



December 2002

The Fox Valley Aero Club Flypaper



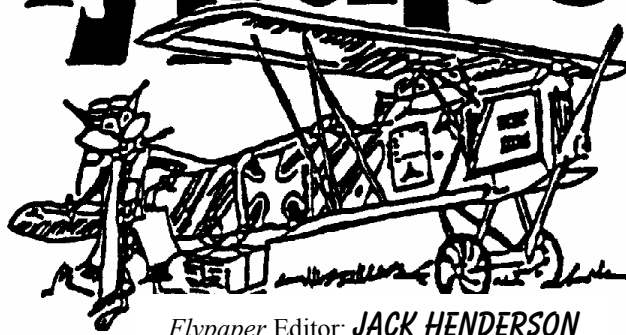
December 2002

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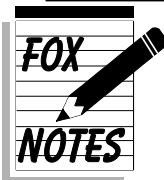
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Another Year Takes Flight

has already begun to make next year's even bigger and better. The flimsy economy has put some of us back on our heels, but next year holds the promise of new opportunities, and with any luck at all, more free time to pursue our favorite hobby.

In the middle of Winter, it's nice to remember those great Friday afternoon cookouts in Summertime at the field, flying until sundown with our buddies, and then sitting around and shooting the bull as the stars come out. Those days will be back before we know it. In the meantime, build your beauties, patch up your racers and fun-fly planes, stay sharp on that simulator, bundle up and fly when you can, and make plans for a great New Year of fun with your Club. That's what it's all about!



This month's club meeting will be held at the annual Holiday Party . Hope you made your reservations! See you there!

Get Well wishes to Lee Patterson! Lee, we want to see you out there flyin' em soon!

Who will be the first flyer of 2003? This annual competition is one of the most hallowed traditions of the FVAC. Rain, snow, sleet, wind or shine, we all bring our planes to the field (and skis or floats if necessary) on New Years Day, and see who can get into the air first at 1 second after 10:00 am.

Be there!



It's true what they say. Every year seems to pass more quickly, and 2002 was no exception. It seems like only a short while ago that we were enjoying last year's Holiday Party, reminiscing about the events of the year with our flying buddies.

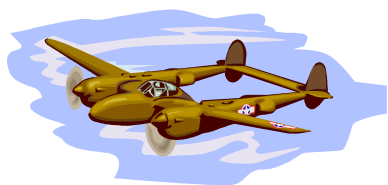
Looking back on the year, though, a lot has happened. Our club is now over 190 strong, and we have a lot of great new members to join the ranks of the veterans. There are new friends, and sadly, we have also lost a precious few of our own to that great flying field in the sky. Another Festival of Giants is in the history books, and of course, planning

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A Loss for our Club

Paul Douds reports that club member **Keith McEwen** passed away last week after suffering from a chronic illness. Keith joined the club in 1998 and was a Dentist by trade. If you would like to send your condolences to his widow, Ruth, the family's address is 1220 S. 10th St., St. Charles, IL 60174.



TIPS AND TRICKS

ONCE IN A WHILE, AND ESPECIALLY WITH A NEW OR REPAIRED MODEL, GIVE THOSE CONTROL SURFACES A TUG TO SEE IF YOUR HINGES ARE HOLDING IN THEIR SLOTS. MANY A MODEL HAS BEEN LOST DUE TO LOOSE, BROKEN, OR IMPROPERLY INSTALLED HINGES. CHECK 'EM!

November '02 Club Meeting Minutes

by Kevin Hersey

Fox Valley Aero Club General Business Meeting Minutes November 14, 2002

President Dave Gustafson called the meeting to order at 7:30 P.M. at the St. Charles Township facility.

Secretary's Report

The October meeting minutes, as published on the club's website, were approved.

Treasurer's Report

Treasurer Randy Rhodes did not have a report but indicated major expenditures for the month were the Christmas Party invitations and Porta Potty.

