



July 2004

Club President
Mel Ziska

Club Vice President
Greg Bohler



AMA Charter 252

The Fox Valley Aero

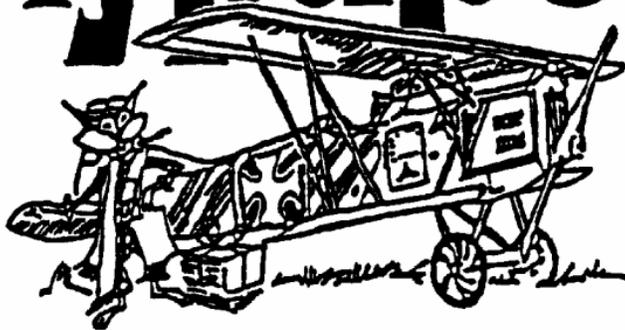
Flypaper



July 2004

Club Secretary
Kevin Hersey

Club Treasurer
Bill Simmons



Newsletter Editor **Bob Mosinski**



AMA Charter 252

Message from the President

July already! Half of the year is history. History. We all have been contributing to what children of the future will read as, history. What we do individually, do in our community, do in our state and country, all will impact the future. Will the Fox Valley Aero Club be in a history book? I would like to think the Club will be recognized by future generations.

July also will mark the beginning of work on our new field. A good part of the board meeting July 1, was spent going over the, I hope, last details of construction. We have been told that money for the entrance road would have to be on deposit/performance bonded to get the starting approval. The board was presented with funding available from a group of members to get the job done. The additional funding may come from personal guarantees or letters of credit satisfactory to the City. The response to the assessment process has been very good. Many members have made substantial additional contributions to the field fund for use on the field. The board feels that when actual construction starts, additional funds will flow into the Club and new members will want to be onboard to enjoy the new facility. The field fund will continue to be used for the field covering all costs related to the new field.

Kids fly day with Glenwood and the Rotary is being penciled in for August 12th. We hope to have final confirmation on that date very soon. This will be a tremendous opportunity for FVAC to get favorable press coverage on our commitment to the community.

Fly safe. See you at the next meeting. Bring cash for a 50/50 drawing.

Mel Z.



June 04' Club Meeting Minutes

by Kevin Hersey

Fox Valley Aero Club General Business Meeting Minutes June 10, 2004

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

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

Treasurer's Report - Treasurer Bill Simmons reported on the expenditures for the new field and the balance available. The Treasurer's report was approved.

COMMITTEE REPORTS

FIELD REPORT – Field Chairman Lee Patterson reported that mowing was being undertaken. Jeff and Aimee Anderson installed the flag. It is understood that was Aimee on the roof! The Park District reported a noise complaint due to the early morning flying. Members are asked to restrict noise by flying closer patterns and restricting noise as possible.

FLIGHT INSTRUCTION – Chief Flight Instructor, Dan Compton, reports that several novice pilots are in training. Dan has provided some instruction at Pratt Wayne to avoid the “down time” at our field. Thanks to Dan for going the extra mile (literally)!

MEMBERSHIP – Two new members were initiated into the FVAC. The writer failed to get proper name spellings from the membership chairman. Rather than massacre the names, apologies and the names will be next month.

EVENTS AND GENERAL BUSINESS

FLYING OPTIONS – The soccer season is winding down and the opportunities to fly should be more frequent. The prohibition on flying while soccer players are on the fields remains in effect.

NEW FIELD – Bob Walker reported on the project progress. Cost estimates continue to be received and projected construction costs continue to decrease. LeRoy Retzlaff may be able to provide the heavy equipment to do the earthwork. It now appears that construction will begin in July at the latest.

A major hurdle was resolving the issue of a performance bond. The City is agreeable to establishing an escrow account in the amount of the project. This assures that the project will be completed. The amount of the escrow account is determined by the project bids.

The New Field Committee has dealt with numerous governmental bodies and many an obstacle hurdled. Their efforts were rewarded with a round of applause.

NEW FIELD FUNDING – Excluding junior and family memberships, the Club has approximately 150

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members. Approximately half of the members have paid the assessment to support construction of the new field.

The Board of Directors has tried to provide fair treatment of our current members and require future members to make a similar financial contribution. The Board passed the following motion at the June Board meeting. In accordance with the FVAC Constitution, the Board's action must be presented to the General Membership and voted upon at a regularly scheduled Business Meeting. The following motion was presented to the General Membership during the June 2004 meeting.

For new members a Field Fund contribution of \$300 plus full year annual membership dues of \$75 will be payable. For members joining after August 1, the annual dues will be \$37.50 as established by the FVAC Constitution. New members have the option of making an initial payment of \$100 plus the applicable annual membership dues. The balance of the field fund contribution will be due prior to the next annual membership renewal period. In the event the new member fails to pay the balance due at the next renewal period, all fees paid to date will be forfeited by the new member. Junior members will continue to pay dues at the currently established levels.

