



May 2004

Club President
Mel Ziska

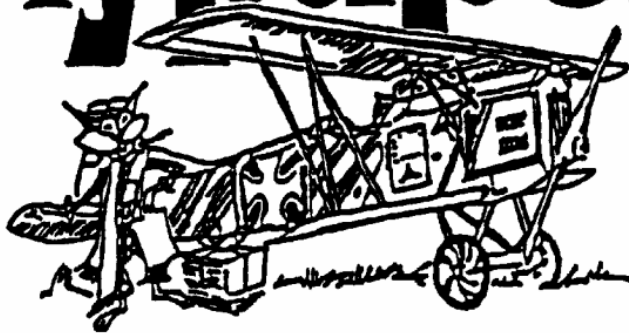
Club Vice President
Greg Bohler



AMA Charter 252

The Fox Valley Aero

Flypaper



Newsletter Editor **Bob Mosinski**



May 2004

Club Secretary
Kevin Herse
(630) 513-7987

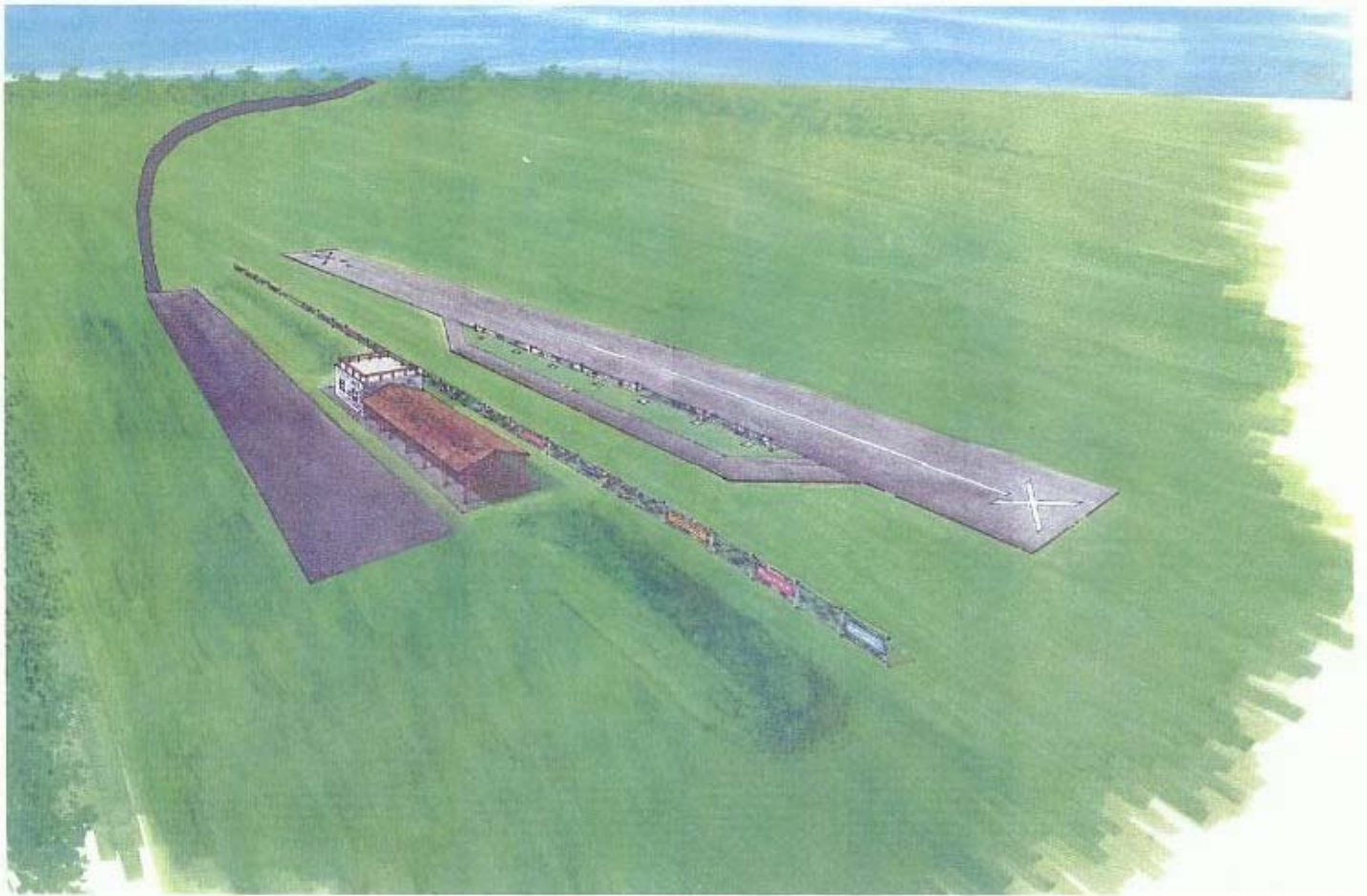
Club Treasurer
Bill Simmons



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

April 04' Club Meeting Minutes

by Kevin Hersey

Fox Valley Aero Club General Business Meeting Minutes April 8, 2004

President Mel Ziska called the meeting to order at 7:38 P.M. at the St. Charles Township facility

Secretary's Report – Highlights of the March 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.

COMMITTEE REPORTS

FIELD REPORT – Field Chairman Lee Patterson reports that the field is in good condition. He reminded members to restore the St. Charles Township meeting room to its original condition when we depart. This means closing windows, returning chairs to the proper positions, returning the HVAC system to its original status.

Lee Patterson and Paul Douds also reported on the allowable flying hours at the field. The hours have been posted at the field, sent via Email and U.S. mail. It is expected that all members strictly adhere to the hours. There is no flying at all if kids are present at the Park District fields. Lee and Paul are working with the Park District to get some additional hours.

INSTRUCTION – Dan Compton, Training Meister Extraordinaire, reported that some training is taking place and several new pilots have taken to the air with one student soloing.

MEMBERSHIP – Three (3) new members were initiated:

Bob Zaleski – Bob is an airline pilot and a former R/C pilot. He will be scrapping off a little rust and getting back into the air with his feet firmly planted on the ground.

Mike Bellavia – Mike is a Junior member with a Sig Kadet Senior. The motor is broke in and he is ready to take flight!

John Fischer – John has be a member of Prop Masters for approximately six years. He is interested in larger aircraft and needs more space. See "Show and Tell" for a description of John's plane.

Please welcome these new members.

EVENTS AND GENERAL BUSINESS

NEW FIELD – The St. Charles City Council has approved the new field location and after a few minor details, the lease will be finalized next Monday. Permits necessary to construct the new field will be obtained in the near future.

All members have been mailed an informational package on the new field. The information packet contains a copy of the Park District's correspondence on the flying hours* (current field location), 11x17 map showing the new field location, 8 ½ x 11 color rendition of the new field and a four (4) page document discussing funding options.

