

# THE SLOW ROLL

**R/C NEWS**

A PUBLICATION OF THE SUN VALLEY FLIERS

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[WWW.SUNVALLEYFLIERS.COM](http://WWW.SUNVALLEYFLIERS.COM)

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**Jan/Feb 2003**

## THE PRESIDENTS CHANNEL

**LARRY SHEFFIELD**



Since we did not mail a December newsletter, some of the articles are included here to be sure all of our members get a chance to read them. Minutes of the Club meetings and other notes of interest will be made available in the *What's New* section of the web page.

S.C.A.T. is coming to town!

Tony Holden

No, this isn't the latest teenage band you've never heard of. It is the boys from California and their alternative to the I.M.A.C. scale aerobatic contests most of you are used to. What is S.C. A.T.? And why does it exist? Firstly the initials stand for Southern California Aerobatic team. There is no actual team, it is just a concept, if fact they now hold contests in both northern California, Las Vegas Nevada and now for the first time in Arizona. On April the 5<sup>th</sup> and 6<sup>th</sup> of this year I will be host C.D. for a S.C. A.T. aerobatic contest to be held at our field. Why does it exist? Well I'm not going to go in to all the politics, but lets just say there are a very large number of scale aerobatic flyers in California and they were none too happy with the I.M.A.C. way of doing things. These guys went out and got some major sponsorship from the modeling world and as a result they not only have great prizes at each contests but also for each overall class winner for the season. (We are talking J.R. radios here) This for me was one of the major reasons why I gave up trying to run an I.M.A.C. event. Most flyers given the choice between the two types of events will opt for S.C.A.T. every time. Given that the biggest turn out for an aerobatic contest we have had is about 30 pilots and the smallest number S.C.A.T. has ever seen is 50 something, it soon becomes obvious which way to go.

For those of you interest in flying in the contest, or just finding out more about the series can go to [www.scaleaerobatics.org](http://www.scaleaerobatics.org). You will find all the sequences, contest dates and more infor-

mation on the series. I will give you a little heads up on the entry fee. Where the normal fee for IMAC is somewhere in the \$30-\$35 range, S.C.A.T. is \$50 and you need to pre-enter or it gets even more expensive. (If you don't make it to the contest for some reason, you always get your money back) The reason for pre-entry this is that a large amount of the work, such as compiling the flight schedules can be done before the day of the contest. You don't have to be a competition winner to come away with some great prizes. Almost all contests have a pilot raffle drawing at the end of the contest. (Your entry is your ticket) Often the biggest prize goes home this way. I've even seen a D.A.150 find its way in to the hands of a guy who placed just about last in his class in the contest. Contest flying is a lot of fun. It not only improves your flying skills, but spending a weekend with a group of like minded individuals will expand both your technical knowledge and your understanding of the fundamentals of the sport beyond anything you could get by just hanging out at your local flying field.



## HEADS UP!

Tony Holden, Chief Flight Instructor

I think we have all heard that familiar phrase at one time or another while out at the fly field. It is usually followed by a few seconds of quickly searching the sky for an airplane that is careening around under little or no control, often heading for the pit area. Well this is a different kind of heads up, but still just as important. There are some big changes coming for both instructors, (and I mean anybody who teaches, not just "official" club instructors) and students. It would also pay to read this article even if you don't fall into either of the above categories. There is a new phrase you all need to become familiar with; it is call "demonstrated proficiency", more about this later.

Why the changes? Lawyers and safety. Those of you that take the time to read your A.M.A. magazine, (not the most riveting piece of literature I will admit) will have read several articles of late concerning the increase of litigation against model flying clubs. Safety, well frankly some days out at the field are just down right dangerous, the very reason I was willing to take this position.

Probably the biggest change is that ALL training must be done using a buddy box set up. The cost of a box and lead is about \$45.00, a small price to pay when you consider what even the cheapest trainer costs. New and prospective students need to be educated that the purchase of these items is a normal part of learning to fly. Next is the new solo test, which hopefully is published else where in this newsletter. It is pretty much self-explanatory, yes it is harder than the current test, but an increasing number of incidents during the landing and take off phases of flight have show it to be necessary.

