



June 2004

The Fox Valley Aero

Flypaper



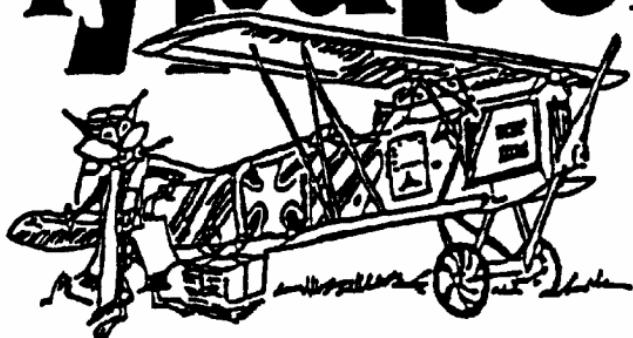
June 2004

Club President
Mel Ziska

Club Vice President
Greg Bohler



AMA Charter 252



Newsletter Editor Bob Mosinski

Club Secretary
Kevin Hersey

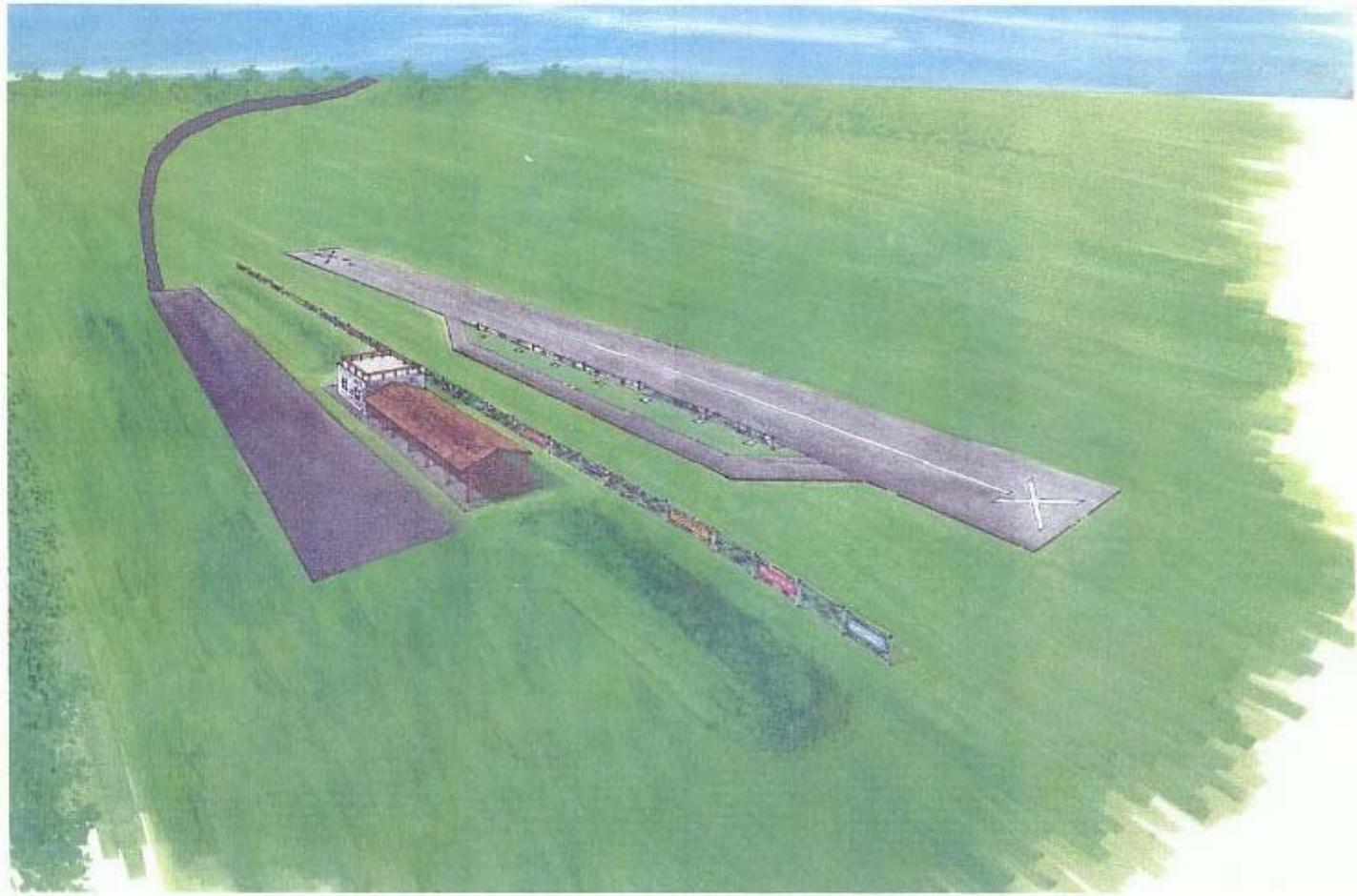
Club Treasurer
Bill Simmons



AMA Charter 252

Message from the President

Not available at time of publish or post.



