



December 2004

The Fox Valley Aero

Flypaper



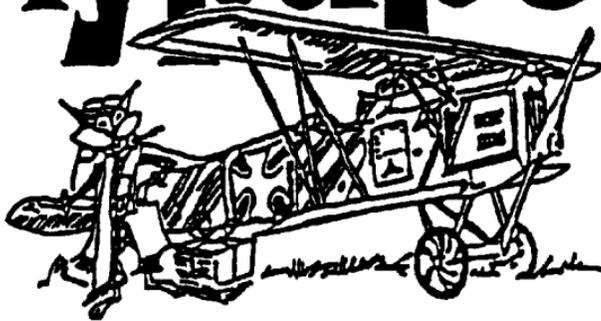
December 2004

Club President
Mel Ziska

Club Secretary
Kevin Hersey

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.



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Graphics

Merry Christmas

November 04' Club Meeting Minutes

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

President Mel Ziska called the meeting to order at 7:35 P.M. at the St. Charles Township facility

Secretary's Report – The Secretary's report was approved as presented.

Treasurer's Report - Treasurer Bill Simmons reported Club finances. The construction escrow funds, held by the City of St. Charles, have been received. Outstanding invoices for construction of the new field will be prioritized and paid off as funds permit. It was mentioned that it is anticipated that the AMA will provide \$5,000 towards the construction of the field. The funds should be released in March. The Treasurer's report was approved as presented.

COMMITTEE REPORTS

FIELD REPORT – Field Chairman Lee Patterson reports that everything is good at the field. The portable sanitation device has been removed for the winter. Although winter is approaching, plans need to be formulated for mowing approximately eight (8) acres of property next year. It was noted that a medium size riding mower would take hours to complete the job. It was concluded that a gang type mower was the best option. Unfortunately funding is tight. Anyone know of a good gang mower available for the taking?

INSTRUCTION – Flight Instructor Dan Compton reported that training sessions are light. Lately his training efforts have been at the Pratt Wayne facility.

SAFETY – Dan Compton reminds pilots to stand away from the runway. Stand on the portion of the taxiway that is parallel to the runway. In the near future the pilot's stations will be installed. Jeff Anderson reminds pilots to NOT fly over the pit area.

The AMA rules are now posted at the field. Please note and comply with the rules. Safety rules must be followed. Also please remind visitors of the rules.

MEMBERSHIP – Chairman Al Zabel reports that there are 205 members going into the 2005 membership renewal season. Approximately 25 members have already renewed their 2005 membership. All members are reminded that the 2005 membership fees are due by the February meeting. Please contact Al if you have any questions.

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For the new members, Jason Walsh has the membership name badges. There were no new members to initiate. Darn!

NEWSLETTER CHAIRMAN – Bob Mosinski advises that he will not be able to complete the newsletter on the internet. However, he will continue to manage the website. Thanks to Bob for his help on the newsletter the last couple of years. From the Secretary's perspective, this has been a smooth operation.

EVENTS AND GENERAL BUSINESS

CHRISTMAS PARTY – Paul Douds reminded everyone of the Christmas Party. Approximately 75 members and their significant other have signed up so far. The event will be held on December 10, 2004, at 6:00 P.M. for cocktails and 7:00 P.M. dinner. Location will be the same as last year, the Fisherman's Inn, Route 47 south of Elburn. This year the event will be \$30.00 per person. Checks should be made payable to the Fox Valley Aero Club.

Reminder, the Christmas Party/December business meeting is held on FRIDAY night,
NOT Thursday night.

The status of the ladies raffle and Club buy-in raffle is kinda in a state of flux (How can a raffle be in a state of flux?) Regardless any raffle that is held must be self supporting! To induce members to renew early, the Board of Directors agreed that for members paying the 2005 membership renewal fee plus \$25.00, by the time of the Christmas party, would be eligible for a special raffle prize.

ELECTION 2005 – Candidates have been solicited for the FVAC officers and board members. The nominating committee has been hard at work and the following members have expressed an interest:

President –	Jeff Anderson
Vice President –	Karl Griesbaum
	Paul Douds
Treasurer	Bill Simmons
	Don Bennish
Secretary	Julian Pugh
Board Member	Bob Walker
	Homer Lannoye
	Dominic Saverino
	Bill Sponsler
	Ken Kaiser
	Greg Bohler

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A motion was made and seconded to close the nominations. The membership voted to close the nominations. The vote will be held during the Christmas party.

CONSTITUTION – A motion was made and seconded to amend the FVAC Constitution. The amendment is to delete the St. Charles Park District from the Constitution and to eliminate other organizations mentioned in the Constitution that no longer have an association with the FVAC.

It was clarified that the City of St. Charles was not to be substituted for the St. Charles Park District. The Park District had a co-sponsorship arrangement with the FVAC. The City of St. Charles does not have this relationship.

After discussion, the motion was voted upon with unanimous approval by the General Membership.