COMMITTEE REPORTS

FIELD REPORT - Field Chairman Lee Patterson reported that conditions at the field are cold, damp and windy.

TRAINING - Dan Compton reported that training activities are limited.

FUN FLY - The last Fun Fly of the season was held in October. The Fun Fly auction was held immediately following the general business meeting. As a reminder to all members, Fun Fly events are held monthly on the Saturday

following the general business meeting. There are four competition categories including novice. Points are awarded for first through third in the events as well as for participation. At the end of the season, points earned over the year are used to bid on some great R/C stuff.

MEMBERSHIP -

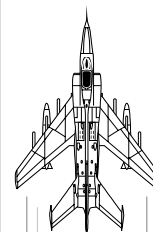
Membership Chairman Al Zabel reported that there are now 193 members. There were no new members or guests at the November meeting.

EVENTS AND GENERAL BUSINESS

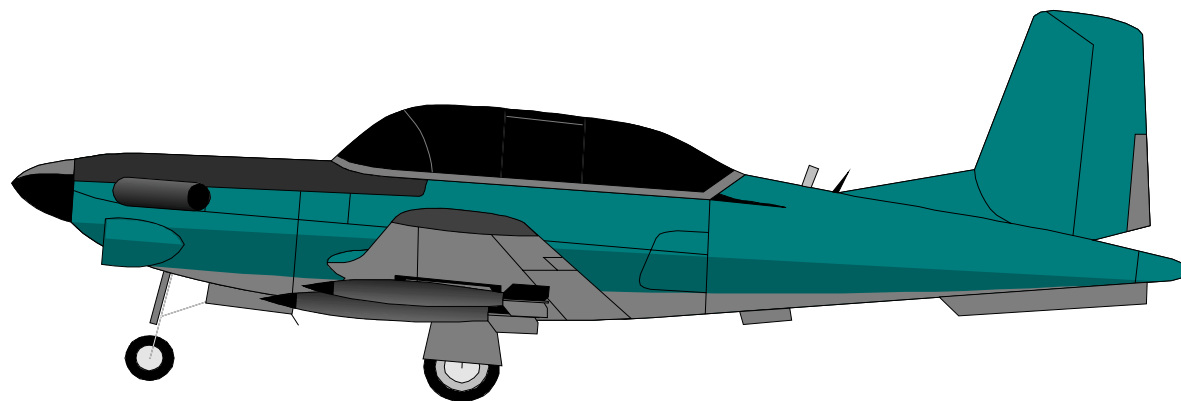
BOARD MEETING - It was reported that the Board discussed the preparation and distribution of a hard copy Fly Paper. The consensus of the Board was that a mailed Fly Paper was preferred over the current posting on the website. Options for utilizing a service, such as Kinko's, to print and mail the monthly newsletter will be considered.

The Board also discussed increasing the number of

(Continued on page 3)



"...Al Zabel reported that there are now 193 members..."



November 2002 Meeting Minutes, continued



Please support the Club by providing your old cast off equipment.

(Continued from page 2)
elected Directors from 3 to 6. According to Mike Kostecki, Constitutional expert, increasing the number of Board members requires a Constitutional amendment. The proposal is presented at a General Business meeting and voted upon at the following months meeting. A proposal to amend the number of Directors in the Constitution

was introduced at the November meeting. This matter will be voted upon at the next General Business meeting. The increase in the number of Board members is reflected in the list of candidates for 2003.

Candidates were solicited during the November meeting. Current candidates are as follows:

Mel Ziska	President
Greg Bohler	Vice President
Don Bennish	Treasurer
Bill Simmons	Treasurer
Kevin Hersey	Secretary
Ken Kaiser	Board Member
Mike Kostecki	Board Member
Paul Douds	Board Member
Don Bennish	Board Member
Bob Walker	Board Member
Doc Yocke	Board Member

Dave Cardiff graciously agreed to prepare a ballot for the election.

