

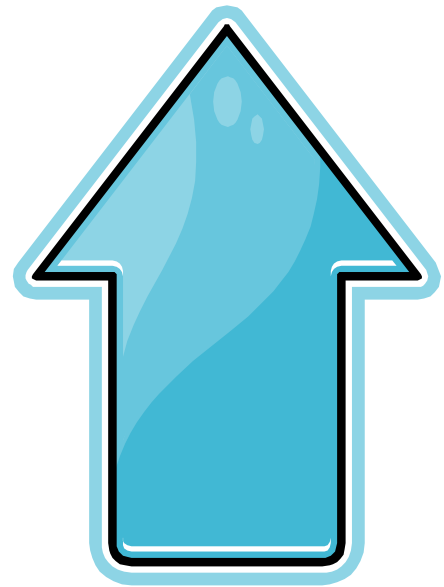
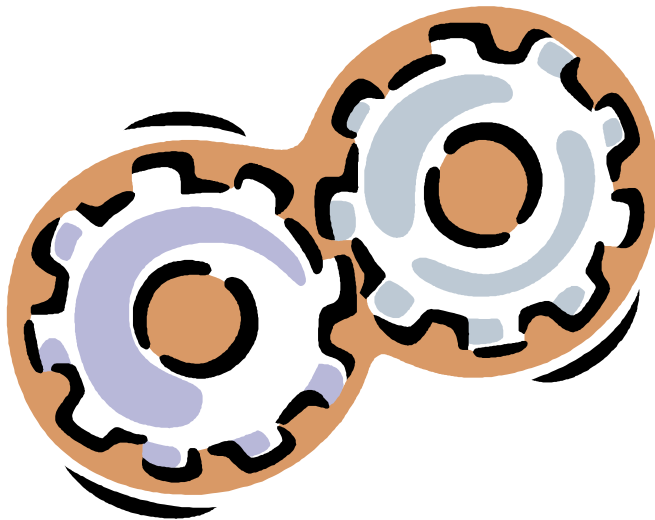


The Fox Valley Aero Club Monthly Newsletter		
 Academy of Model Aeronautics Charter Club # 252 2008 AMA Gold Leader Club	<u>President</u> – <i>Dominic Saverino</i> <u>Vice President</u> – <i>Dennis McFarlane</i> <u>Secretary</u> – <i>Tom Spriet</i> <u>Treasurer</u> – <i>Paul Jacobs</i> <u>Flypaper Editor</u> – <i>Tom Siwek</i> – tsiwek@sbcglobal.net	P.O. Box 837 St. Charles, IL 60174-0837
		April 2009 Edition



Editor's Message

Tom Siwek – tsiwek@sbcglobal.net



I'm Really Tired of Flying!

With almost three full months down in 2009, I'm really tired of flying. Not my models, but the real deal.

I replaced my boss when he retired last October and one of the clear detriments of my new role is a substantial increase in travel. Since the first of the year, I've been to Stuttgart Germany, Detroit, Pittsburgh, Los Angeles and Cleveland. The next six weeks bring San Antonio, Philadelphia, Raleigh and whatever else the company can squeeze in. By the end of May, I'll have spent at least 60 hours this year sitting in airplanes.

While I have an affection for aviation, this has been a little more than I bargained for. Now, don't get me wrong, I'm quite grateful to have a job and I knew that this would be part of the deal. I just never realized how tiring travel can be.

You'll notice how thin this issue is. It's the combination of a quiet March and a lack of time for me to work up material. The worst part is that I've made next to no progress on my building projects. After having gotten in some meaningful **R/C flying time** this past weekend, I'm throwing in the towel on the building projects for 09'. It's time to fly, not build.

I hope all of you are gearing up for the flying season. The new safety nets and poles are in the process of being installed. Once this is complete, the sealcoating is done and a little bit of housekeeping, the field will look like a million bucks. I'm excited and I'm looking forward to the summer.

One more thing of note – I have a favor to ask of each member. The annual Kids Fly Day is coming up on May 16th. This event is a big deal for the club and for me personally. This is one of our opportunities to give back to the community and give kids a day to remember. Please share the information about this event with your friends, neighbors, co-workers, fellow church congregants and whoever else may be interested in the event. The event flyer can be found in this issue.

I have yet to hear feedback from a kid, or parent for that matter, who said their experience sucked and they had a lousy time. They all walked away with a smile. The goal this year is to create as many smiles as possible. Your help is appreciated.

