

THE SLOW ROLL

R/C NEWS

BALLOT to vote on By-Laws
Read the Doctor Corner.
Read the 2004 Poland WC
Cutout for Caller Guideline.
Meet someone new!
4th ANNUAL ELECTRIC
FLY IN NOV. 6 & 7

A PUBLICATION OF THE SUN VALLEY FLIERS

Editor: YOUR NAME HERE WWW.SUNVALLEYFLIERS.COM

OCTOBER 2004

President- Norm Goodnuff Vice President- Walt Freese Treasurer- Gene Peterson Secretary- Dr. Paul Steinberg

THE PRESIDENTS CHANNEL

Norm Goodnuff



Summer is over temp is under 100 and now we can really enjoy flying at Sun Valley Fliers. We did get a nice rain in September and it allowed us to drag the entire field, parking lot and the South parking lot without any dust. It's looking real good and all we need to do is to keep the weeds under control.

ELECTRIC FLY EVENT is our next Club event. I ask you to contact Howard Kennedy your event CD and sign up for an hour or two of work, you can also fly in the event while being a worker. Let's all work with Howard to make this a great event. *Editor: Also a nice raffle prize, RTF Electric 58" W.S.*

SAFETY A lot of information and ideas have been printed in our newsletters and we need all SVF members to get involved in the Safety Program. What do you think of the PILOT CALLER GUIDELINE. Please talk to Bob Fry or any Officer or Board members with your views on the Safety Program.

TABLES The Board has approved the purchase of (10) ten more tables and they should arrive at the field during the month of October.

Gate lock has been working well this past month and we have decided to put a spare SVF lock on the South door of the storage shed. This lock will be there in case the gate lock is cut and then the lock on the storage shed can be removed by any member to replace the cut gate lock. Enough said for this month just enjoy RC Flying kept it Safe

NEXT SVF MEETING WILL BE OCTOBER 5th @ 7:30 P.M.

Ballot to vote inside to update the by-laws.
Raffle tickets for the RTF GOLD, NEWTIMER, 50" Wingspan by Cermark will be also available and raffle off at the ELECTRIC FLY IN. 6 for \$5.00/ \$1.00 ea.

Sun Valley Fliers Club Meeting

Tuesday September 7, 2004

By Paul Steinberg

The meeting was called to order at 7:30 P.M. by President Norm Goodnuff. There were 42 members in attendance.

Guests: Bill Amesbury, Ron Johnson

New Members: Nate Summer & his son Jacob, Rob Stocking

Our guest & new members were welcomed by President Norm Goodnuff and all members in attendance

Secretary's Report: The minutes of August 3rd were read and approved as written. The secretary announced that a new supply of caps & tee shirts are in stock and available for sale.

Treasurer's Report: Gene Peterson reported that new membership lists were available

Dues notices will be coming out later this month, the fees have not been raised and they still remain \$50.00 for renewal

President's Report: Norm thanked Walt Freese for "Manning the Bridge" while he was away for the summer in Michigan. Norm managed to keep in touch with the Board and the Club, and regularly received the minutes from all meetings by e-mail. Norm also thanked Ron Thomas for repairing the banner pot at the entrance to the club, and Gene Peterson for painting and sealing the kitchen countertop.

Norm also fully endorsed Bob Frey as the new SVF Safety Officer. Norm announced that the Board will consider requiring all flyers to use a Safety Caller when flying. He will ask Bob and the safety committee to look at this as one of their first priorities.

Safety Officer Report: Bob thanked club members and the Board for the feedback and suggestions that he has received over the last month. The suggestions and ideas have been compiled and will be presented to the Board at their next meeting for discussion. Bob went on to say that there are what he called two "Big Dogs" for us to consider. The first is the suggestion for a central pilot area in the center of the flight line that would be large enough to easily accommodate 5 pilots and their callers. The rationale is the facilitation of communication between pilots when calling landings, take offs, close maneuvers and dead sticks. The second item that we will need to consider is that of adopting a system of callers in the very near future.



He mentioned that the AMA will likely require this in the very near future.

Bob closed by thanking the members for the interest he has seen over the last 2-3 weeks since becoming safety officer.

Old Business:

Gate: No new problems have been noted since the last meeting

Newsletter: The **Slow Roll** has once again taken to the air thanks to **Bob Purdy** The club desperately needs a printer with reasonable rates. Members were encouraged to contact Norm or Bob if they have any contacts in this regard.