Al Zabel, Membership Chairman Emeritus, agreed to continue his fine efforts but would appreciate an apprentice.

Dan Compton agrees to continue his role as Safety Officer.

Christmas Party – Paul Douds was busy collecting for the Christmas party buffet. If you haven't signed up, get with the program. The Christmas Party will be held December 13, 2002 at Fisherman's Inn, located at Route 47 and Main Street, 2 miles south of Elburn. The meal will be buffet style with a choice of meats. Appetizers include pickled herring with cheese cake for dessert. Both my favorites, skip the main course.

Swap Shop - Chairman Steve Baker reported that the 2003 event will be held on FEBRUARY 22, 2003 from 9:00 A.M. to 2:00 P.M. at the Pottawnamee Park facility. Gary Ernst, manager of the Club table, reported that a donation of planes and equipment had been received for sale at the Club table. As previously mentioned, donations for the Club swap table have netted significant revenues.

New Field – Bob Walker reported on the status of the new flying field. Evidently paperwork transferring the property from the State to local authorities has not been finalized. Plans remain in a state of flux.

Show and Tell – Once again no presentation.

The meeting adjourned at 8:15 P.M. and was immediately followed by the Fun Fly auction.



“Paul Douds was busy collecting for the Christmas party buffet.”

The Board also discussed the dates for the Festival of Giants. This year's event was held Thursday, Friday and Saturday. Previous events were held on Friday, Saturday and Sunday. After brief discussion, two motions were made and voted upon by the general membership. The first was to host the event on Friday, Saturday and Sunday. The second was to host the event on Thursday, Friday and Saturday. The later motion (Thursday, Friday and Saturday) was approved.

Concerning the Festival, it was mentioned that Mel Ziska will serve as the Contest Director. Thanks Mel!

December Elections – During the December Christmas meeting/party, election of new Club Officers will occur. Candidates are solicited for all positions as the current officers need time to recharge their batteries (literally and figuratively).

TIPS AND TRICKS

CLOTHESPINS MAKE GREAT CLAMPS, BUT IF YOU'RE USING CA, AVOID THE HARD PLASTIC ONES. SOMETHING IN THE GLUE ATTACKS THE MATERIAL, AND THEY TEND TO BREAK AT STRESS POINTS WHEN EXPOSED TO THE FUMES. THE WOODEN ONES, THOUGH, WORK FINE "IN A PINCH."

Holiday Gift Ideas!

By Jack Henderson

So, you and your loved ones are waiting until the last minute to finalize your holiday buying. Do you need some ideas to round out your stocking? Here are a few...

1. **Hobby Lobby Profile Mustang.** I've read a few reviews of this plane, and it looks like a fine flyer in the "quick park flyer" range. Zippy performance (I've watched the

"Do you need some ideas to round out your stocking?"



video) and a nice, compact size make this plane a fun flier that won't wake the neighbors. Reno Races around the light poles in the Walmart parking lot? This plane could do it! About \$130.00, ARF with motor, add another \$100.00 if you need a speed controller and battery pack. Look for it at your hobby dealer, or go online to <http://www.hobby-lobby.com/mustang.htm>.

2. **Hobbico AccuCycle Plus.** We've all seen WAY too many crashes caused by partial

charges or bad cells. It's a shame to lose a plane (and your dignity!) to a \$2.00 nicad, and with a cycler/charger like the AccuCycle Plus, you'll have a lot less to worry about from your batteries. It cycles and reports capacity to pin down problems before they happen, and it'll quick charge/peak charge your packs for those sudden Saturdays when the weather clears up and you've got nothing charged. About \$160.00 at your local hobby shop.