SWAP SHOP – Julian Pugh, Swap Shop Chairman and candidate for Secretary (God bless him!), reports that handouts announcing the event have been printed and are available for posting on bulletin boards. Take a few and get the word out! Please note that the event date has been changed to FEBRUARY 12, 2005. The date for the event has changed since the last announcement! As a reminder the Swap Shop is a BIG money maker, particularly the Club table. Donations to the Club table are sold with proceeds going directly into the Club coffers! Last year's Club table had some great donated items and netted big bucks.

SHOW and TELL – Jeff Anderson presented his AirPac F-18 ARF. The aircraft is equipped with Robart retracts and a Jet Cat turbine producing approximately 30# of thrust. The bird is equipped with a one gallon fuel tank that provides for a 10 to 12 minute flight. Jeff is looking forward to the first flight, planned for this coming weekend.

Paul Douds presented his Burt Ruttan Quickie. The plane is powered by an O.S. 46 and is equipped with a canard wing. Paul is wondering where the center of gravity is located. It was suggested that Paul contact Burt for the information.

Dominic Saverino displayed his Hanger 9, 60 size Miss America Mustang. The Mustang is powered by an O. S. 91 and equipped with factory retracts. ARFs just get better looking all the time. Dominic indicated that he tirelessly tested the retracts...Up and down without a hitch. Everything worked fine except on the first flight when they would not lower. Oh well, a belly landing did little damage. Plans are for a retract retrofit with Robarts!

Chuck Noyes was able to attend the meeting after his back surgery. He displayed his electric Wright Flyer. The plane has been up and down the driveway a few times. Chuck indicated that under throttle the motors would deflect inward. He added restraints on the motors to minimize the deflection. Chuck advises that he is in recovery mode but does not have good feeling in his hands. This of course causes some difficulty with building. Chuck would appreciate some help building several of his kits. Whoever helps has rights to the first flight!

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Tony Sokol displayed his Hanger 9 182 Skylane. The ARF aircraft has a 92 inch wingspan and weighs approximately 15#. It is powered by an O.S. 160 twin (neat). Tony advises that the directions provided for a fuel tank that cannot be removed. Recognizing reality, Tony modified the craft so that the fuel tank is removable for maintenance. An added feature is a Sierra nosegear that has spring action. Neat nosegear, neat plane!

Hobby Town – Reminder – during the September meeting Mike Kostecki, Hobby Town, announced a program to help support the new field. In the months of October and November 2004 (time is running out) Club members are asked to forego their 10% discount on certain purchases. Hobby Town will add 5% to the amount of purchase and donate to the Club Field Fund. This is 15% of your purchase going towards the field fund! This offer does not apply to airplane kits, radios or fuel. HOWEVER, there may be exceptions. Contact your friends at Hobby Town for further details!

The meeting adjourned at 8:45 P.M.



Kevin Hersey

Secretary

From the Editor...

Marty Davis reporting for duty... Marty will begin his tour of duty with the January 05' newsletter.

"If the club could use my help in this area I would be more than happy to take on the job. Having recently retired, I would have the time needed for this important duty. For the last five years I have gained experience by doing a newsletter for the NIRCHA in Addison. The helicopter club is much smaller with only about 60 members but has given me much experience in putting together a newsletter. Jeff Anderson is a member and a friend in that helicopter club and would be familiar with my work on the newsletter over the last five years. I just recently joined your fine club but have been in R/C for almost 45 years. I would look forward to the challenge of keeping the fine standards you have set for the newsletter and I would do it in a timely manner!"

Sincerely,

Marty Davis

Thanks Marty for taking on this important role. I will still carry on as club web master so if you have any suggestions or comments please let me know. 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

Regards, Bob



PATTERN 101

By Club Member, Chris Moon

The first three maneuvers following take off in the Sportsman sequence are- straight flight out, ½ reverse Cuban eight, straight flight back. They are all separate maneuvers, but should be thought of as one continuous sequence. The straight flight out should be flown exactly parallel to the flight line in wings level flight for approximately 100 meters centered on the judges. Maintain your parallel line as you pull up into the ½ reverse Cuban eight. Things get busy fast in the ½ reverse Cuban eight. First you pull into a 45 degree climb, pause and ½ roll to inverted, pause again and pull into a 5/8 inside loop to finish. The trick is to make the climb exactly 45 degrees, the pauses exactly equal in length, the ½ roll exactly ½, without over or under rotating, and finally the 5/8 inside loop with a constant radius. To make things more interesting, the bottom of the 5/8 loop should be exactly at the same altitude as the entry to the maneuver. If not, you are going to start off the beginning of the straight flight back maneuver at the wrong altitude. The straight flight back path should be flown exactly on top of the straight flight out flight path. This means at the same altitude and distance out and the same 100 meters in length as the straight flight out maneuver. You can see now how these three are all “connected”, and how a mistake in one maneuver can make the next maneuver more difficult as you try and “fix” your mistake while performing the following maneuver.

Since it is getting cold and building time is here, let’s discuss how to make your next plane perform its best. It does not matter if we are talking ARF or kit or pattern or sport plane. Certain techniques will improve the flight performance of any plane. Let’s start with control throws, especially on those surfaces where you are running dual servos, like on the ailerons. The number one reason for wobbly rolls is different amounts of throw on each aileron. You cannot get an accurate throw measurement with a ruler held up to the aileron. Believe me, I tried for a long time, and I could not get within 2 degrees of throw from one to the other. Here is a gadget that everyone should have.