Tables: Norm announced that more tables are on their way, such that most if not all the old spools will be discarded. New shelves have been installed under the tables to accommodate flight boxes & radio gear.

Leader Club status: **Howard Kennedy** indicated that the final remaining step is for SVF to sponsor an Open House before the end of the year. This will be brought before the Board for consideration of a date and time.

Fourth Annual Turkey Electric Fly-In benefiting Camp Rainbow will be held on November 6 & 7th. **Howard Kennedy** who once again is the CD for this event appealed to all members for volunteers, kitchen, gate, crowd control etc. Please contact Howard at 602-361-8475 or at kenhow@aol.com if you can help out at this very worthwhile event. Chef Walt & Chef Charlie will be serving you with expertise!

By Law Changes: **Mike Peck** discussed changes in the By Laws. Article 2 Section 1 was discussed with the new proposed changes that the Board approved last month. The membership was informed that the changes will be published in the Sept & October newsletters and will be brought to the members for a formal vote at the regular club meeting on November 2nd. Proxy votes will be accepted and ballots will be published in the newsletter but must arrive to the club by mail prior to the November meeting. Mike explained the rationale for the changes, most notably to facilitate the procedure for changing membership dues and reminded members that there will be no dues increase this year!

New Business:

Cave Buttes Master Plan: An overhead was presented to all members outlining the preferred master plan (this was also include in the September edition of the Slow Roll). This plan has the flying field relocated to the far north west of the recreation area. The move, construction of a new paved runway, ramada and parking facility we were informed will be paid for by the City of Phoenix Parks & Rec. When and if final approval is granted, don't look for the move before 2007.

Mike Peck mentioned that any redesign of the field must meet AMA guidelines and Wes De Cou from the AMA who provides flying site assistance to AMA clubs, will be involved in any planning.

US Scalemasters: SVF donated \$300.00 to this event

Heli Fly-In: This event which is the largest of it's kind at SVF was approved by the Board at it's last meeting. The event will be held on March 11,12,13 and with master heli magician Jason Kraus attending, attendance is expected to be very large.Last year over 90 pilots registered!

Pad Five: the board is considering to enlarged it to accommodate large scale aircraft of the 33-35% size.

SCAT: Tony Quist reported that SVF competitors continues

to make stellar performances at this event in Southern CA. Dean Bird, Tony Holden and Scott all placing very highly in their respective classes.

F4U Corsair Tickets are for sale again at \$5.00 each or 6 for \$25. Contact Mike Peck if interested

Upcoming Events

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

Tucson Aerobatic Shootout, Tucson Modelplex Park October 21-24th

One Eighth Airforce Fly-In: AMPS Field, October 16-17th
Special Report on **World Scale Championship in Poland** was given by **Bruce Bretschneider**. Photos of this event will be posted on the SVF website, so keep an eye out for this!

President's Raffle: Feeling lucky? Try your chance to win a Decathlon ARF or a Raptor 30 size Heli. Tickets will be sold t the next club meeting in October

Door Prizes: (there were many & if you attend these meetings, chances are very good that you will be a lucky winner!)

50/50 Draw: \$45.00 Ron Thomas

Show & Tell: **Henry** showed us his Nitro Rascal that he was converting to electric with Himax Brushless 380 motor

Rick Powers: **Midwest Stand In** \$24.95, **Sullivan Fuel Pump** \$15.95 (gas version available). Electric Heli **GWS Dragonfly** \$239.00 complete with radio, **Dave Patrick Edge 540T** 79" wingspan, 12-16 lbs, 120-180 4-stroke or 24-35cc gas \$449.88

Lee Peister: **Super Cub PA18 ARF ¼ scale**, 105" wingspan 13.5lbs, Saito 150 or 25cc gas \$599.00, **Hangar 9 Edge 540 33%** 97" wingspan, 22-24 lbs, Gas 62-80cc, 6ch, 7 servos, carbon fiber gear \$749.00

Meeting adjourned at 8:45 pm

POSITION OPEN

Excellent benefits, meet exciting people, travel to exotic places, report to the top guns of this organization, some computer skills are needed. We will train!

Sounds interesting, then contact Norm Goodnuff and get more details about the position of editor for the Slow Roll.

HANGAR SALE

At every club meeting. Got something in R/C you would like to sell, bring it to the meeting.

Would you Like To Meet

Someone that has the same interests as you? Whether it's a man, women or child, would you be willing to see that they will be safe as they are standing there alone.