Artist rendition of the new Fox Valley Aero Club Field

May 04' Club Meeting Minutes

by Kevin Hersey

Fox Valley Aero Club General Business Meeting Minutes May 13, 2004

President Mel Ziska called the meeting to order at 7:44 P.M. at the St. Charles Township facility

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

Treasurer's Report - Treasurer Bill Simmons was traveling and could not be in attendance. President Ziska reviewed the Clubs assets.

COMMITTEE REPORTS

FIELD REPORT – Field Chairman Lee Patterson was unavailable for a field report. Everyone was reminded that if kids are present at the Park District's soccer fields, no flying is allowed. The Park District's flying restrictions are in place until June 1, 2004. At this time additional flying may be allowed.

MEMBERSHIP – Chairman Al Zabel reported that there are currently 182 members in the FVAC. Greg Garret, a new member in January, is relocating to IDAHO. Please wish Greg the best! There were two visitors present including perhaps one of the youngest members, Eric Karl's infant son. Congratulations to Eric!

EVENTS AND GENERAL BUSINESS

FLYING OPTIONS – While awaiting the new field, many members are testing the air at the Pratt Wayne field. This is a DuPage Forest Preserve facility and a card must be obtained from the Forest Preserve to fly. Contact the Forest Preserve district office, show your drivers license and show them \$30 (which they get to keep) and you're good to go! It is understood that the transaction can be undertaken by FAX.

When flying as a guest or newcomer at a new field, please be courteous.

NEW FIELD – Paul Douds reported on the new field. The City Council is scheduled to address the field during the May 17, 2004 meeting. As most know, the City Council is acting favorably on our proposal.

Paul reported that so far approximately 30% of the members have contributed to the construction of the new field. It is thought that many additional, generous contributions will be received after the City Council's final approval. For the project to move forward, funds are requested by June 1, 2004.

Access to the field requires construction of a 12 foot wide roadway approximately 1,800 feet long. At the current time

(Continued from page 2)

the City would like the road asphalt paved. Paul reports that it may be acceptable to pave the road at a later date. This would defer a major expense.

Paul Douds' reported that efforts to identify a source of a performance bond have not been successful. Obtaining the performance bond is a major roadblock to progressing the project with members acting as the project management. The hiring of a construction manager would provide for obtaining a performance bond to progress the project. The project manager for the TriCom facility, currently being constructed adjacent to the new field location, is being considered. He has excellent credentials and is noted for his civic activities in the area. A proposal is being developed by the potential project manager. This information will be compared with the proposals that have already been received.

AMA – The AMA, District 6, is looking for volunteers to fill the position of Frequency Coordinator and Safety Officer. Contact Charlie Bauer for further information. It was also noted that the AMA is currently concerned about the potential hazards of lithium batteries. If you are using this type of battery, please be careful and follow ALL recommended safety procedures. For further information go to the AMA's website.

EVENTS – There will be a Fun Fly at the Shoe Factory Road field on Saturday June 19, 2004. Sponsored by the Tri-Village RCer's, the event will be held from 9:00 A.M. until 2:00 P.M. To participate monoplane aircraft must have a minimum wingspan of 80 inches and biplanes, 60 inch minimum.

LANDING PROBLEM – Two nominees were present for the May award winner selection.

John Griffith reported that his plane was acting strange; it would loop for no apparent reason. John regained control and landed the plane for inspection. Finding nothing wrong, another flight was initiated. This time similar condition prevailed with the exception that the aircraft did not complete the journey. John reports that a post mortem indicated that the wing was lifting off of the wing saddle due to old, burnt out rubber bands. A valuable but painful lesson!

Julian Pugh provided an amusing recount of his disastrous adventure. It was early in the morning and Julian was flying his 1.60 power something-or-other at a rather high airspeed. Due to the early morning lighting conditions, Julian didn't know whether he was afoot or horseback upright or inverted. He selected upright and gave her a shot of up elevator. As Julian described it: "It was the worst mess I have ever seen!" From aft of the wing forward, the entire plane was destroyed. For May the winner is Julian.