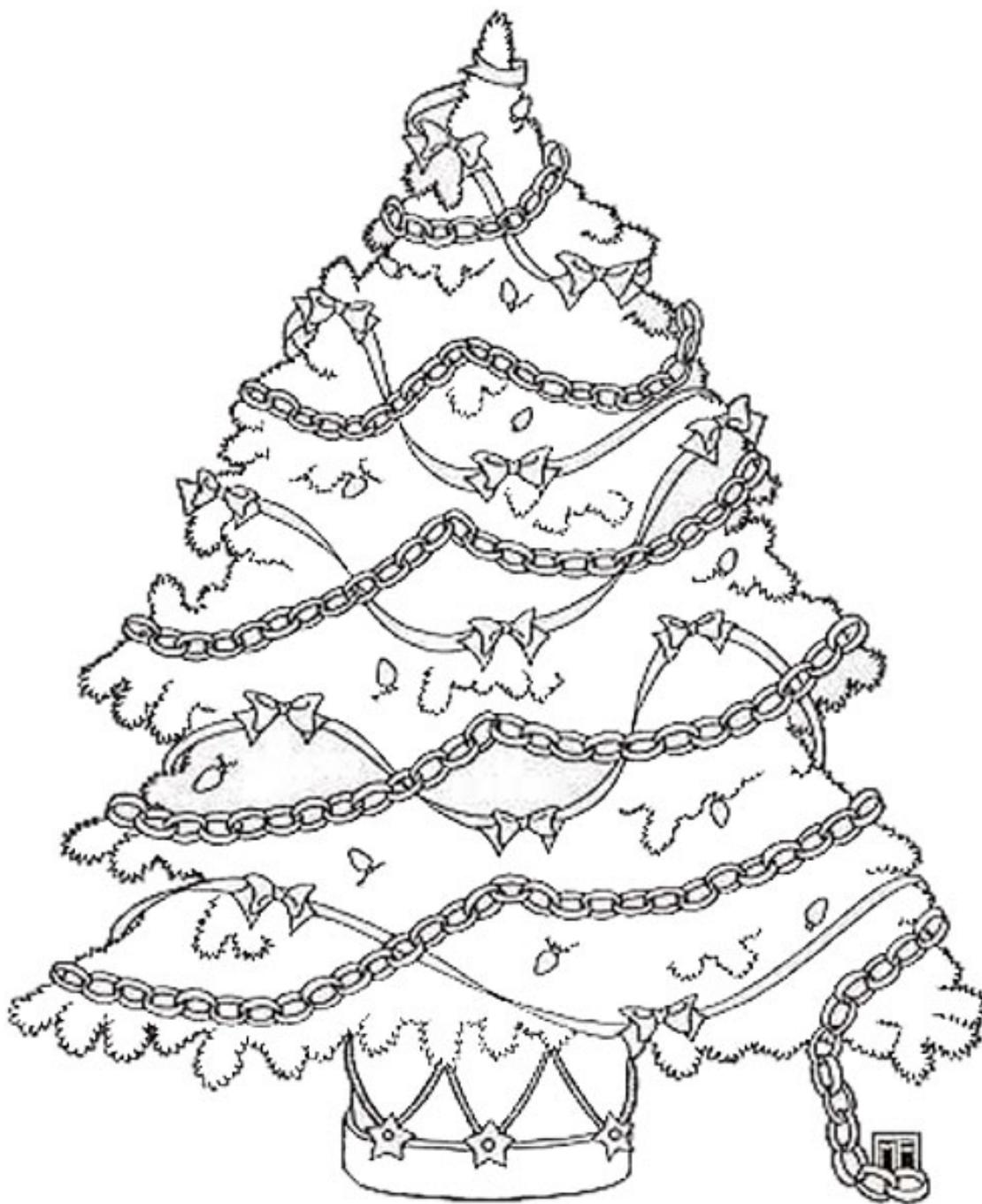
It’s a throw meter that simply clips to the control surface and measures the throw with great precision. It’s by CRC and sold at www.centralhobbies.com for \$24.95. A little pricey, but you can make one yourself for a few bucks, either way it is worth its weight in gold when setting up your plane. You can clip it on each aileron or elevator half and easily measure in ½ degree increments to see if they have exactly equal throw. Chances are that they are not equal and giving you wobbly rolls of cork screw like loops. As a side benefit, you can also check your pushrod setup for any sticking or drag. As you move the servo from side to side and back to neutral, the meter MUST return to zero. If it does not center exactly each time, you either have a sticking/ binding pushrod, or a servo with poor centering. Either way, it must be fixed to get a good flying plane. Next month, I will show you a simple and very inexpensive but precise way to install control horns on just about any plane.

Chris Moon

Cmoon767@aol.com

“CHRISTMAS COLOR ME TREE”

TO: _____ **FROM:** _____



Remember to draw and color a Christmas Star!

“MERRY CHRISTMAS”

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