Now to "demonstrated proficiency". All new club members will have to demonstrate flight proficiency. This has two goals; one is to ensure that all new members get a familiarization with the club flying rules and general do's and don'ts of the flying field.

Secondly it makes sure that either complete beginners or those people that need some more instruction get linked up to an official club instructor at day one. This means we need some new club instructors. The list over the last few years has become rather short. With the passing of people like Gene and Jerry there is need for some new blood. You don't have to be an "ace of the base" type pilot. What I am looking for is someone with good solid basic flying skills and the modeling knowledge to be able to successfully guide a newcomer to this sport in the right direction.

What does this mean to the rest of the club members? Well, any serious safety violations, such as flying through, over, round or in to the pit area could get you asked to "demonstrate proficiency" before you fly again. Just what is "proficiency"? Go take a good look at the new solo test! I will say it yet again, if you are having problems with flying or set up, be it radio or aircraft, those of us at the east end of the ramada are only too willing to help you out. Remember, learning never stops.

## SOLO TEST

Tony Holden, Chief Flight Instructor

The aim of this test is to ensure that upon successful completion the student pilot can safely fly unsupervised and has demonstrated sufficient knowledge of both the AMA aircraft safety code and SVF club rules.

The contents of this test is made up of a number of elements, some general in nature, others more specific to the requirements of our flying field. The most notable is the close proximity of the ramada and the pit area to the runway. For this reason combined with my own observations the "take off and landing" part of the solo test has been changed significantly.

### 1. ORAL EXAMINATION.

Demonstrates knowledge of A.M.A. model aircraft safety code, S.V.F. club rules, use of frequency board, transmitter impound etc.

### 2. PRE-FLIGHT.

Assembly of aircraft, pre-flight check of engine, propeller, linkages, radio etc.

### 3. FLIGHT.

- (a) Safely start and adjust engine.
- (b) Take off in a smooth and controlled manner, in alignment with the runway. Execute a turn away from the dead line.
- (c) Fly two (2) oval racetrack patterns, one to the left, and one to the right, height to be constant.
- (d) Fly "figure eight" course with crossover point in front of pilot, height to be constant.
- (e) Fly three (3) "touch and goes", during one of which the examiner will call the pilot to "go around" from a height of less than 10 feet. During the landings the aircraft must touch down and remain on the runway at all times. The "go around" to be flown over the runway. The engine must be kept running at all times.
- (f) Perform a simulated dead stick landing with engine at idle, beginning at a safe height (approximately 200feet), heading into wind over the departure area. The landing to be made in a safe manner on the runway. Note, the aircraft may roll off in to the "run off" areas, but not behind the dead line.
- (g) Safely taxi back to the flight line.

### 4. POST FLIGHT.

Remove model and equipment from flight station, complete post fight inspection.

Answer any questions the examiner may have regarding the flight.

**SVF**

THE 22nd ANNUAL

**SUN VALLEY R/C  
CHAMPIONSHIP**

AT  
**CAVE BUTTES DAM FLYING SITE  
PHOENIX, ARIZONA**

**FEBRUARY 15 & 16, 2003**

**FAI 2002 RULES & PATTERN FLOWN,  
SPORTSMAN MAY USE TUNED PIPES  
AND ANY TYPE OF AIRPLANE, UP TO  
15 LBS.**

**ENTRY FEE: SPORTSMAN, INTERMEDIATE,  
ADVANCED, MASTERS, F3A \$30.00.  
MAKE CHECK PAYABLE TO: SUN  
VALLEY FLIERS C/O RUSTY FRIED.**

**Registration 7:30 to 8:00 am. Pilots meeting 8:00 to 8:15 am.  
Flying starts 8:30 am**

***Trophies and Prizes***

**Lodging: Make your Reservations now, Don't Wait!  
RV parking at the field (no hookups)**

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For more information contact:  
Rusty Fried 2124 W. Pinchot  
Phoenix, Az. 85015

## I.M.A.C. & Other Things

Tony Holden

With the falling temperatures and arrival of the first snowbirds in Arizona, so once again competitive IMAC flying returns to the southwest. Mark Doan, Tom Perkins, Tony Quist and myself made the trip south to Tucson at the end of September for a very successful weekend. All four of us walked away with hardware at the end of the day. Mark and Tom taking 1<sup>st</sup> and 2<sup>nd</sup> in advanced, myself and Tony Quist doing the same in sportsman. A small footnote here, if you thought it took years of flying before you could fly in a contest, think again. There was one gentleman flying in basic who had only soloed four weeks earlier!