Well then go up to them on the pilot pad and help to be a caller and introduce yourself, they'll feel mighty good about it. I know I would.

I approve of this message, your SVF Safety Officer.

SVF Members to vote on change to By-Laws:

Note: Mail-In/Proxy Ballot at bottom has been added to this article. In-person voting will be at the Nov. 2, 2004 SVF Monthly meeting. If you cannot attend that meeting, you may cut out, fill in, and mail the ballot to Sun Valley Fliers, PO Box 31816, Phoenix, AZ 85046-1816 or you may cut out, fill in, and give the ballot to someone you are sure will attend the November SVF meeting to turn in for you as a proxy vote. If you use the written ballot in the newsletter, you will not also be able to vote in person at the club meeting.

Our current SVF By-Laws are written in such a way that each time the amount of our club dues or their structure needs to be changed, the club membership has to approve such a change to the By-Laws by a formal vote of the membership. This is time consuming, costly, and sometimes overlooked, and the Board of Directors is therefore proposing to change the By-Laws to allow the Board to set the dues amount or change the membership structure without a formal membership vote on the By-Laws. The current wording and the proposed wording are shown below for each member to review and consider. Remember that the SVF By-Laws still contain the petition of membership rights clause in Article I, Section 5, which provides the membership with the means to bring any action taken by the Officers or Board, that the membership disagrees with, to the floor of a general club meeting. This affords the membership with the necessary oversight and control of the Officers and Directors. This article will appear in the September and October SVF newsletter, and the October newsletter will additionally contain a ballot to those who wish to mail their vote in or have it presented by proxy at the November 2004 club meeting when the proposal to change the By-Laws will be voted on.

Current wording of the SVF By-Laws, ARTICLE II. MEMBERSHIP DUES.

Section 1. DUES. To be in good standing, membership dues shall be paid to the Corporation by the individual members at the annual meeting each year. Membership dues for a full year shall be: Junior/Senior - \$25.00; Adult Open - \$40.00. Individuals applying for membership to the Corporation between October 1 and December 31 in any year will pay full membership rate, and their dues will additionally be considered paid in full for the following year. All new members shall pay a one-time new member initiation fee of \$50.00. Charter members, those members who voted on the original Constitution and By-Laws, are exempted from the new member initiation fee.

Section 2. FORFEITURE OF MEMBERSHIP. In the event any member shall fail, for a period of two months after the Annual Meeting, or more, to pay the annual dues to the Corporation, as hereinafter set forth, then such delinquent member's name shall be posted on the club bulletin board or in the official club publication. In the event such dues remain unpaid for a total of three months, such member shall forfeit his/her rights in the Corporation to receive the publications of the Corporation, and such member shall also lose his/her right to use the club flying site as a member. In the event such dues are still unpaid at the end of six (6) months, the Board of Directors may strike the name of the delinquent member from the Corporation's list of members. If the name of such member is stricken from the membership rolls of the Corporation for the non-payment of dues, he or she may not be restored to membership in the Corporation without payment in full to the Corporation of all past unpaid dues, subject to the approval of the Board of Directors.

Section 3. RESIGNATION OF MEMBERSHIP. Any member may withdraw from the Corporation by sending written notice of resignation to the Secretary, provided all indebtedness to the Corporation shall have been fully paid prior to such withdrawal and resignation, including membership dues owed at the time.

Section 4. ASSESSMENTS. No special assessment shall be levied by the Corporation at any time, except by an affirmative vote of the membership, as defined in Article 1., Section 4 of these By-Laws. All members shall be responsible for the payment to the Corporation of any assessments duly approved by vote of the membership.

Proposed Change to the SVF By-Laws, ARTICLE II. MEMBERSHIP DUES.

Section 1. DUES. To be in good standing, individual members shall pay membership dues to the Corporation at or before the annual meeting of each year. The Board of Directors shall set the annual costs of membership in the Corporation, shall determine what tier levels of membership are available such as adult, junior, senior, life-time, etc., and shall determine the type and amount of such dues and fees for the various tiers of membership established. Individuals applying for membership to the Corporation between October 1 and December 31 in any year will pay full membership rate, and their dues will additionally be considered paid in full for the following year. All new members shall pay a one-time new member initiation fee, except Charter members, (those members who voted on the original Constitution and By-Laws), who are exempted from the new member initiation fee.