3. **ModelTech Giant Piper Cub.** If you like Cubs, this is a whole lotta Cub to like. At 7 and a half feet, it's almost like the real thing with a big 50cc engine up front. In fact, this might be as close as you can come to the real deal while keeping your feet firmly on the ground. If your ship came in this year, think about this one. It's about \$900.00 at your local hobby dealer, or go online to <http://www.hobbypeople.net/gallery/121200.asp>

4. **ModelTech Joss Stick.** If there's one plane I think everyone should

have in their hanger, it's got to be a Joss Stick. Put a .60 in it, and it's the next step up from a trainer. With a 1.20, it's a go-anywhere, do-anything fun bird that will never let you down. Put a YS 1.40 on it, like someone we know, and you can tear the wings off. Literally.



About \$180.00, from your local hobby dealer, or see it online at <http://www.hobbypeople.net/gallery/123720.asp>.

5. **ModelTech Magic.** Have you been out to the field when Gustafson's been flying his Magic? This plane will hover right out of your hand, with the right pilot on the sticks. It's tough, too; Dave's has survived a number of strange encounters, including a near-miss with a squirrel. (The squirrel was minding its own business in a tree at the time.) It's a lot of fun for about \$100.00.



6. **Hobbico Starfire 40.**

(Continued on page 5)

Holiday Gift Ideas!

...continued

(Continued from page 4)

Okay, so it's a few years old now, and it's not the latest thing out there, but if you've got a good .46 laying around you will have a lot of FUN with this little sport model. It's light, agile, flies any maneuver you can think of, and does the prettiest mains-first landings you ever saw. It's a great fun-fly competitor, too. About \$120.00, from your local hobby dealer.



7. Sig Mini Field Boss. I have an ongoing quest to find the perfect field box. I bought one of the big Sig Field Boss kits, and I love the box, but it's so big and heavy that it's really quite difficult to lug around. This smaller version, though, has some great features that make it more usable than the original. Take a look and see what you think. I'm sure I'll be getting one, but then, I'm obsessed... About \$30.00 from your local hobby



dealer.

8. **Great Planes Escapade.** Have you joined the Park Flyer revolution yet? For those low-wind, low-stress



flying experiences, there's nothing like putt-putting around with a little electric plane. Weighing just a few ounces, these planes (and there are a lot of choices) are a ton of fun. You can invent new flying activities, too, like "How close can I get to that flagpole without hitting it?" I invented this one, and by the way, I found out how close! (They're durable, too.) The Escapade is under \$40.00, and other Park Flyers are in this price range, too. Check with your local dealer for more details.

9. Top Flite Nobler R/C. For those of us that started out in control-line flying, the Nobler holds a special place in our hearts. What a great plane,



and now there's an R/C version to impress your friends with. It looks cool, and it's a bit of hobby nostalgia that's hard to resist. About \$75.00, from your local dealer.

10. Vectron Blackhawk. Now for something completely different. This amazing flying thing is sometimes advertised like a toy, but helicopter experts have called it the best basic trainer for new chopper pilots available. It's a marvel of



computer and remote control technology. It's three electric motors are controlled by an autopilot-like brain, and it has a two stick "transmitter" that let's you take control and hover around. It's tethered to a base; it's not R/C, but that means you can fly high enough to hurt it badly. It's hard to explain how cool this thing is, you might just have to see one to believe it. It's about \$90.00, and I bet you can find one at your hobby shop, or even at WalMart or the mall. If you want to read more, go online to <http://www.slowflyers.com/airplanes/vectron/vectron.html>, or just search for "Vectron Blackhawk" on the Web.

Well, that's it for now. I hope you get what you're hoping for under the tree!



Basic Flight Trimming

Adapted from *Great Planes' Ultra Sport 40 ARF Construction Manual*



Besides being a great plane (no pun intended), the Ultra Sport 40 ARF comes with a very good manual, packed with information and tips. One of the most valuable things in it (for me) is an article on flight trimming, that I'll reprint here in a series over the next few months. Here's the second installment:

"On your trim flights, do all maneuvers at full throttle. The only deviation from this is if the plane will routinely be flown through maneuvers at a different power setting, and of course, for power-off maneuvers like spins, if they're part of your trim routine.