Mid-October saw the pilgrimage to the Mecca of IMAC flying, the T.O.C. in Las Vegas. The weather was outstanding this year with little or no wind everyday. (A really rare event in Las Vegas). With no wind the free style flying was down on the deck and dirty, quite literally. With no wind to blow away the smoke the whole flying site was slowly enveloped in a hazy white cloud. By the time we all got back to the hotel on the Friday we smelt like we had been standing over a Mack truck exhaust all day! For anyone with any interest in aerobatics this is a must see event. To be able to not only watch but also talk with some of the best r/c pilots in the world is a real treat. Now for the other things...the other month I made one of my rare appearances at a club meeting, work usually means that I am out of town during the week. Now may be it had something to do with the fact I was seated between Tony Quist and Mike Peck, or that I have had several attempts on my life by trainers and other aircraft at the field recently, but when club asked for a new chief flight instructor I found myself volunteering. Let me start by saying that I am not out to corner the market on teaching or make everyone an aerobatic pilot, in fact these are the last reasons I took this position.

What I do want to achieve is a safer standard of flying by both student pilots and current members. The "Ramada One" departure and the "Pits Two" arrival are just not acceptable; neither is using the safety fence as a form of arresting gear every other time you land. It has five gaps in it, one of which just might contain another pilot! Remember ALL flying should be done north of the runway, what you do there I don't really care about, I am certainly not advocating flying around in a "race track" type pattern. A word to those who teach, having your students fly slowly down over the runway, 5 feet from the dead line is not a good idea no matter how much altitude they may have. (Besides it breaks the above club rule) It is also harder than hell on the neck muscles! There is a little thing called the "law of primacy". How you first teach someone something new is the way they will continue to do it. Trying to undo bad habits is ten times harder. The current solo test is under review, hint, take offs and in particular, landings will be a much bigger part of the new test and I don't just mean getting it down anywhere on the hard stuff! If you are having problems with landing, or anything else for that matter, find a more experienced flyer and let them see if it is you or the model. Just this past week I watched the sage of weekday afternoon fly, our very own Dick Summersgill do just that. In both cases the airplane in question had a center of gravity that was way too far to the rear. In one case, to quote Dick's exact words "It looked like he (the pilot) was driving in tent pegs every time he tried to land." With the addition of some

weight to the nose the difference was like night and day. For those of you already feeling the blood pressure starting to rise let me give you a little analogy. Imagine if you will that you are out on a firing range, well behind the firing line and someone started sending stray rounds in your direction because they can't properly control the weapon they are shooting with. Would you stand there and say or do nothing? I don't think so! Well folks, that is pretty much how a lot of us feel when we have to run for cover when ever an airplane comes through, over or in to the pit area.

I've said it before and I'll say it again, if you need help with flying, set up or anything else model related just walk down to the east end of the ramada and ask. If you are in the air and having problems there is no shame in handing over the transmitter to a more skilled flyer. If you have just had a "near crash" experience your nerves are probably shot anyway, don't bite the head off the guy who comes out to help you, the other option is that you will simply be told to land then and

## FUTABA XTALS to TRADE

I would like to trade Futaba FM Dual Conversion crystals:

What I have are **RX Type 72-10, Channel 28(72.350)** and **Channel 54(72.870)** and **TX Type 72-7, Channel 22(72.230)** and **Channel 38(72.550)**.

