

# THE SLOW ROLL

**R/C NEWS**  
**SVF OPEN HOUSE DEC. 5**  
See flyer inside  
Doin It Safely.....Read it!  
Tucson Shootout report.  
Hints&Tips-Very interesting!  
**TOYS FOR TOTS @ AMPS**  
December 4th .

A PUBLICATION OF THE SUN VALLEY FLIERS

Editor: Bob Purdy – Temp.

WWW.SUNVALLEYFLIERS.COM

DECEMBER 2004

President– Norm Goodnuff

Vice President- Charlie Beverson

Treasurer- Gene Peterson

Secretary- Dr. Paul Steinberg



The Sun Valley Fliers wishes all the Members the very best of the Holidays.

As you read this newsletter I am sure everyone has enjoyed their turkey dinner and are enjoying the great flying weather we are having this time of the year.

**SAFETY:** The pilot stations have been moved to the side of the flight pad, this gives the pilot the safety protection of the runway fence. The Pilot Safety Caller instruction signs are now posted at each station for all of us to read and use. This program has been in effect for over a month now and we are seeing 80 to 90% of the members are following this program.

**Please keep up the good work**

**Remember for safety never fly at the field alone!!!**

**FIELD CLEANUP:** This past month we spent a Saturday working on field clean up and I want to thank all the fliers who helped. There were too many to remember and name. Some of the things done that day were, trash pick up, remove all the weeds, drag the complete field, move and line up spools, received 10 ton of granite, build up each pad with granite, level the entire North runway edge with granite,

**TABLES:** Four more tables arrived this month the other six will arrive soon and at that time two will be placed at the helicopter area.

**Remember please keep from getting fuel on table carpet!!**

**SVF BUSINESS:** After the vote at the last meeting the SVF BY-LAWS were brought up to date and current for the corporation. The SVF Board also made new signature card addendum to all three checking accounts. For the club protection no member is on all three checking accounts. The reason for the change was that there were people on the accounts who are no longer with us. Your SVF Club has two corporations and they must be run like a business because they are, and your Officers and Board Members are responsible to you as a SVF Member to keep their status current. If you have any questions please ask any Officer or Board member.

**SVF OPEN HOUSE:** We are having an open house to you and the public on **December 5<sup>th</sup>**. This is the last requirement to fulfill our leader club status with AMA.

**INSTRUCTORS:** The club is still looking for fliers who would be interested in helping new fliers by being an instructor. This does not mean you have to instruct all the time. What we are thinking about is if we had twenty instructors you may have to instruct only one per year.

## Sun Valley Fliers Club Meeting

Tuesday November 2, 2004

By Paul Steinberg

**The meeting was called to order at 7:30PM by President Norm Goodnuff.** There were 33 members in attendance.

**Guests: None**

**New Members: Keith Kosmann**

**New Solo Pilot: None**

Our new member was welcomed by **President Norm Goodnuff** and all members in attendance.

**Secretary's Report:** The minutes of October meeting were read and approved as written. The secretary announced that a new supply of caps & tee shirts are in stock and available for sale. In addition, a special order has been made for kids T's & Caps and are now in and available for immediate sale. Also, large T's in sizes 4XL and 5XL are now available. If there are any special requests for items not available, please let **Paul** know.

**Treasurer's Report:** **Gene Peterson** reported that there have been 133 membership renewals for a total of over \$5,000.00. This is a very good renewal rate for this early. New membership list were available

**President's Report:** **Norm** introduced all the club officers to the members, new and old. He reminded those in attendance that they may attend Board meetings as a guest at any time. Board meetings are held the Wed. after the regular meeting at 7:00 PM and are located at Paradise Valley Community Center Room D-1, 17402 N 40<sup>th</sup> St. Phoenix, AZ. Norm did announce that as an exception, the Board meeting for November will be held on Tuesday November 9<sup>th</sup> at 7:00 PM.

Norm announced that there was a general field clean-up last week-end and the assistance of those that showed up to help was greatly appreciated. Ten tons of granite were distributed to re-grade areas damaged by erosion and to level



the flight pads. In addition new 14x14 inch pavers were installed demarcating new flight stations behind the fencing. **Safety Officer Report: Bob Frey** discussed that the Caller Guidelines are being followed by most pilots and he commended the members for adopting this so readily. Bob pointed out to the membership that he was recently flying at the field and that having a caller with him avoided a serious incident. Laminated signs will soon be posted at each flight station and in other conspicuous locations at the field.