Let's start with the engine thrust angle. Note that in making this adjustment, some of the observations you'll make could be caused by the C.G., so be prepared to change both the C.G. and the thrust angle to see which gets the best result. Set up a fast, straight and level

pass. The model should be almost hands-off at this point. Without touching any other control on the transmitter, suddenly chop the throttle. Did the nose drop? When you add power again did the nose pitch up a bit? If so, you need some down thrust, or nose weight. When the thrust is correct, the model should continue along the same flight path for at least a dozen plane lengths before gravity starts to naturally bring it down.

Do each maneuver in this series several times, to make sure that you are getting a proper diagnosis. Often, a gust, an accidental nudge on the sticks, or just a poor maneuver entry can mislead you. The thrust adjustments are a real pain to make. On most models, it means taking the engine out, adding shims, then reassembling the whole thing. Don't take shortcuts.

Don't try to proceed with the other adjustments until you have the thrust line and/or C.G. correct. They are the basis upon which all other trim settings are made.

Also, while you have landed, take the time to crank the clevises until the transmitter trims are at neutral. Don't leave the airplane so that the transmitter has some odd-ball combination of trim settings. One bump of the transmitter and you have lost everything. The trim must be repeatable, and the only sure way to do this is to always start with the transmitter control trims at dead center.

The next maneuver is somewhat more tricky than it looks. To verify C.G., we roll the model up to a 45 degree bank, left or right, then take our hands off the controls. The model should go a reasonable distance with the fuse at an even keel. If the nose pitches down, remove some nose weight, and the opposite if the nose pitches up. The trick is to use only the ailerons to get the model up at a 45 degree bank. We almost automatically start feeding in elevator, but that's a no-no. Do the bank in both directions, just to make sure that you are getting an accurate reading of the longitudinal balance.

We now want to test the correct alignment of both sides of the elevator (even if they aren't split, like a Pattern ship's, they can still be warped or twisted). Yaw and lateral balance will also come

"Do each maneuver in this series several times, to make sure that you are getting a proper diagnosis."



The *Flypaper* is always looking for articles, tips, news items, for-sale notices, and other contributions from FVAC members!

Send to: Jack Henderson, 26 W 586 Embden Lane, Wheaton, IL 60187 jackhenderson@covad.net

Basic Flight Trimming

Adapted from Great Planes' Ultra Sport 40 ARF Construction Manual (continued)



into play here, so be patient and eliminate the variables, one-by-one. The maneuver is a simple loop, but it must be entered with the wings perfectly flat and level. Position the maneuver so that your assistant can observe it end-on. Always loop into the wind. Do several loops, and see if the same symptom persists. After you get the inside loops going correctly, do the same maneuver to the outside, entering from an inverted position. If both elevator halves seem to be neutral but you're still losing heading, proceed to the aileron / rudder adjustments.

Notice if the model loses heading on the front or back side of the loop. If you lose it on the way up, it's probably an aileron problem, while a loss of heading on the way back down is most likely a rudder problem.

Before making too many dramatic changes, look at the chart (coming in next month's issue) and note the many combinations of things we can do with just the ailerons. Each change you make will affect all other variables!

Note that the Yaw test is the same looping sequences. Here, however, we are altering rudder and ailerons, instead of the elevator

halves. We must repeat that many airplanes just will not achieve adequate lateral trim without sealing the hinge gaps shut. The larger you make the loops (to a point) the more discernible the errors will be.

The Lateral Balance test has us pulling those loops very tightly. Actually, we prefer the Hammerhead as a better test for a heavy wing. Pull straight up into a vertical and watch which wing drops. A true vertical is hard to do, so make sure that your assistant is observing from another vantage point. Note that the engine torque will affect the vertical fall off, as will rudder errors. Even though we balance the wing statically before leaving for the field, we are now trimming it dynamically.