SHOW AND TELL – Hobby Town has been requested to present products of interest. Mike Kostecki provided an informative and interesting discussion concerning the great variety of fuels available. To support the discussion, Mike brought several cases of different types of fuel to the meeting. Paraphrasing Mike's discussion there are several basic considerations:

1. Control engine temperatures with head temperatures in the 210 to 220 F range.
2. Don't use Car fuel.
3. Consult your owner's manual for fuel recommendations.

Mike reports that car engines can be destroyed on a gallon of fuel or less. Running too lean is the major culprit. Fuels are basically methanol (methyl alcohol), nitromethane and oil. The similarity ends at this point. Each one these constituents may vary in concentration. Higher percentage nitro fuels may burn cooler. Oil concentrations may be a blend of castor oil and synthetic oils or a single oil type, e.g. all castor. Topping off the variables are fuel component concentrations that may be calculated by volume or by weight!

At the conclusion of the presentation, Mike provided a gallon of fuel for the Club raffle! Thanks!!

LANDING PROBLEM – Art Wascher, a relatively new member, was once again recognized for his landing talents. There were evidently several witnesses to the event and slightly differing accounts. Art was attempting an extended take-off roll at a high rate of speed. To keep the plane on the runway, a little bit of down elevator was required. Apparently a little bit too much down elevator resulted in the prop striking the tarmac. This was corrected with up elevator. Unfortunately it was too late for the prop. The plane jumped off the surface only to return immediately thereafter in a reconfigured state!

SHOW AND TELL – John Turner presented his Hanger 9 "Twist". John reports that the ARF went together quickly with little difficulty. His only modification is to beef up the wing mount. Powered by an O.S. 46, the 5 pound plane is sure to be a performer.

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Dominic Saverino presented his World Models twin Mustang, P82. This unique aircraft is powered by 2 O.S. 52 four stroke engines. It is equipped with flaps and retracts. Dominic hasn't flown the aircraft yet and is looking for a good test pilot! This plane has twice the power that is recommended.

Bill Simmons presented his Sig Smith Mini Biplane. With a wingspan of 48 inches, Bill plans on a 60 size engine for motivation. He is expecting good vertical performance, to say the least! Bill spray painted portions of the plane and was very pleased with the color match between the mono-kote covering and the matching spray paint. He recommends trim tape for covering the seams between the paint and the covering.

Thanks to Mike Kostecki of Hobby Town for his presentation on fuels and thanks to the members bringing in their aircraft!

The meeting adjourned at 8:43 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**



The Experimental Aircraft Association's Fly-In Convention, now known as EAA AirVenture Oshkosh, has been in existence nearly as long as the association itself. The first gathering was in September 1953 as a small part of the Milwaukee (Wis.) Air Pageant. That original EAA fly-in at Wright-Curtiss (now Timmerman) Field was attended by a handful of airplanes, mostly homebuilt and modified aircraft. Fewer than 100 people registered as visitors. The larger Milwaukee Air Pageant has faded away but the EAA gathering has become one of the world's largest aviation events and the world's largest annual convention of any kind.



<http://www.airventure.org/>

July 27 - August 2
Launching the Next Century of Flight

You can fly right side up, now try inverted flight

By JOSE VAZQUEZ

You have mastered flying right side up, or so you think. Your next challenge is to fly upside down. While not required for all, knowing how to fly inverted could save your airplane.

I remember the first time I flew an airplane with flaps. After a brief takeoff with full flaps, my model started to loop and was on its way back to the ground. Since the flaps were new to me, I didn't realize what kind of effect they would have on the aircraft. I was even less familiar with the flap knob so I was not able to make a correction using it. My solution was to stop the loop by flying the airplane inverted while I cleared my mind and readjusted the flaps.

Flying inverted can save your airplane in many other instances, such as when your model drops from a hover or when you are not able to complete that low pass loop.

So how do you do it?

It's easy. When inverted, two of your controls—the elevator and the rudder—will feel like they are reversed. The ailerons will feel this and turn the airplane in the same direction as if it were flying right side up.

The easiest way to learn to fly inverted is by starting a loop (make sure you are at least 200 feet up for safety). When you reach the top of the loop, try to keep flying while inverted, like an immelmann without the roll. This will require you to apply down elevator (stick away from you) and steer/maintain level flight with your ailerons. Note that you will apply down elevator to raise the airplane's nose and up elevator to bring the nose down (opposite of what you've already learned). If you feel uncomfortable, just pull on your elevator and complete the loop.

Once you can hold the airplane steady for a while, use your ailerons to fly it like you would during regular flight. Fly a pattern around and do some figure eights. When you feel comfortable with this, you can start to use the rudder to make your coordinated turns, but remember that now the rudder acts opposite what it does when you're flying right side up. From there, it is up to you to see how many maneuvers you can accomplish while inverted—loops, snaps, spins, etc.

You can also perform a half roll to get your airplane inverted, but I do not recommend that when you are starting out since there is a greater loss of altitude involved if you make a mistake.