As for the idea of grouping pilots, Bob announced that this would not be happening in the near future. There is an issue of 3IM interference and Bob has received differing opinions concerning this problem. Travis Brannan has arranged for Ernie Pritchard, an expert on radio interference, to come and address the general membership in the near future concerning 3IM.

Bob asked for volunteers to sit on the safety committee. This is a very important component of Sun Valley Fliers and he stressed the need for everyone to become involved. If interested, please contact Bob at 602-944-4264 or by e-mail at: freydell@cox.net

Bob also made a call for new instructors to come forward. There is a desperate need for more instructors. The website lists just 8 instructors and for a club of over 300 members this number is inadequate. If a member is interested, please contact Bob.

Bob went on to discuss an accident that occurred at the field one week ago involving **Gary Roth**. The accident occurred around 3:30 PM and involved his plane becoming accidentally released from a hold down strap made from a bungee cord. The propeller severely lacerated his foot and the deep wound required surgical repair. Fortunately, Vinny and Kevin were at the field and helped Gary get to the hospital for medical attention. Gary admitted to learning a very hard lesson and considers himself extremely lucky that he did not sustain a more serious injury. He recommends that no one fly at the field alone. That directions and phone numbers of the nearest medical / urgent care facilities be posted at the field. Also he inquired whether or not EMTs would know the combination to the lock if they need to provide aid to an injured individual at the field. Finally he was without a cell phone, and recommended that perhaps a phone could be left in a lock box in case of such an emergency.

#### **Old Business:**

**Gate:** A reminder that spare locks are now located on the steel shed door and members were encouraged to use them if the need arises

**Newsletter:** The **Slow Roll** is now being published monthly thanks to **Bob Purdy** who has **temporarily** agreed to act as the editor. Bob is not planning on continuing in this capacity and so **Norm** appealed to the membership for someone to come forward and volunteer and assume responsibility for this essential club function. *Editor: a new editor is coming on soon.*

**Tables:** Norm announced that 10 more tables are being made, and should be arriving very soon.

**Fourth Annual Turkey Electric Fly-In** benefiting Camp Rainbow will be held on November 6 & 7<sup>th</sup>. Pilot entry fee will be \$15.00 and parking will be \$3.00 or other donation for the Camp Fund. The event will receive some free press in the Republic and so if the weather cooperates, and excellent turn out is expected. PCH will have speakers discuss Camp Rainbow both days. Trainers and buddy boxes will be available for any children who show up

Bob Purdy informed the members that this year's raffle prize is

a Ready to Fly "New Timer" (that was present at the meeting and on display) Tickets are \$1.00 or 6 for \$5.00. Charlie Bevenson has received a donation for \$500.00 and was aptly applauded by the members.

**CMAC Calendar: Tony Quist** outlined the official SVF sanctioned events for the 2005 season. There will be 6 events commencing in January with the Pattern Contest and culminating in November with the Annual Turkey Electric Fly. These events will be posted in the CMAC Calendar and will be posted on the website and at the field.

**One Eighth Airforce Fly-In:** AMPS Field, October 16-17. There were 125 aircraft and 82 pilots entered in this event and there were 3 crashes. The weather was perfect and the AMPS club did an excellent job. Next year's event will be hosted by SVF in October.

**Tucson Aerobatic Shootout,** Tucson Modelplex Park October 21-24<sup>th</sup>.

There were 6 competitors from SVF and all performed extremely well, considering that they were competing with the best IMAC pilots in the world!

**By Law Changes:** The vote was held and the results were tabulated and cross-checked. The results were **38 For and 1 Against.**

**Caller Guidelines: Norm** read the Caller Guidelines that were published in the October Slow Roll. There was some discussion of this by the membership; most was very favorable. It was suggested that the guidelines be piloted first before they are made a requirement (pilots will have a piloting caller...interesting!)