Section 2. FORFEITURE OF MEMBERSHIP. – No Change

Section 3. RESIGNATION OF MEMBERSHIP. – No Change

Section 4. ASSESSMENTS. – No Change

Mail In/Proxy Ballot on next page



PILOT SAFETY CALLER GUIDELINE

All Sun Valley Flier members will follow PILOT SAFETY CALLER GUIDELINE.

Pilot will always use a Safety Caller when starting their engine and while flying at SVF field. A Safety Caller's first responsibility is to keep you and your aircraft safe while observing the safety of others.

SAFETY CALLER RESPONSIBLE FOR THE FOLLOWING:

1. Review preflight with Pilot.
2. Hold aircraft while being started and run up.
3. Position aircraft on pad prior to taxing
4. Call takeoff when runway is clear and direction of takeoff.
5. Watch other aircraft traffic and advise Pilot as needed.
6. Advise Pilot of change wind direction
7. Call touch and go landings
8. Call landing and direction
9. Call clear of runway

Pilot and Caller have now made it Safer and avoided aircraft damage by working together.

Bob Fry SVF Safety Officer and Sun Valley Fliers Officers and Board thank you for following the Safety Caller Guideline.

HINTS and TIPS

This column is being created as a trial. Our intention is to help all members, regardless of what your special interest, and success depends on your input. I will be looking for feedback on any subject that relates to RC Airplanes or helicopters. These could be building tips, construction, covering, installation of equipment. Helpful hints of any kind. Another area could be your experience with the various types of supportive equipment we utilize, i.e.: found something at the hardware, auto store, supermarket?

Lets start with a very common item that we normally discard from the kitchen to the recycle bin, PLASTIC TOPS that come off of coffee cans, peanut cans, etc. BINGO...perfect for mixing epoxy on with several advantages. First off its free! Mix away and you know when it has cured and if cured properly. You can reuse it, turn it over and mix again. When dried, twist it and the residual pops off for the next session usage.

Here's another I've found some time ago. Installing those little control horns! Your plane is done and covered and now we have to put holes into that perfect job you've done. That's not bad because the horn and base will cover them. But, now we take a small-fine head Philips head driver and struggle getting those little self tapping screws to bite on the back! It will happen, the driver slips off and a third hole is in your covering!! If you tell me you haven't done it, see me, I sell automobiles! Here is the TIP and kind of input we can all use. Simply take a piece of cardboard, or plywood if you wish to make it permanent, trace the outline of your horn, trim it out, place over the horn and you have eliminated that possible third hole!

I look forward to hearing from you. Send your ideas, hints or tips to me and lets keep this going.

John Neilson neilsonsvf@cox.net or 602-482-1158

Sun Valley Fliers Mail In/Proxy Ballot For Absentee Voting on Proposed By-Laws Changes For November 2, 2004 Club Vote

Mark only 1 Choice:

I vote TO ADOPT the proposed changes to Article II, Section 1, Membership Dues, of the Sun Valley Fliers By-Laws, as proposed by the SVF Board of Directors and published in the September and October editions of the Slow Roll.

I vote AGAINST the proposed changes to Article II, Section 1, Membership Dues, of the Sun Valley Fliers By- Laws.

Printed Name

AMA Number

Signature

Date

Mail To: Sun Valley Fliers, PO Box 31816, Phoenix, AZ 85046-1816

2004 World Championship from Poland

By Bruce Bretschneider. SVF

Some in Poland said it was the summer that never was because the temperatures seldom got above 75F and the nights were down in the 50's. That was real cool, but the thing that made the summer really "cool" was the 18th World Flying Scale Model Championships in Deblin, Poland. The 8-day competition was sponsored by Aeroklub Polski and held at the Polish Air Force Academy. My wife and I had the opportunity to attend as US Team Supporters. Representing the US in F4B (control line) were Dale Campbell, Chuck Snyder, and Charlie Bauer. The F4C (radio control) team consisted of Al Kretz, Manny Sousa, and Charles Baker. The team manager was Lloyd Roberts.