SHOW AND TELL – Bob McGowen has a new RTF Avistar trainer, complete with engine, servos and radio for sale. Please contact Bob for further details. Ralph Robinson and his son, Andrew, displayed their Great Planes 40 size Cub equipped with floats. They plan to fly it off a lake adjacent to their cottage. The floats are constructed of a balsa framework and covered with fiberglass. The floats add about 3 pounds to the weight of the aircraft and the C. G. moves about $\frac{1}{2}$ inch forward. Nothing looks better than a Cub on floats! Given all the rain, the plane can probably be flown off Main Street!

The meeting adjourned at 8:50 P.M.

Kevin Hersey
Secretary



Think About This:

"It's never too late to have a happy childhood"

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**

NEWCOMERS TO GIANTS AND "TAIL DRAGGERS"

(Beginners' Corner)

By Ed Moorman IMAA 2540

All you hear among the small plane fliers is how hard tail draggers are to fly. You see conventional gear (yes, that's the real name for tail dragger gear) on biplanes and scale planes, and little else. On the other hand, when you get to giants, you rarely see a tricycle gear. I am sure that many would-be giant fliers have stuck with their smaller planes with tricycle gear because of their fear of tail draggers.

At one time in my model flying career, I swore I would never, among other things, fly a tail dragger. Now I hate the thought of hooking up a nose gear. Phyllis and others who remember it still kid me about that statement. I will admit that I have had my share of bad handling tail draggers. I had a biplane once that if you added the power too fast, would ground loop 3 times before you could stop it. It used to really wake up the pits. I have had quickie 500 racers turn 90 degrees on release. On the other hand, of the 6 giants I have had and the several others I have flown, I have yet to have one handle poorly on the ground. I think that when a plane gets to 80 inches, the Ground Handling Fairy taps them with her magic wand and says: "You will now behave." I guess it's the greater weight of the giant causing the greater inertia, but something magic happens to a tail dragger when they get in the giant scale class -- they lose their squirrel ness. Straight take offs are the norm and all that zigzagging around is usually a thing of the past.

You might wonder about my takeoff technique. I assure you that it is nothing special. I just hit the power and go. The prop blast picks the tail up and if there is a cross wind, I make a slight rudder correction and lift off. Actually, the longer you keep the tail wheel on the pavement, the more chance you have of a bad takeoff.

So if you have not flown a giant, but are thinking about it, Don't worry about the fact that most of the giants you see have draggers gear. Giants handle very nicely and save you the weight and complexity of a nose gear. Believe me, Big Really is Better!



Expanding Polyurethane Foam

Idea By Tom Rausch

Quite often expanding polyurethane foam can be very useful in our birds. Holding fuel tanks in place, securing long extension wires, and "backing up" thin-shell structural areas are just a couple of these areas.

Recently while visiting with Rep. Tom Rausch at his lumber yard he introduced me to expanding foam in an aerosol can with a long thin tube for applying the foam. This stuff is neat! Just wherever you want some foam, shove in the applying tube and squirt. The brand Tom showed me was Polycell One, but I'm sure it is available all over in different brands.

Just a couple of cautions, guys and gals. When filling a closed area, go very gently. This stuff expands quite strongly, and if you squirt in too much, your structure will probably look like a balloon about ready to pop! Second, this stuff is great fun to use, but it does have some weight if you get carried away. Use only the bare minimum you need to do a job.

Is that iron hot enough?

A good way to see if your iron is hot enough, or worse yet, too hot, is to place the iron on a stand (I use a 6-inch scrap 2 x 4) so the foot is facing up. The top of the iron should rest on the 2 x 4. Get a scrap of the material you are using to cover the airplane. Using a Coverite thermometer, heat the iron to the recommended temperature. Then, rest the scrap on the shoe. If it shrivels into a ball right way, the iron is too hot. Readjust the temperature and try again. If nothing happens, then the iron is too cold. Keep adjusting until the scrap barely shrivels. I wait until it shrivels rather slowly and use that temperature as my hot setting. For my low setting, I watch for the piece to shrivel in a few seconds. Since I use Monokote almost exclusively, I just mark on the iron where the two settings that work best for me are located. You might have to experiment to see what works best for you.