#### **New Business:**

**New Tips & Tricks Column: John Neilson** is publishing a column in the Slow Roll that will outline all the hundreds of little tricks and time savers we have learned over the years and that are of a great help. John asked members to send him their ideas. The member who submits the most creative suggestion will win a new SVF T-Shirt and badge! You can contact him at: neilsonsvf@cox.net

**Dan Crum** announced that he has been working at Hobby Bench and has heard from many of his customers that we have the friendliest members and flying field in the valley!

#### **Upcoming Events**

**18<sup>th</sup> Annual London Bridge Seaplane Classic,** Windsor Beach, Lake Havasu State Park, November 12-14<sup>th</sup>, 2004 <http://www.havasufloatfly.com>

**President's Raffle:** Feeling lucky? Try your chance to win a Decathlon ARF or a Raptor 30 size Heli. Tickets will be sold at the next club meeting in December

**Door Prizes:** (there were many & if you attend these meetings, chances are very good that you will be a lucky winner like **Howard, Dan, Keith, Ron, Norm and John Neilson**

**50/50 Draw:** \$44.00 **Paul Steinberg**

**Show & Tell: Lee Piester: Rare Bear** model and history of the full scale. The fates propeller aircraft in the world at 528 mph, 63" wing span, fiberglass fuse, alum spinner, comes with fixed gear but this baby really deserves retracts, 60-90 2-stroke, 90 4-Banger, 5 ch, 6 servos, \$299.00. **World P51D 60 size Mustang ARF** retracts installed, flaps, pilot, spinner, 60 2-Stroke, 90 4-Banger, \$250.00. **RICHTA Show** in Chicago, next year in LA (Oct '05). Radios are going to synthesized frequencies. The

new **Futaba 14mHZ radio** will be out in Dec. Uses synthesized frequencies select, comes with a headset so the pilot can listen to music, compact flash memory will store over 100 models or the complete Beatles Anthology! Four color LCD screen...\$2400.00 (no servos). **JR** will be releasing a similar radio with DSM (Digital Spectrum Modulation), 70 channels. **Real Flight G3** is coming, with over 5000 sq. miles of continuous flight area and 40 aircraft, \$199.00. **Park Zone 35" Decathalon**, 370 Motor, 8.4 v battery, **Goldberg** coming out with some classics in ARF's. **The Senior Falcon**, and **Skylark 56 Mk II** and the **Pitts Model 12**. **Dave Patrick** coming out with a 40 size **Clip Wing J3 Cub** and **40 size Ultimate**. **Bernie Frank** announced that **Real Flight G2** is on sale for \$70.00 and that for the month of Dec. **ALL OS Engines will be sale priced!**

Meeting adjourned at 8:35 pm

### HINTS 7 TIPS

By John Neilson, SVF

This month we have three tips to pass on and I regret there are not more. I would think that out of over 300 members we would have more!

Loose Needle Valve Blues: by **BOB FREY**

Are you sucking air through your needle valve due to worn O rings? Here's what can help. Cut a small piece of fuel tubing. Length is usually about 1/8th inch, but could vary depending on your engine. Put this over the end of small needle nose pliers so that you can expand it, and slip it over your needle valve so that it is as far up as possible past the threads and existing O ring. Now reinstall your needle valve to it's original setting so that the fuel tubing mashes down on the mount. This will seal off any air that might otherwise slip past the worn O ring. I've seen this cure many balky engines over the years. I usually do this to all my engines whether they have trouble or not.

Robart Scale Wheel Blues: by **BOB FREY**

Had trouble with those beautiful Robart Scale Wheels getting misshapen with flat spots from the heat? Or cut up on hard landings because they instantly go flat on impact. Here's a neat fix. Go down to your friendly Ace Hardware and find their round weather-stripping material. It comes in various diameters but I've found 5/8th" works best for making an insert for the Robart wheels. It weighs nothing too. This stuff is cheap at just a couple three bucks for 6 feet of it. Just cut to length and insert into the disassembled wheel. Viola! Your tire will be substantially firmer. Robart sells similar inserts for the same purpose at substantially more dough.

Covering Helper Tool: by **Col. BOB MORRIS**

I've found while cutting a piece of plastic film covering it is difficult to get a straight cut! Scissors is not the answer. By modifying a carpenters square to use as a guide it will be perfect. Using a medium sharpening stone, face off the surface, then apply clear packaging tape for a no scratch surface. Using an E-xacto knife will give you a clean straight cut from the roll each time.