Those who are familiar with US Scale Masters competition would find many things similar, but still different enough to make things challenging since FAI rules for classes F4B and F4C were used. Static judging was conducted from a minimum distance of 3 meters (approx. 9.8 feet) for F4B and 5 meters (approx. 16.5 feet) for F4C. The judges were not allowed to take any measurements nor were they allowed to touch the models. Flying didn't start until 10 am and only one plane was in the air at a time. Each pilot in F4B had 9 minutes to complete his flight which consisted of 3 required (take-off, 5 laps of straight level flight, and landing) maneuvers and 4 optional ones of the pilots choice. The F4C pilots had 5 required (take-off, straight [level] flight, horizontal figure eight, descending 360 degree circle, and landing) and 5 optional maneuvers. All models were judged for flight realism all the time they were in the air. The maneuvers in F4C weren't difficult in themselves, what made them difficult was the precision with which they had to be executed. It was also interesting to note that flying continued (at least for F4C) in the rain. There was no thunder and lightning, but a continuous light rain. The round of F4B flying was cancelled that day. With the many flights that I saw, there were only 3 crashes that I am aware of. The one in F4B happened when the pilot lost the inboard engine on his L-410M Turbolet (a plane that looked very similar to the Mitsubishi MU-2).

A total of 8 countries (17 people) competed in F4B and 18 countries (45 people) in F4C. Although a wide variety of aircraft were entered, there was only one jet, a Vampire 2-seater from Australia. There were several multiengine aircraft. Being interested in radio control scale, I spent the majority of my time watching the F4C competition.

The first three places in F4B were Poland, Russia, and the USA. Individually the first three places were Marian Kazirod of Poland with a Fairey Battle Mk II, Piotr Zawada of Poland with a Miles M14 Magister, and Viatcheslav Tshubatov of Russia with a Yakovlev YAK-52. Dale Campbell of the US placed 9th with a Spacewalker II, Chuck Snyder 10th with a Henschel 129 BZ/RZ, and Charlie Bauer 17th with an electric J-3.

In F4C the first three places went to Switzerland, Czech Republic, and Austria. Individually the winners were Andreas Luthi of Switzerland with a Bucker Jungmeister, Max Merckenschlager of Germany with a Grumman F7F Tigercat, and Hans Ammann of Switzerland with a Curtiss JN 4-D2 Jenny. This was the third consecutive time that Andreas Luthi placed 1st. The US entrants Al Kretz placed 23rd with a Dauntless SBD-3, Manny Sousa 30th with a Culver Cadet, and Charles Baker 43rd with a

Rawdon T-1.

The next competition will be held in Sweden in 2006 and I hope to be able to attend that also. I would encourage those who enjoy watching good competition, seeing finely detailed models, and doing some travel to consider joining the US Team either as a competitor or a supporter. You have two years to prepare for either.

For those who might be interested in more details regarding the rules, maneuvers, etc., I am willing to make copies of information that was printed in the program.

Bruce Bretschneider,
US Team Supporter 2004

Editor: Bruce has taken many photos at this event and we have posted several of them on the SVF website to see them in color.

www.sunvalleyfliers.com

DR. PAUL'S CORNER

When I'm at the flying field seeing people enjoy their days flying, I'm reminded of the fact that we are entering the flu season shortly and for some, this could spell trouble and serious problems thus grounding them. Make no mistake, the flu is a specific disorder and rather easily diagnosed by your health care provider. I see folks call everything from seasonal allergy, colds, asthma and gastroenteritis (stomach flu), the flu! Influenza is a very serious disease however that affects people of all ages. In an average year, the flu causes around 36,000 deaths in the USA (mostly among those aged 65 years or older), and more than 200,000 hospitalizations. The flu season usually runs from November through April each year and in Arizona it may start later...as late as Christmas! During this time, flu viruses are circulating in the population and you will be exposed to them. An annual flu vaccine (either the flu shot or the nasal spray flu vaccine) is a very effective and safe way to reduce the chances that you will get the flu.

The best time to get the vaccine is from late September through November, but any time during the season from November thru January work. Vaccine shortages and delay in shipment due to a problem with the preservative may make the vaccine unavailable to Arizona resident until early October this year. Remember, with this vaccine your immunity will decline over time and therefore it is recommended to repeat the vaccination every year.

Finally, I hear many patients tell me that they had the flu shot years ago and became so ill that they have vowed never to get it again. This is really not true. Our modern vaccines, and particularly the flu shot (not the nasal spray) are manufactured using recombinant DNA technology and contain inactivated virus. They are incapable of causing an actual case of influenza. I have administered hundreds of these shots and have never experienced a patient develop a serious reaction. These vaccines are not only safe and effective, they also save many lives each year.

Next month I'll discuss the CDC recommendations on who should get the flu shot and why. Until then, happy and healthy flying!

Paul Steinberg, M.D.