sachs engines with electronic ignition need a starter, usually the spring type that goes on the rear shaft. The points versions of these two will hand start OK.

Idle the engine down. Don't try for a real slow idle on a new engine. Tell your holder first, then run up to full throttle. Not whether it is rich or lean. Maybe I'm squeamish, but I do all my adjusting with the engine shut down. I know some of the engines have rotated carbs, but that's a big old prop. At any rate, adjust the top end to run slightly rich. Now you are ready for a test flight.

On new engines, I run slightly rich for 4 or 5 flights, then slowly lean the mixture over the next 6 or so flights. I never set the engine for max power before take off. It will lean out some during flight and be too lean at the end. I have found that if I run slightly on the rich side of max rpm (the engine still sounds lean), my engine will normally run flawlessly and last forever. And, this is the good one; you will rarely have to make an adjustment.

I also feel that you can only get a good needle valve setting by flying the plane. My experience from competition in CL rate race and combat and RC pattern and quickie 500 has been that you need to hear the engine in the air after it has flown 6 to 8 minutes. If it runs well at this point, the needle is correct. If not, land, shut down, refuel and make a small adjustment (1/8th turn) and try it again.

Be careful and good flying.

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

The Fox Valley Aero Club *Flypaper*

Rush to:

Bob
Mosinski
2016 Grayhawk Drive
Aurora, IL 60504



Flypaper