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The Field Committee has done an excellent job obtaining the necessary approvals to move forward. It remains to secure the funding options necessary to successfully complete the project. Every effort is being undertaken to obtain multiple bids on the project and projected construction costs continue to drop.

Generous contributions have already been received from a number of members. However, it remains that to be successful, the General Membership must bear some of the costs. After considerable deliberation the Field Committee and the Board of Directors find it necessary to solicit funding from each of the members.

A motion was made and accepted to assess the general membership a one time \$300 contribution to support the project. During discussion of the motion, the status of members electing not to make the contribution was addressed. Current members that elect not to contribute will be maintained in good standing through the end of the current membership year. By a voice vote the General Membership supported the \$300 assessment.

On this basis an assessment of \$300 is being sought from every member with the exception of Junior members. Junior members will not be subject to the assessment, but may contribute to the project.

Depending on your financial status, contributions beyond the \$300 level are sought and as previously indicated, a number of members have already been very generous. Throughout our discussions, there is a sensitivity to new members or members that may have more pressing financial obligations. It is certainly not the intent to exclude these members from participation. If needed the assessment may be spread over a period of time.

It is recognized that prospective new members may not be totally convinced that R/C aircraft is something that they are going to pursue over a number of years. However, it is intended that new members make a similar contribution to the organization. The payment may be spread over time. Options are being considered. This includes payment of the assessment in their second year of membership. This would allow the new member to decide whether R/C is something they would pursue over time. This matter is subject to further discussion.

For the project to move forward, funds are requested by June 1, 2004.

EVENTS – The Rotary/Glenwood School get together will be attempted but is contingent upon availability of the field. Similarly, the Kids Fly event is also contingent upon the field availability. It is thought that both of these activities may be arranged on rather short notice.