from *Circus Flyer*, Camarillo Flying Circus
 Ron Boyer, editor
 Camarillo CA

Hinge installation is critical: By Jim Bronowski

If you are working with an Almost-Ready-to-Fly aircraft or are building from a kit or scratch, you will be installing hinges. This is a critical step in model construction. If the control surface binds or has too much of a gap, your baby is going to be a dog and you will have definite control problems. There are two basic types of hinges: the "living" hinge that is installed using CyA glue and the "pinned" hinge that is put in with epoxy. There are advantages and disadvantages to using either type. I have used the living hinge for several years and like the fact that it only takes a few drops of CyA to set the hinges in the control surface; however, I have had these hinges break and always seem to get the CyA all over the covering, no matter how careful I am. I also have glued the control surface to the wing and tail. Recently, I went back to pinned hinges. These hinges move with much less resistance and are more durable. I cover the hinge with lip balm before installing it with 5-minute epoxy. When the epoxy dries, the excess can easily be removed from around the hinge.

The Great Planes Slot Machine is a good investment, and it makes hinge installation much easier. Just hang on tight when you start it or you'll have a hinge slot where you probably don't want it. Finally, after you have a control surface that moves easily and permits adequate throw, don't forget to seal the gap. It is amazing how much difference this will make in the performance of your aircraft. A roll of clear Monokote will seal the control surfaces of all the aircraft you have. It also keeps the hinges secure and helps prevent control surface flutter.

from Prop Talk, Riverside Radio Control Club
 Jim Bronowski, editor
 Riverside CA



**PICTURE
PAGE**



**“Crashes heard
around the world ...
Literally”**



*Singapore Miniature
Aircraft Association*

*Radio Control Club in
Singapore since 1980*



**Send in
your Pilots
Pictures
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Pilot pictures from the

**Mid America
Model Airplane Club**
Detroit, MI AMA # 2067

Outdoor National Championships

June 25- August 6, 2004- AMA International Aero modeling Center, Muncie, IN.

BIG MODELS NEED BIG WIRE

Have you had some unusual radio glitches as you maneuvered through various stunts? Are you suspicious that your servos are very sluggish when high loads are placed on them? Has your model crashed because it was unable to recover from a high air load maneuver?

Radio and servo problems can be caused by the limited conducting ability of "standard" #24 and #26 gauge hook up wire commonly used in our radio systems. Typical high power servos draw an amp or more at the start of their movement. Air loads from large surfaces, especially elevators, can easily double this amperage demand. Simultaneous servo operation places an additional load on the wires of the circuit. Distant servos automatically suffer current loss due to restriction through conducting wires. Current demand under air load can be as high as 8 amps. Our tests show the voltage available through various gauges of quality, stranded hook up wire as shown below when using a standard 4.8 volt NiCad pack and a 2 amp load in a servo circuit.

WIRE	LENGTH		
GAUGE	1 FOOT	3 FEET	6 FEET
#26	4.64 volts	4.37 volts	3.84 volts
#24	4.70 volts	4.50 volts	4.20 volts
#22	4.73 volts	4.61 volts	4.42 volts
#20	4.76 volts	4.66 volts	4.54 volts
#18	4.77 volts	4.73 volts	4.65 volts

The conclusion then is obvious. If you expect to get sufficient current through your system so that your Servos will function as designed and voltage spikes won't glitch your receiver, you must use at least #20 gauge wire throughout the system. This means that you need heavy wire starting at the wires going to distant servos. Don't think that a high amp receiver pack will solve the problem. Only sufficiently large wire is able to conduct the current to distant locations and/or supply high demand. If you feel that you haven't suffered from any of the problems we described, don't be misled. When your model is in that critical, low level attitude that requires full servo power, that is the time your battery and wiring circuit won't be able to deliver it.

Cutting holes in your covering job

Why would anyone want to make a hole in a nice new covering job? Holes for wing bolts, switches, hatch screws, and pushrod openings come to mind. You could cut the opening with an X-Acto knife or a razor blade, but then you have to adhere the fresh cut covering to the surrounding wood.

The solution: get an old soldering iron tip (preferably pointed) and cut the opening with it. I use a 25-watt Weller, and it cuts through the covering with ease, making a perfect seal. Once you try this, you won't want to do it any other way. One word of caution: clean the tip after each cut. You can use a wet sponge. If you don't clean the tip regularly, the burned covering will cake on, and not only will it smell, it will inhibit future cuts because it will not use maximum heat.

From Thundervolts Newsletter
 Albany Thundervolts R/C Club
 Albany OR

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

The Fox Valley Aero Club Flypaper



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Mosinski

Bob