The Aileron Coupling (or rigging), is also tested by doing Hammerheads. This time, however, we want to observe the side view of the model. Does the plane want to tuck under a bit? If so, then try trimming the ailerons down a small bit, so that they will act as flaps. If the model tends to want to go over into a loop, then rig both ailerons up a few turns on the clevises. Note that drooping the ailerons will tend to cancel any washout you have in the wing. On some models, the lack of washout can lead to some nasty characteristics, especially at low speeds.

The effects noted with the Aileron Coupling tests can also be caused by an improperly set wing incidence. The better test for this is knife-edge flight. If the model tends to pull upward, i.e., it swings toward a nose-up direction, then reduce the wing incidence. If the model tries to go off heading toward the bottom side of the plane, then increase incidence.

Again, we reiterate that all of these controls are interactive. When you change the wing incidence, it will influence the way the elevator trim is at a given C.G. Re-trimming the wing will also change the rigging on the ailerons, in effect, and they may have to be readjusted accordingly.

The whole process isn't hard. As a matter of fact, it's rather fun — but very time consuming. It's amazing what you will learn about why a plane flies the way it does, and you'll be a better pilot for it. One thing will almost guarantee, is that your planes will be more reliable and predictable when they are properly trimmed out. They will fly more efficiently, and be less prone to doing radical and surprising things. Your contest scores should improve, too.



“Again, we reiterate that all of these controls are interactive. When you change the wing incidence, it will influence the way the elevator is

Fox Fotos



The annual Fun Fly Auction was a success, with a lot of pilots walking off with a lot of prizes!

At the field, you can see below that brave souls are still flying, even though Dave G can't seem to keep his tail from dragging...



FVAC MEMBERSHIP FORM

Initiation Fee: \$100.00 (For new memberships only.)

- Dues for Senior Members (18 years and over) \$75.00 per Member
- Dues for Junior Members (17 years and under) \$25.00 per Member

PLEASE PRINT

Your Full Name:	AMA Number:	Age: <small>(Junior Members only)</small>	Dues Amount:
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____
_____	_____	_____	\$ _____

Your Complete Mailing Address:

Please list the R/C channel(s) you use:

What is Your Occupation?
(Please provide details)

Your Phone Number:

Your E-mail Address:

Total Payment Enclosed:
\$ _____



Complete and mail this form to:

Alfred Zabel
FVAC Membership Chairman
1231 Averill Drive
Batavia, IL 60510



Make checks payable to:
"Fox Valley Aero Club"

Signature

Date

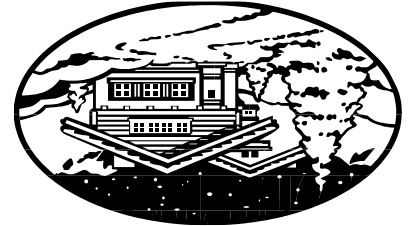
In This Issue...

The Latest Club News, and Holiday Gift Ideas!

The Fox Valley Aero Club *Flypaper*

Rush to:

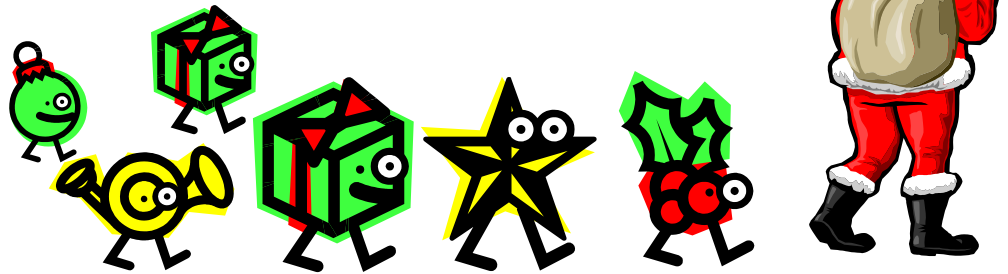
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Club Meeting This Friday!

(at the Holiday Party!)

Happy Holidays to all FVAC Members!



**Get ready to have a great time at the
FVAC Holiday Party!**