LANDING PROBLEM – Jeff Anderson reports that the lack of ideas and altitude resulted in the demise of his Pizzaz. It was unanimous, Jeff receives the Outstanding Landing award for April! Will you be next months honoree?

SHOW AND TELL – John Fischer displayed his Hanger 9 33% Sukhoi SU-31. It is powered by a twin cylinder 105 cc engine driving a 26 inch prop. The plane utilizes a redundant JR radio system with dual batteries and switches. Further redundancy is found at the control surfaces with dual servos. The aircraft has four flights. Thanks John for sharing your project.

The meeting adjourned at 8:48 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



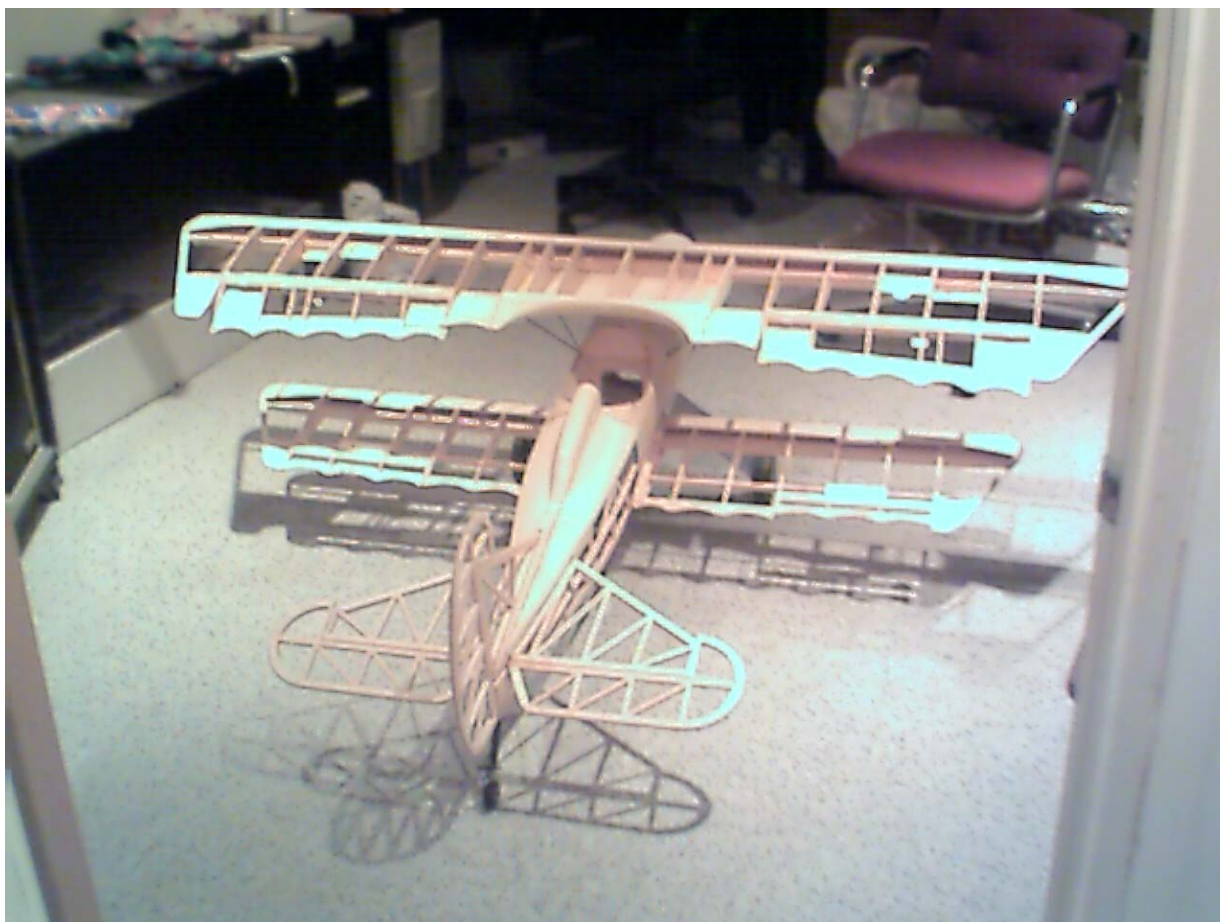
The best way to contact me is by e-mail: bmosinski@rjkconsulting.com