Ciao for now, Tom

Link to Archived Newsletters - www.foxvalleyaero.com/newsletters.htm

President's Message

Dominic Saverino – dominic@teamsaverino.com



Dom didn't have a report for this month.

Vice President's Message

Dennis McFarlane – highpd119@aol.com



Spring Has Arrived

I don't necessarily deal well with the cold temperatures and snows that define our winter in the Midwest. Obviously there is nothing I or anyone else can do about it, as winter comes every year, but thankfully winter is now behind us.

It is generally known that Cindy and I always take a spring break from our winters. There is an annual event in Florida known as "Bike Week" I've been attending the event for close to thirty years. Cindy has been going with me for the last nine. Even though a person is away from their respective businesses you are never really "away" and this year was no exception. For the last several years we've headed over to "Florida Jets" for a day, but this year we changed it up a bit and took a ride to Jacksonville and spent a day at the spring "Huckfest." There was a group of Cindy's customers who had driven to Florida for the event, so we had friends to sit with and enjoy a day of spectacular flying. When I say spectacular, I don't have any other way to describe it. The guys who are flying this sort of 3-D aerobatics are pushing their airframes hard. I mean hard. I personally was witness to name brand servos that I didn't know were possible to be damaged being stripped out. I watched a pilot bring in a 40% "Monster Pitts" dead stick, inverted, with zero forward airspeed touch down so softly on the blacktop runway that he didn't even scratch the covering on his upper wing. I would estimate attendance at about 100 pilots, so there was always plenty of action going on. Huckfest was a nice way to spend the day. I am constantly suggesting to members to attend events being held at various flying fields, and this was a good way for Cindy to mix a little business and pleasure.



Due to scheduling conflicts we were unable to attend "Florida Jets" which was held the weekend after Huckfest, but I understand the weather was perfect for flying. I adjusted my reservations for 2010 to include a day each of Huckfest and Florida Jets. Hopefully next year we will be able to see a little of each event.

If you were able to attend this month's meeting you couldn't help but notice that three of the four Show and Tell airframes were electric. The one exception was Tony's beautiful 1/5 scale P-47 that has a long history of movement from member to member until Tony got his hands on the shell, and finished it off. Myself, Merlin, Steve and

Armin are going to have to make sure Tony takes this airplane to "Warbirds" day in Indiana this summer. It would definitely be popular.

Dave was present with an EDF or Electric Ducted Fan (which flies quite well). These have become very popular with the crowd wanting to experiment a bit with turbines but unwilling to make the investment in time or money to go with a larger kerosene unit. I did a bit of blatant advertising for Al's Helicopter Fun-Fly with my electric T-Rex 600, but the one that made me grin was Walt's electric Balsa USA Bristol M-1 a mono-wing trainer of WWI vintage.

The Flypaper

Walt reported that he was pulling 900 watts of power on an airframe that weighs in at 5lbs. For those of you interested in electric flight, but don't feel like doing the math on your own, the charts are available on-line from all the manufacturers. Let's suffice it to say 900 watts of power for a 5lb airframe would be a 3-D pilot's dream. I can't wait to see this thing fly. Throttle management is going to be key in keeping Walt's Bristol in one piece.

We've had some nice early spring weather definitely a break from what I felt was a pretty harsh winter. I've replaced the skis on my ElectroStick with wheels and have been out chewing some ski. If you are one of those sitting on the couch watching TV get to your respective workrooms, take a few minutes for spring maintenance, and get out. The fresh air will do wonders.

That's about all for this month's ramblings. Al Zabel and a couple of members have put together a breakfast club. I'm not big on breakfast, but Al spoke to me a bit about the dates, times, and locations. If you are interested in getting out of the house and meeting with fellow pilots contact Al at zabeathome@aol.com to get some more information. I have every reason to believe the group that gets together has an enjoyable morning.

Dennis

Secretary's Report

Tom Spriet – tom@etglass.com



Minutes of the March 12, 2009 General Meeting

President Saverino called the meeting to order at 7:32 P.M.

Committee Reports

Secretary – Thomas Spriet: Tom requested a motion to accept the minutes as published in the flypaper. The Motion was so made with a second.

Treasurer/Membership Chairman – Paul Jacobs: Presented the Treasures report: Paul reported a balance of approximately \$28,000 in the club treasury. A motion was so made with a second to accept the treasurer's report. Currently there are 232 members on roster. If you need a badge, see Paul or Karl. Introduced at the meeting was guest Joe Rumbly. Joe's new to the hobby and a potential member.