*from the newsletter of the
Low Country R/C Fliers Club
Jose Vazquez, editor
Charleston SC*

Learning Tips— Important prerequisites

- **Have an experienced flyer help you:**
 - **Set goals:**
 - **Take small steps:**
 - **Don't skip steps:**
- **Have an escape ready:**

Crystals

It is essential that correct make of crystal be used in both transmitters and receivers. If you are using Futaba equipment then ensure that the crystals are for Futaba. Other manufactures crystals may appear to work but there is no guarantee that the TX or RX will be accurately on frequency. This could result in reduced range and / or being susceptible to interference from someone on an adjacent channel.

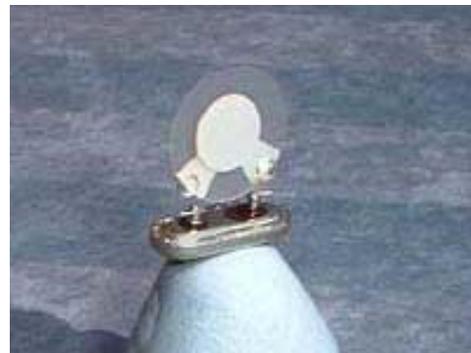
It is important that the connecting pins on the crystal and the socket in the TX or RX are clean and that the crystal is a firm push fit. Any poor electrical contact could give interference like symptoms or unusable equipment. Ensure that the crystal cannot vibrate out of its socket. Wrap tape around the receiver if a crystal cover is not fitted.

The crystal itself is a very thin wafer of quartz that has two silver contacts etched into either side and connected by thin spring wires to the contact pins. The whole thing is hermetically sealed inside a metal can. They can easily be damaged by vibration or heavy knocks. Don't drop them and if your receiver has been in a crashed plane seriously consider replacing the crystal as a matter of course.

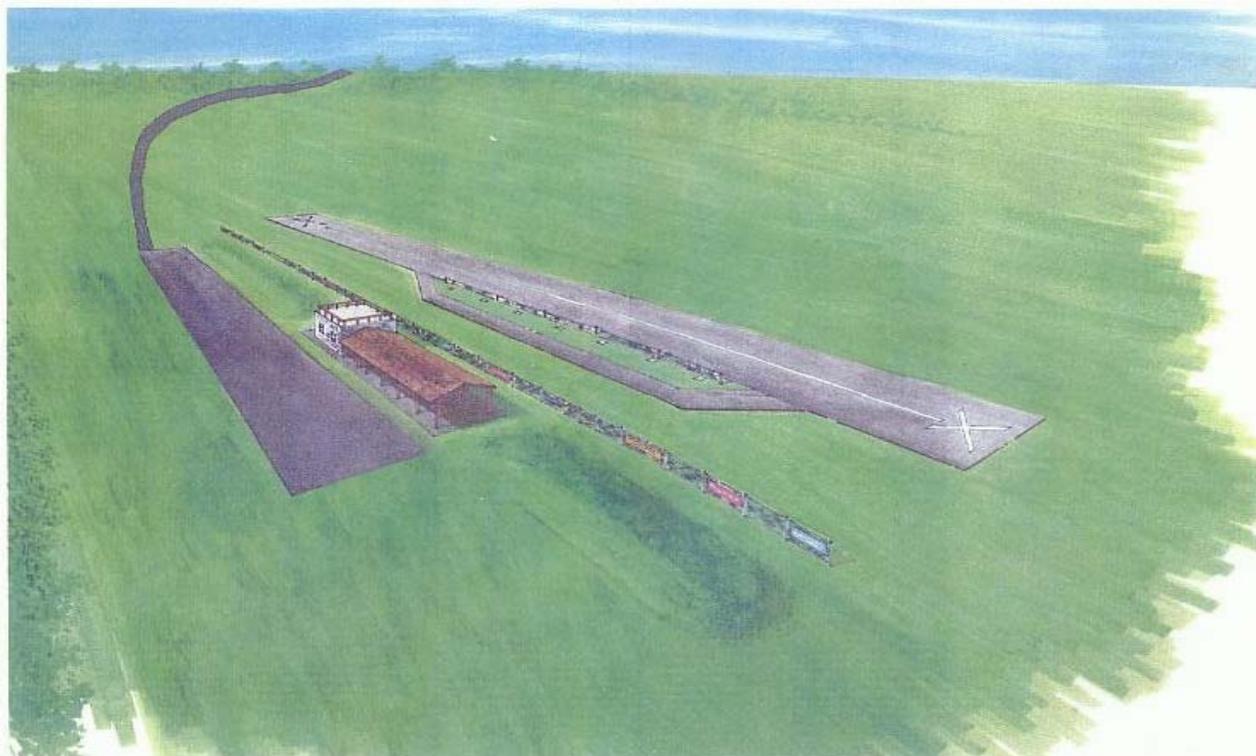
Reprinted from

Dave's R/C Flight

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Crystal with metal case removed. The two pins are pushed into blue tack to hold it in place for the photograph.



“Build It And They Will Fly”

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

The Fox Valley Aero Club *Flypaper*

Rush to:

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Flypaper