Thanks, *Bob*

Member Show & Tell Pictures

Submitted by member Al Trevino

Al states this is his "pride and joy"... This one I am very proud of, its the Der Jager (The Hunter). I ordered the plans from Balsa USA and Scratch built it. I built it for my son Bryan, he lives right across the flying field across Peck Rd. in the new development. I had to special order the cowl , landing gear and spinner. It has a G62 gas with a smoke system pulling a 22x10 prop. It came in at 25 lbs. We brought it out once last year and took it up twice, it flies very well. Here are a couple of pictures one almost done building and the other at the flying field.

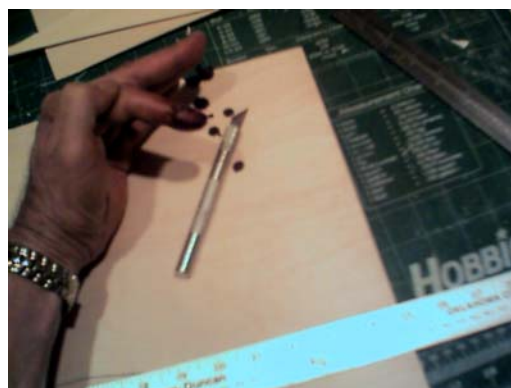


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PEPE LE PEW Is a 60 Magnum from Balsa USA. I ordered the plans and scratched built it over the winter. I ordered the stickers from www.azgrafix.com. I ones on the wing are 8" with one reversed so they look at each other. The ones on the tail are 4" with one reversed as well. The engine is a O.S. .91 4 stroke with a 14x6 prop. The plane came in at 7 1/4 pounds. Waiting for a NON windy day to see how it flies.

This is a picture of my finger which I sliced a piece off building the Magnum, took 15 stitches to sew the piece of meat back on. WOW are those knives sharp.



This is my workshop and some of the planes I have.



The Phaeton 90 is also from Balsa USA. I order the plans and scratched built it as well. The engine is a OS1.20 4 stroke with a pump pulling a 16X8 prop. The plane came in at 9 1/2 pounds.



Emergency Safety Alert: Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to Nickel Cadmium (Ni-Cds) or other batteries. With high energy comes increased risk in their use. The principal risk is *fire* which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this *many* fires have occurred as a result of the use of Lithium Polymer (Li-Poly) batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is *very hot* (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between lithium and oxygen in the air. *It does not need any other source of ignition or fuel to start*, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

- **Store and charge in a fireproof container**, never in your model.
- **Charge** in a protected area devoid of combustibles. Always stand watch over the charging process.
- **Never leave the charging process unattended.** In the event of damage from crashes, etc., carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame. After sufficient time to ensure safety, damaged cells should be discarded in accordance with the instructions which came with the batteries.
- **Never attempt to charge a cell with physical damage** regardless of how slight. Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge lithium cells with a charger that is not specifically designed for charging lithium cells.
- **Never use chargers designed for Ni-Cd batteries.**
- Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. **If the batteries show any sign of swelling**, discontinue charging and **remove them to a safe place—outside**—as they could erupt into flames.
- Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVER-NIGHT.** Serious fires have resulted from this practice. Do not attempt to make your own battery packs from individual cells.

These batteries *cannot* be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious and result in major property damage and/ or personal harm.

Indoor National Championships
May 26- 30, 2004- East Tennessee State
University, Johnson City, TN

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



Humor and Comics

by Phil Bauer
from *Thermal Topics*
Dave Darling, editor



A Bum Joke



A bum asked a man on the street for \$2.00. "Will you buy booze?" the man asks, to which the bum replies, "No."

"Will you gamble it away?" Once again the bum replies, "No."

"Will you make bets at the golf course?" The bum replies, "No."

"Will you spend it on model airplane things?" Once again the bum replies, "No, I don't fly model airplanes."

Then the man asks, "Will you come home with me so my wife can see what happens to a man who doesn't drink, gamble, play golf, or fly model airplanes?"

from the newsletter of the Florida Modelers Association

Frank R. Braden, editor

Palm Bay FL



Slope Soaring in Hong Kong Republic of China
Picture of a mid-air from an R/C club in China

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