Thanks to the BOB'S for their contribution this month. If u

are unable to contribute on field clean up days, maybe you can do your part by submitting an idea or experience for this column.

**JOHN NEILSON** neilsons vf @cox. net or 602-482-1158 - 602-228-9005

**HAPPY HOLIDAYS TO YOU ALL**

### Continued DOIN IT SAFELY

Makes it easier to determine if anyone is on your frequency at the field, and if so, who. John tells me that Frank's Hobby Shop has a serious overstock of frequency flags, and that you can get them there for next to nothing.

I'm pleased that Howard Kennedy and Dan Crum have volunteered to assist me on the Safety Committee. And I once again ask that anyone else interested in participating in this important function, or to discuss any of the safety subjects in this article, please get in touch with me.

Here's hoping that everyone has a happy and safe holiday season.

Bob Frey, 602-944-4264, freydell@cox.net

### MEMORY LOSS

Two Radio Control hobbyists were talking after dinner one night. One of them remarked to the other that with oncoming age comes short-term memory loss. To help alleviate this condition, he had taken memory classes where he learned to remember things by word association.

Then, he told his friend about a new hobby shop he had visited the day before. The hobby shop had high-class merchandise with unusually low prices.

The other man got excited and asked for the name of the hobby shop.

The first man couldn't remember, so he said, "Let's test what I learned in memory class. What do you call the pretty flower that comes in many colors and has thorns?" "A rose," the second man answered.

"That's it!" The first man turned to his wife. "Rose, what was the name of that local hobby shop we visited yesterday?"

from Servo Chatter, Anoka County Radio Control Club, Inc., Stan Zdon, editor, Coon Rapids MN

### HANGAR SALE

**At every club meeting.** The December meeting is the one you should bring in the junk, I mean stuff so you can ask Mrs. Santa Claus for some new stuff, I mean junk you want. You might find some coal or an ice cube here. Books, magazines, Kits, motors, plans, etc., Bring it on down. *Any Pizza?*

**NEXT SVF MEETING WILL BE  
DECEMBER 7 @ 7:30 P.M.**



Have a suggestion or grip for the Slow Roll? This space is for you. .

## Do it Safely

BY Bob Frey, SVF

This month we're posting the original 12-step plan for our safety program in the newsletter, so that everyone can get acquainted with our approach to this process. Right now we're working on steps 5, 6, and 7. It looks like we'll be on these steps for quite some time while we address individual items on the Concerns/Action List.

In the meantime a couple of items on the list have been implemented. First, the caller guideline is now in effect, and there are some new signs at the flight stations outlining the procedure. I'm very pleased with the clubs overall response to this new guideline and we're quite sure this important step will enhance safety at the field. Also, we've moved the actual flight stations to a location behind the taxiway fencing and just to the right of the starting area. This will help protect pilots from aircraft that could possibly get out of control on the runway. One item on the Concern/Action list was dropped after thorough research and consideration. Moving the pilot stations closer together will not be adopted at this time due to the possibility of 3IM radio interference.

There has been a lot of discussion in the last couple of weeks about a recent accident at the field that resulted in injury to club member Gary Roth. Gary was starting his large scale aerobatic plane and had it restrained with a bungee cord. For whatever reason the plane started at high throttle, and broke the restraint, and the prop cut Gary's foot in the process. I spoke with Gary at length about the mishap and we both agree that some positive suggestions can come from it. It was very late in the day and Gary was very nearly alone. Had it not been for assistance from Vinny DiFabbio and Kevin Marks, who were there later than usual that day, there may have been a truly serious situation. Fortunately Gary's injury was not serious. As a result the club is adopting a policy of no flying alone. We'll also be posting some signs with directions and phone numbers for the nearest medical facilities. Gary was very helpful while discussing this incident and agrees that had he used a caller/helper the accident likely would not have happened at all.

I've had several comments recently about flying over the runway. It sounds like park flyer and aerobatic electrics are doing quite a bit of this. Just so everyone knows, flying over the runway other than for access maneuvers has always been prohibited and still is.