Field Chairman – Greg Bohler: Greg was absent but Dominic reported a member work day for March 21st. We are going to replace the nets and post. Please come out and help!

Safety Chairman – Karl Griesbaum: No safety issues to report. Karl is taking order for T- shirts @ \$10.00. Polo's and sweat shirts @\$20.00. Karl has 2009 stickers for your ID's if needed.

Government Relations/Fun Fly Chairman – John Turner: Nothing to report at this time. Upcoming Fun Fly information will be available next month.

Flypaper Editor – Tom Siwek: Absent. No report.

Chief Flight Instructor – Dan Compton: Absent. No report.

The Flypaper

Event Reports

Pattern Contest CD – Rusty Dose: No report.

Swap Shop Coordinator – Jim Toth: We have signed up with the same facility for the next couple of years. Tables will be \$15.00 next year. We should stay open longer next year. We made a nice profit for the clubs treasury. we could quite possibly sell 200 tables next year!

Windy City Jets Coordinator – Dave Murray: No report.

Kids Fly Day CD – Armin Weber: The event date is May 16th. The event is sanctioned. Things are going well at this time. We will need help for the event consisting of pilots, spotters, registration and just overall support. We will have a small air show with Jets, Helicopters, and Aerobatics.

Festival of flight CD – Paul Jacobs: The event dates are July 18th and 19th. The event is sanctioned. I'm passing a signup sheet tonight for help.

Show & Tell

New planes were shown by the following members:

Tony Sokol	-	A beautiful P-47
Dave Murray	-	Composite Jet. Electric
Denny McFarlane	-	T-Rex 600 Helicopter Electric
Walt Thyng	-	Bristol MI-A Electric
Todd Culbertson	-	SR-71 Electric

President Saverino adjourned the meeting at 8:10 P.M.

Treasurer's & Membership Chairman's Report

Paul Jacobs – paul_jacobs@att.net



As I write this I have just finished mailing the final notice to those members that have not yet paid their 2009 dues. After April 1, the dues carry a \$25 late payment penalty. We still show 232 members on the roster and the treasury stands at a little over \$28,000 but Greg is starting to spend some cash on improvements. The holes have been dug for the posts and concrete should be available soon. He has also ordered the seal coating and striping for the runway and parking lot. Everything is coming together and the field will be in great shape for the flying season. The Toledo show is only a few weeks away and I consider it to be the start of my RC season although I already have some flights in this year. I personally have a 55 degree minimum temperature requirement as my hands seem to freeze up below that.

The sanction from the AMA has finally arrived for the Festival of Flight so I will be starting our advertising campaign soon. My goal is to have 150 aircraft at this years' event and have airplanes in the air continuously for both days under the direction of our "Air Boss" Tom Siwek.

If you have not already done so, please be sure your AMA dues are current before you attempt to fly. Karl takes a dim view of anyone not carrying the AMA card which shows you are insured.

That's it for this month,
Paul

Field Chairman's Report

Greg Bohler – gbohler@sbcglobal.net



We are starting to gear up for what I hope is another great season of flying. The field is looking great. Every time I've been out there, there is someone flying.

On Friday, March 20th, Jeff Anderson, Dave Brustle and myself rented a Dingo and bored the holes for the new tennis nets. We had been in contact with the concrete companies and all they could tell us was that this early in the season, they wouldn't know until the day before if they were going to open the plant on a Saturday.

Unfortunately they need a sizable order to be worth opening and we are not it. We will have to keep you posted. It will be short notice because we won't know until the day before. We will need wheelbarrows, shovels, and lots of bodies.

I also met with Jet Asphalt Sealcoaters. We will be doing the runway and parking lot in a couple weeks. Our timing will be such that we hit the early openings of the asphalt plants, but after we drag concrete around, so we don't ruin our own work.

On a more pleasant, I have been able to work on my VK Cherokee. It is starting to take shape. It is making me be a little creative as it has prints but no step by step plans. The mechanics and radio compartment were designed around the equipment that they used in the 70's, I think. I have to modify a lot of the things for today's equipment. All I can do is hope I get it right. I hope everyone else is completing their winter projects and I look forward to seeing them at future meetings and out at the field.

The official club work day is planned for April 25th. Please call me or email me with your suggestions of projects.