What I want are **RX Type 72-10(DC) Channel 40(72.590)** and **RX Type 72-10(DC) Channel 56(72.910)**

Phone 602-996-3563..... **BOB PURDY**

(ed. note: You too can have your ad printed in the *Slow Roll*. Just call or e-mail the editor with your information.)



11/05/2002

Who ARE these guys?

**September 10, 2002**

**To: All Sun Valley Fliers Members**

Dear fellow club member,

At the beginning of 2002, information was passed by word of mouth and by notation in the club newsletter that your Board of Directors had decided to change the maximum allowable decibel level of model aircraft operating at the SVF field from 103 dB to 98 dB beginning on January 1, 2003. Following the recent election of officers and board members in May of 2002, the Board revisited this decision, and has determined that a more graduated approach to the maximum allowable sound level is in the best interests of the club at this time.

As part of this process, your Board reviewed the sound control policies of a number of other R/C clubs in the Valley, reviewed sound control guidelines of the Academy of Model Aeronautics, and reviewed what sound controls are being proposed by certain Special Interest Groups within the AMA. Our goal was to develop a reasonable and fair-minded decibel level standard that is both technologically achievable for nearly all club members and that will have the desired effect of reducing the amount of sound generated by our model aircraft flying at the field. This is necessary and important because of the planned housing development behind the flood control dike South of our field, which will require all of us to be responsible neighbors to those future residents.

**The new maximum sound level standard that your Board set is 100 dB, effective January 1, 2003.**  
Many club members have already been working to make sure that their aircraft would be able to meet the tighter standard by the start of the New Year. Those that have not need to measure the sound their current equipment makes now. In many cases a larger prop, a higher pitch prop, or a three-bladed prop will correct an aircraft that produces too high a sound level. Better mufflers or lower nitro content in the fuel may help also. You may additionally use mechanical means or radio end-point adjustment to limit maximum motor rpm as a method of reducing sound output. Whatever you need to do, please do it now. If your aircraft does not meet the new standard starting on January 1<sup>st</sup>, you will not be able to continue to fly it at the SVF field.

The measurement procedure that will be used is the one described on page 202 of the Academy of Model Aeronautics Competition Regulations for 2002-2004. The distance from the aircraft to the sound meter will be 3 meters (10 feet, 2 inches). I thank you for your understanding and support in making this change that will benefit each of us as members as well as our club by retaining our most important asset – our flying site.

Larry Sheffield  
President, SVF

# January 2003

<b>SVF MEETING @ 7:30 P.M.</b> American Legion Hall	TIMPA - Tucson Multiplex Park
SWRCF - Speed World	CACLC - Tucson Columbus Park
CASL - Rodeo Park	SWRMA - Eloy

		<b>EVENTS</b>	<b>EVENTS</b>
<b>1</b>	<b>WEDNESDAY</b>	<b>HAPPY NEW YEAR!!</b>	
<b>2</b>	<b>THURSDAY</b>	TRY OUR WEB SITE—WWW.	.SUNVALLEYFLIERS.COM
<b>3</b>	<b>FRIDAY</b>		
<b>4</b>	<b>SATURDAY</b>	<b>Salplane Contest - CASL</b>	
<b>5</b>	<b>SUNDAY</b>		
<b>6</b>	<b>MONDAY</b>		
<b>7</b>	<b>TUESDAY</b>	<b>SVF MEETING @ 7:30 P.M.</b>	
<b>8</b>	<b>WEDNESDAY</b>		
<b>9</b>	<b>THURSDAY</b>		
<b>10</b>	<b>FRIDAY</b>	<b>Winterfest Q 500 - SWRCF</b>	
<b>11</b>	<b>SATURDAY</b>	<b>Winterfest Q 500 - SWRCF</b>	
<b>12</b>	<b>SUNDAY</b>	<b>Winterfest Q 500 - SWRCF</b>	
<b>13</b>	<b>MONDAY</b>		
<b>14</b>	<b>TUESDAY</b>		
<b>15</b>	<b>WEDNESDAY</b>	<b>SVF BOARD MEETING</b>	
<b>16</b>	<b>THURSDAY</b>		<b>SVF NL ARTICLE DEADLINE</b>
<b>17</b>	<b>FRIDAY</b>		
<b>18</b>	<b>SATURDAY</b>	SW Regionals - FF, FAI FF, RC Oldtimers - SWRMA	SWRA Warbird Race - TIMPA      SW Control Line Regionals - CACLC
<b>19</b>	<b>SUNDAY</b>	SW Regionals - FF, FAI FF, RC Oldtimers - SWRMA	SWRA Warbird Race - TIMPA      SW Control Line Regionals - CACLC
<b>20</b>	<b>MONDAY</b>	SW Regionals - FF, FAI FF, RC Oldtimers - SWRMA	
<b>21</b>	<b>TUESDAY</b>		
<b>22</b>	<b>WEDNESDAY</b>		
<b>23</b>	<b>THURSDAY</b>		
<b>24</b>	<b>FRIDAY</b>		
<b>25</b>	<b>SATURDAY</b>		
<b>26</b>	<b>SUNDAY</b>		
<b>27</b>	<b>MONDAY</b>		
<b>28</b>	<b>TUESDAY</b>		
<b>29</b>	<b>WEDNESDAY</b>		
<b>30</b>	<b>THURSDAY</b>		
<b>31</b>	<b>FRIDAY</b>		