The next thing we'll be looking at on the safety agenda will be radio impound. A lot of folks have gotten into the habit of not using it. At this time, use of the radio impound and the frequency pins is still a field rule that should always be adhered to. I've had a few comments that pilots are reluctant to use it because they worry about the security of their expensive transmitters. I don't think this is enough reason to abandon the use of the impound. The impound is an important tool for controlling frequency. It's one of those repetitive disciplines we get into that says we need to remember and return the transmitter to impound, and it kind of follows that we'll check to see that it is off. This month, I invite anyone to get in touch with me on any concerns about use of the transmitter impound.

I had already completed this article, when I received yet another good suggestion related to radio impound. This comes from board director John Neilson and suggests getting back to the use of frequency flags and name tags for all transmitters.

*This article is continue somewhere else in the Slow Roll.*

## SVF Safety Program

### Who

Club Instructors; Elected Officers & Board; Bob Frey, Safety Office, and others as needed to form Safety Team.

### What

Develop standard, workable safety and operational guidelines that will enhance safety at SVF.

### When

Complete initially by the end of 2004, then ongoing.

### Where

SVF model flying site.

### Why

SVF is the biggest R/C model club in town and are proprietors of a flying facility that is often congested. Flight operations are minimally controlled at this time. Rules or guidelines are not well known or communicated. New and different model types are not always compatible leading to greater possibilities of accidents or mid-air in the crowded sky.

### How

12 steps:

1. Get Officers and Board involved.
2. Develop Concern List and Possible Action List.
3. Present lists to Board Meeting
4. Refine and publish in Newsletter – ask for ideas and possible volunteers.
5. Talk to Instructors individually for input and feedback, plus participation
6. Present the findings at General Meeting for discussion.
7. Review the results at Board Meeting. Agree on general direction and key points.
8. Combine the Safety Officer, Club Officers and Board, Instructors, and volunteers or others into a formal Safety Team.
9. Team meets to finalize 'Safety and Operational Guidelines' based on refined Concerns and Action Lists.
10. Publish approved guidelines in Newsletter.
11. Prepare and post new guideline signage at the field.
12. Prepare background documents to deal with: Suggested operational guidelines for various model types.
13. Guidelines for addressing problems.
14. Safety issue correction procedure.

### Result

Safety team members now have standard operational guidelines and proper procedures for managing them. They are primarily responsible for enforcement with all club members aware and able to be involved in safety issues.

**ARTICLES FOR THE FEBRUARY  
SLOW ROLL ARE DUE BEFORE  
JANUARY 22, 2005**



## A SEASON IN THE SUN

by *Tony Holden, SVF*

The 2004 scale aerobatic season has finally come to an end, and for many of us, with a very satisfying sigh. Team SVF had what can only be described as a dominating year. Fifteen of our club members took part in one or more than contests, Mark Doan, Tony Quist, Dean Bird and myself completing 7 or more contests.

Our main focus for the year was the S.C.A.T. series of contests where SVF showed its dominance by taking 50% of all first places, (15 wins out of 30 possible) and the first 3 places in the overall Grand Championship. TQ, DB and TH. The series consists of 6 contests spread over the south-west, including one here in Phoenix, with both individual contest standings as well accumulating points for the overall championship.

Right from the get go Dean bird looked to have Sportsman class locked up and very likely another Grand Championship. In intermediate Tony Quist and myself shared the honors in the early part of the season, but TQ pulled out all the stops just when he need too and I put in a zero just when I didn't need too, and that settled the class winner and gave TQ a shot at the Grand Championship. To give you some idea of just how close things got between us at times, at two contests there was less than 5 points out of 5000 between us. Tony Quist only beat out Dean Bird in the Grand Championship by 50 points out of 20,000!

The third SCAT contest of the season held at north Las Vegas was without a doubt one of the best as far as results go for club members, but also the most miserable as far as weather goes. No, it didn't rain or blow a gale, it was hotter than H\*\*L! On the Saturday it reached 112 degrees! One contestant left a spare set of wheels out in the sun by mistake, they melted! The results however were worth the suffering with Dan Jacobson getting his first win in basic, Dean as usual winning sportsman, Tony Quist winning intermediate and Mark Doan advanced. As yet we have no club members flying in the unlimited class. In intermediate I was 2<sup>nd</sup> with Bill Pearse a very happy and well-flown 3<sup>rd</sup>.