See you at the field,
Greg



Fun-Fly Chairman's Report

(A.K.A. John Turner) – jtgrassroots@yahoo.com



Fun Fly 2009

This year fun fly events will take place on Saturday afternoons starting in May. This decision was based on the board's desire to have "open flying" in the mornings available for all pilots and their guests throughout the summer. The 2nd weekend of each month (except August) will be designated for the FVAC members to participate on a few challenging fun fly events. All the fun fly events will begin around 4:00 pm and conclude by 5:00-5:30 pm. Following the event, members can enjoy the evening with some food and conversation as we start up the grills. Any planes that become carnage will be donated to the campfire for concluding another summer evening at the FVAC.

Next month, I will list all the upcoming events and post them on the website as well as on the club board of events. Just to get everyone thinking for the first fun fly, it was recommended we have a 1 minute "Climb N Glide" with engine powered off to a spot landing.

The Flypaper

Here are the dates:

May 9th – Climb and Glide with Spot Landing
June 13th – Joint Fun Fly with local area club – TBD
July 11th – TBD
August 23rd – This is a Sunday date and will be Vintage Cub Night
September 12th – TBD
October 10th – TBD
November 14th – Turkey Fry

Be sure to make plans to travel to Toledo or attend the SWAP shop during the month of April. This may be a good chance to pick up a fun fly plane for some of the crazy events this year. See you at the field

Fly safe.
JT

Chief Flight Instructor's Report

Dan Compton – trainu2fly@comcast.net



Dan didn't have a report for this month.

2009 FVAC Flight Instructors			
Name	Contact Information		Note
Dan Compton	Cell: 630-664-6426	trainu2fly@comcast.net	Chief Flight Instructor
John Fischer	Cell: 312-518-0075	jeffxx@comcast.net	
Cliff Fullhart	Home: 630-397-5033		
Alan Galle	Cell: 630-697-8464	ajgalle@comcast.net	
John Horvath	Cell: 630-440-7398	horvatsky@comcast.net	
Paul Jacobs	Cell: 630-908-9955	paul_jacobs@att.net	
Mike KostECKi	Cell: 630-373-2722	MkostECKi503@comcast.net	
Dennis McFarlane		Highpd119@aol.com	Not available Friday or Sunday.
Tom Siwek	Cell: 630-677-5855	tsiwek@sbcglobal.net	Available primarily on weekends.
Bill Sponsler	Cell: 847-323-6578	bsponsler@comcast.net	
Dave Taitel	Work: 847-537-8669	davet@venturehobbies.com	
Jason Walsh	Cell: 630-291-1872	jwalsh1@ameritech.net	

2009 Calendar of Events

January 8	FVAC Member Meeting	6:30 Board, 7:30 Regular at Township Hall
February 12 February 21	FVAC Member Meeting FVAC Annual SWAP	6:30 Board, 7:30 Regular at Township Hall Kane County Fair Grounds
March 12	FVAC Member Meeting	6:30 Board, 7:30 Regular at Township Hall
April 9 April 25	FVAC Member Meeting Member Work Day	6:30 Board, 7:30 Regular at Township Hall FVAC Field
May 14 May 9 May 16	FVAC Member Meeting Fun-Fly Event Kid's Day Event	6:30 Board, 7:30 Regular at Township Hall 4:00 PM, FVAC Field FVAC Field
June 11 June 13 June 26 & 27	FVAC Member Meeting Fun-Fly Event AI's Helicopter	6:30 Board, 7:30 Regular at FVAC Field 4:00 PM, FVAC Field FVAC Field
July 9 July 11 July 18 & 19	FVAC Member Meeting Fun-Fly Event Festival of Flight	6:30 Board, 7:30 Regular at FVAC Field 4:00 PM FVAC Field FVAC Field
August 8 & 9 August 13 August 15 August 21-23	IMAC Contest FVAC Member Meeting Fun-Fly Event Windy City Jets	FVAC Field 6:30 Board, 7:30 Regular at FVAC Field 4:00 PM, FVAC Field FVAC Field
September 5 & 6 September 10 September 12	Pattern Contest FVAC Member Meeting Fun-Fly Event	FVAC Field 6:30 Board, 7:30 Regular at Township Hall 4:00 PM, FVAC Field
October 8 October 10	FVAC Member Meeting Fun-Fly Event	6:30 Board 7:30 Regular at Township Hall 4:00 PM, FVAC Field
November 12 November 14	FVAC Member Meeting Last Fun-Fly & Turkey Fry	6:30 Board 7:30 Regular at Township Hall 11:00 AM, FVAC Field
December 4	Annual Christmas Party	Hilton Garden Inn