# February 2003

<b>SVF MEETING @ 7:30 P.M. American Legion Hall</b>	
SWRCF - Speed World	CACLC - Avondale Friendship Park
CASL - Rodeo Park	AMA - Superstition Air Park

		<b>EVENTS</b>	<b>EVENTS</b>
<b>1</b>	<b>SATURDAY</b>	SW Classic Glider Contest - CASL	
<b>2</b>	<b>SUNDAY</b>	SW Classic Glider Contest - CASL	
<b>3</b>	<b>MONDAY</b>		
<b>4</b>	<b>TUESDAY</b>	<b>SVF MEETING @ 7:30 P.M.</b>	
<b>5</b>	<b>WEDNESDAY</b>		
<b>6</b>	<b>THURSDAY</b>		
<b>7</b>	<b>FRIDAY</b>		
<b>8</b>	<b>SATURDAY</b>	TRY OUR WEB SITE—WWW. SUNVALLEYFLIERS.COM	
<b>9</b>	<b>SUNDAY</b>		
<b>10</b>	<b>MONDAY</b>		
<b>11</b>	<b>TUESDAY</b>		
<b>12</b>	<b>WEDNESDAY</b>	<b>SVF BOARD MEETING</b>	
<b>13</b>	<b>THURSDAY</b>		<b>SVF NL ARTICLE DEADLINE</b>
<b>14</b>	<b>FRIDAY</b>		
<b>15</b>	<b>SATURDAY</b>	SVF Pattern Championship	Ed Southwick Memorial CL Stunt - CACLC
<b>16</b>	<b>SUNDAY</b>	SVF Pattern Championship	Ed Southwick Memorial CL Stunt - CACLC
<b>17</b>	<b>MONDAY</b>	<b>President's Day</b>	
<b>18</b>	<b>TUESDAY</b>		
<b>19</b>	<b>WEDNESDAY</b>		
<b>20</b>	<b>THURSDAY</b>		
<b>21</b>	<b>FRIDAY</b>	Speedworld Q 40 JR Gold Cup - SWRCF	<b>Gun Smoke</b> Scale Masters Qualifier - AMA
<b>22</b>	<b>SATURDAY</b>	Speedworld Q 40 JR Gold Cup - SWRCF	<b>Gun Smoke</b> Scale Masters Qualifier - AMA
<b>23</b>	<b>SUNDAY</b>	Speedworld Q 40 JR Gold Cup - SWRCF	<b>Gun Smoke</b> Scale Masters Qualifier - AMA
<b>24</b>	<b>MONDAY</b>		
<b>25</b>	<b>TUESDAY</b>		
<b>26</b>	<b>WEDNESDAY</b>		
<b>27</b>	<b>THURSDAY</b>		
<b>28</b>	<b>FRIDAY</b>		