The end of the season was highlighted for some of us by completing three contests over the space of four weekends, including the 4 day Tucson Aerobatic Shootout. Not having flown any IMAC contests this season we all thought it would be a good idea to have a warm up contest before heading for Tucson and the "Big One". The SW IMAC Championships in Las Vegas seemed to fit the bill very nicely. Eight club members made the trip in what turned out to be one of the best weekends of the season. Firstly the weather was absolutely wonderful, Las Vegas is almost always windy, that weekend there was not even a breath of wind and the temperature was just perfect. 58 pilots showed up for the contest and the competition was fierce, particularly in intermediate were the top 4 pilots all finished within 100 points of each other. Dean Bird won sportsman, Mark Doan and myself took 2<sup>nd</sup> place in our respective classes with Tony Quist in 4<sup>th</sup> in intermediate and Scott Chamblis 6<sup>th</sup> in basic.

The big finale for some of us was the Tucson Aerobatic Shoot at the end of October. Just to get an entry for this competition you had to have flown well all season. There

were over 140 applications for only 70 pilot slots, 30 of those being for unlimited only. Once again SVF was well represented with the all too familiar team of Doan, Quist, Holden, Pearse and Bird. (Sounds like the name of a law firm!)

There are no words that can possibly describe the weather on the first day of flying. The wind was not only blowing 20-30mph but it was blowing dust, not just the odd cloud here and there, but non-stop. At the end of the morning flying, airplanes were landing across the runway coming out of clouds of dust that made them almost impossible to see. Special thanks must go to Bill Hemple and few of the other unlimited pilots who landed and thus saved many an airplane that day. Fortunately the weather settled down over the next few days and once again we had a very enjoyable contest. There was only 3 days of limited flying for those of us in the lower classes which meant very little room for error, or at least errors that got missed by the judges! The results from this contest speak volumes about how good the "farm system" is a SVF when it comes to producing competitive scale aerobatic pilots. Of the 5 SVF pilots competing, 3 ended up on the podium, Mark Doan with 3<sup>rd</sup> in advance, Tony Quist and myself, 2<sup>nd</sup> and 3<sup>rd</sup> respectively in intermediate and Dean Bird 4<sup>th</sup> in sportsman. Bill Pearse put in a fine show of flying, in particular in the wind on the Thursday, but unfortunately this was not reflected in his scores. Bill has come a long way in a very short time, and while he has given me a few heart stopping moments as his caller, his flying this season has improved dramatically.

In closing out I would be amiss if I did not mention those who tried valiently but seemed to be doomed with bad luck. Two pilots in particular come to mind, the first being Ken Kaszubinski. Ken lost three 40% CompARF airplanes this season, not one was his fault!

The first one was shot down at our field when other member turn on his transmitter with out the frequency peg, which Ken had at the time. The second was at the north Las Vegas contest were he took off for his first round of flying and before he could even start his sequence the radio locked out and the airplane bit desert big time. Finally at the second Camarillo SCAT contest things seemed to be going well. Up and in the air and half way through his first sequence, suddenly the airplane flying the opposite line came straight down and sliced the back off Ken's airplane. No one could believe it, least of all Ken. My only answer is that God does not let you have such a stunning good-looking wife as he does and big airplanes, you gotta' chose Ken!

The other pilot who seemed to have the hand of doom resting on his shoulder was Scott Chamblis. Twice he lost both the spinner and propeller off the front of his airplane, resulting in off field landings. Then after being plagued by ignition problems, had the final insult added to injury when during practice the crank on his engine broke in flight, tearing the motor out from the front of the airplane in spectacular style and launching the engine some 300-400 feet out in front of the remaining airframe. A new airplane and a different engine for next year should see Scott in the winner's circle. Mentioning next year, on February 19<sup>th</sup> and 20<sup>th</sup> 2005, SVF will be hosting an IMAC contest, hope to se you there!

*Editor Note: Go to our website and see the FINAL results of the JR SCAT CONTESTS. Atta boy Tony Quist!*

## HELP YOUR FLYING: PROPER USE OF TRANSMITTER NECK STRAPS AND TRAYS

By JOHN BURDIN

For years, I have used a neck strap to support my transmitter. I found this eliminates the urge to move the transmitter around, raise or lower it, and simply makes it more stable. Whether I'm flying a jet, helicopter, Pattern airplane, or Sport, the neck strap makes things more enjoyable and gives me less to worry about.