Fox Valley Aero Club Annual Kid's Fly



Free - Test Fly an R/C Aircraft
Saturday May 16, 2009
9:00 am - 3:00 pm

Event Schedule:

9:00 - 10:00	Open Club Member Flying
9:00 - 10:00	Registration & Ground School
10:00 - Noon	Kid's Fly
Noon - 1:00	Demonstration and Open Club Member Flying
12:30 - 1:00	Registration & Ground School
1:00 - 3:00	Kid's Fly
3:15 - Close	Open Club Member Flying

Fox Valley Aero Club Model Flying Field
Karl Madsen Road, South off Route 38, ¼ Mile West of Peck Road

Sponsored by HobbyTown USA, St. Charles, IL

**The Electric Chair
April 09
By Walt Thyng**

Something I've been hearing comments about at the field is "How long before flying can you charge your batteries?" All battery chemistries have defined "self-discharge" rates. The claimed rates for NiMh and NiCd are 4% and 1% per day respectively. Both LiPos and A123/M1 cells have negligible daily rates. This means that your NiMh and NiCd packs should be charged immediately before flying! Your packs may show sufficient voltage unless tested under a load; most meters do not put a load on your packs (Electro Dynamics has an adapter for the typical DVM).

Both LiPos and A123/M1 cells can go for months with no noticeable self-discharge. However, months of inactivity can damage LiPos. They should be kept in a refrigerator (NEVER a freezer) at 40-50% charge if not being used for more than a couple of months. Better chargers have a storage charge program.

Okay, back to the lexicon of e-power language. So far I've covered mostly boring, general terms so let's define some e-power specific terms.

Motor: A device for turning electrical potential into mechanical energy. Technically internal combustion devices are engines, not motors, but common usage has confused the terms. Somehow driving and "enginemobile" or riding and "enginecycle" just doesn't ring (-:

Motors are divided into two basic categories for our purposes: brushed and brushless. Our motors all operate through attraction and repulsion of the armature in relation to the field (also known as a stator).

Brushed: In a brushed motor, rotation is accomplished by contact brushes made of carbon (usually) that conduct electric current to the armature through contacts called a commutator. The instant current is applied it creates a magnetic field which cause the armature to rotate, bringing a different set of contacts in touch with the brushes. The process is repeated until the current is removed. The carbon contacts brushing over the copper contacts is what defines a brushed motor.

Brushless: A brushless motor operates on the same principle, but the switching of the magnetic field on the armature is accomplished electronically.

These two categories of motors are further subdivided into "inrunner" and outrunner". I do not know of any reason why an outrunner could not be brushed, but I have never heard of one. What follows is a basic description of the differences (remember, I'm not an EE, just a guy who enjoys e-p)

Inrunner: What most people think of when they think electric motor. Relative to the above discussion of how an electric motor works, with an inrunner motor the armature (really an electro magnet) is the part that rotates, while the field magnet (or case) remains stationary. Think of a radial engine versus a rotary engine. Inrunners are generally better for very narrow cowls and for high speeds (Kv) and are often used with gearboxes. Again, think of a 4 cylinder engine with a turbo charger versus a Hemi.

Outrunner: In this type of motor the magnets rotate and the armature stays fixed (rotary motor). The advantage is much greater torque at lower rpm. You can swing a large prop slowly, which is more efficient than spinning a small prop fast to achieve the same thrust.

ESC: The electronic speed control is the device that does the commutating in a brushless motor; thus the name "brushless." It is important to understand that the ESC does NOT vary the voltage that a motor sees (in other words you cannot use a battery with excessive voltage for the motor and expect the ESC to protect it). The ESC simply controls the amount of TIME that the motor sees the full voltage of the battery.

The Flypaper

BEC: Battery eliminator circuit. No it does NOT allow you to run a motor without a battery (-: It does allow you to operate your receiver off your power battery and thus save precious weight. Many ESCs come with a BEC built in, but one can also get an external BEC which is independent of the ESC.

Okay your heads are spinning now, so let's quit.

Hint of the month: More so than in any other part of the hobby, buy cheap buy (at least) twice!

Web site of the month: www.rcadvisor.com

Please patronize your local hobby shops!



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This month's DOD offering!



More bad news! DOD appears down for the count. Any members who have knowledge of Babe O' Lishious & airplane content, E-mail the editor.