For maximum convenience and performance, the length of the neck strap should make your transmitter level with your elbows as it hangs in front of you. This enables you to rest your hands on the transmitter without feeling as though you must raise them up over the top of it. After all, the purpose is to put the transmitter in a comfortable and manageable position.

From here, it is easy to rest your hands on the transmitter, allowing your full concentration to be directed to your model instead of on holding your transmitter. As you move to higher performance aircraft, this becomes more useful. It's pretty tough to operate the different controls on a transmitter (i.e. levers, switches, and knobs) while flying and holding the transmitter at the same time.

A transmitter tray also might be useful. It accomplishes many of the same objectives as the neck strap; however, there are some tradeoffs. The tray is an extra piece of equipment that must be carried with your gear. The neck strap simply goes in your transmitter case, field box, or tool box. From a safety standpoint, the transmitter tray is not optimal. It is very difficult, in most cases, to hand off the transmitter to another pilot in an emergency. It is not good for beginners or even moderately experienced pilots for the same reason. Both neck straps and trays are popular with many levels of pilots, and some of the best pilots don't use either one. Most of the better pilots do use them, however, and almost all pilots of high-performance models use one or the other.

The neck strap is my choice and recommendation for simplicity and ease of use. If you give it a try, don't make a snap decision on how you like it during your first flight. Like most other things, you must learn to use it, and once you do, you'll likely love it!

from RC Prop Wash, The Ocala Flying Model Club, Dick Smith, editor, Ocala FL

## WHY THE ENGLISH LANGUAGE IS SO DIFFICULT

We'll begin with a box, and the plural is boxes, but the plural of ox became oxen, not oxes.

One fowl is a goose, but two are called geese, yet the plural of moose should never be meese.

You may find a lone mouse or a nest full of mice, yet the plural of house is houses, not hice.

If the plural of man is always called men, why shouldn't the plural of pan be called pen?

If I speak of my foot and show you my feet, and I give you a boot, would a pair be called beet?

If one is a tooth and a whole set are teeth, why shouldn't the plural of booth be called beeth?

Then one may be that, and three would be those, yet hat as the plural would never be hose, and the plural of cat is cats, not cose.

We speak of a brother and also of brethren, but though we say mother, we never say methren.

Then the masculine pronouns are he, his and him, but imagine the feminine—she, shis and shim.

Some reasons to be grateful if you grew up speaking English:

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture.
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert.
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) At the Army base, a bass was painted on the head of a bass drum.
- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down the sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) After a number of Novocaine injections, my jaw got number.
- 19) Upon seeing the tear in the painting, I shed a tear.
- 20) I had to subject the subject to a series of tests.
- 21) How can I intimate this to my most intimate friend?
- 22) I spent last evening evening out a pile of dirt.

Some pronunciations can mess up your mind! For example, if you have a rough cough, climbing can be tough when going through the bough on a tree!

Let's face it ... English is a messy language! There is no egg in eggplant nor ham in hamburger; neither apple nor pine in pineapple. English muffins were not invented in England.

We take English for granted, but if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square, and a guinea pig is neither from Guinea nor is it a pig. And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham?

Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get ride of all but one of them, what do you call it? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the folks who grew up speaking English should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell? How can a slim chance and a fat chance be the same while a wise man and a wise-guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, you fill in a form by filling it out, and an alarm goes off by going on. And finally, if Dad is Pop, how come Mom isn't Mop?

submitted by Gene Wilkison, from Flite Lines, Case de Aero RC Club, Jerry Gill, editor, Prescott AZ



## OPEN HOUSE

Sunday, December 5

9:00 AM Starting time

The Sun Valley Fliers are hosting a day of fun and flying at Cave Buttes Field for members and friends starting at 9:00 am. Food and drinks will be provided. Come and get acquainted or re-acquainted with new friends and old.



The field is located on the southwest corner of the intersection of Cave Creek Rd. and Jomax Rd., 4 miles north of Loop 101 and 5 miles south of Carefree Highway.



COME JOIN US!