

THE SLOW ROLL

R/C NEWS

New Safety Officer.
By-Laws updated for SVF's approval.
PHOENIX CAVE BUTTES-MEETING WAS AUGUST 26
Where you there?
See inside for new field location.

A PUBLICATION OF THE SUN VALLEY FLIERS

Editor: George Brown

WWW.SUNVALLEYFLIERS.COM

SEPTEMBER 2004

President- Norm Goodnuff

Vice President- Walt Freese

Treasurer- Gene Peterson

Secretary- Dr. Paul Stienberg

THE PRESIDENTS CHANNEL

Norm Goodnuff



Hi SVF Members

I am writing this as my vacation in Michigan is about to end. Arrived in Michigan on June 23 and plan to be back in Phoenix Aug. 19. The Club kept me informed via e-mail during my vacation and sounds like the club is doing well.

I was happy to hear that **Bob Frey** accepted the job of Safety Officer. This was needed to be done before our 2005 AMA Charter renewal. Bob is a long time member of SVF and I know he will work with all the club members to maintain a safe flying field for SVF Club. Please give him your support.

September is here and yes we always think this means cooler weather but like every year it doesn't seem to cool down until the last week in September.

I ask all members to take voting on By Law changes serious as it is important for the club to keep them up to date. Please vote to give the Officers and Board the power to set the dues as needed. I assure you we see no need to raise dues in the near future.

September is the time we need to think and decided what events SVF is going to have for the year 2005. If anyone is planning an event please advise the Board so it can be scheduled and put on the CAMAC calendar.

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

Plenty of time to read the updated by-laws that need to be approve by the members.
Also a good safety article you should read.

Sun Valley Fliers Club Meeting Tuesday August 3, 2004

The meeting was called to order at 7:30 pm by Vice President **Walt Freese**. There were 41 members in attendance.

New Members: Don Hunes, Dylan Hunes

Don and Dylan were welcomed by Vice-Resident **Walt Freese** and all members in attendance

Secretary's Report: The minutes of July 6th were read and approved as written.

Treasurer's Report: **Gene Peterson** reported that new membership lists were available. It was reported that there were 2 new members signed up since last meeting, **Barry Hardell** and **Mark Bowers**. Sun Valley Filers paid membership is now totaling **325**

Old Business: Gate: It was noted that once again members were locked in the field while flying and while they were eventually able to exit the field safely, there were several tense moments. To this end **Walt Freese** announced the Board had come up with the idea that phone contacts to County Officials who look after the gate and locks will be printed in the next edition of the Slow Roll newsletter. The numbers will be formatted in such a fashion that they can be cut out and placed in wallets or flight boxes for reference if needed.

Newsletter: The **Slow Roll** will make it's reappearance in early September. **Bob Purdy** has graciously and without (much) pressure agreed to do the Sept. NL.

Tables: It was noted that we now have 12 new tables and the flying field and **Walt** thanked **Norm** for arranging their construction & acquisition!

Tony Quist announced that there have been 2 events on the SCAT circuit and Sun Valley Fliers have performed extremely well. In July in Vegas where it was 113 degrees Phoenix won in every class. In Camarino CA 2 weeks ago there were 11 club members competing and all placed very high in their DIVISION.

Mike Peck announced that he and **Bob Frey** recently traveled to Pueblo, CO for the Scalemaster qualifier. The vent was plagued with very bad weather that included intense fog and rain. Despite this both the static and flight competition was held. **Bob** placed 2nd with his P-47 and **Mike** crashed his SNJ presumably to radio failure.



Leader Club status: Howard Kennedy indicated that the next steps are an adopt-a-school program and a public demonstration such as a mall show or open house. The Board will consider this at it's next meeting and report back in September

New Business:

Walt announced that secretary Paul Steinberg had tendered a letter of resignation due to other commitments related to his job. At the time of writing these minutes, Paul has learned that this commitment might not be occurring and so he has revoked the resignation letter.

It was announced that Bob Frey was voted in as SVF Safety Officer. Bob was a founding member of SVF and has been heavily involved in the 1/8 Air force and Scale model building, flying and competing

Bob presented his Safety Program Proposal to the membership (attached to the minutes) and asked for comments. There was an excellent discussion and Bob asked the membership for their input and for interest on serving on the committee. Bob can be reached at: 602-944-4264 and by e-mail at: freydel@cox.net

Walt Freese thanked Bob and recognized that Safety Officer is a very tough job and one that will not be popular in many clubs. He went on to mention that Bob is respected by those who know him in model aviation and that he has 100% support from the Board of Directors

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.

Dave Linne announced to the club that there will not be any further float flying at Peck's Lake due to a dispute ongoing between the City of Clarksdale and Phelps Dodge. Dave announced that there might be another Flagstaff Float Fly taking place on Lake Mary in September. He will keep us posted on this event.

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Walt Freese reminded all members that they are invited to attend the Board Meetings if they have an issue or topic that they would like to discuss. He noted that the location has changed and that they are now being held at the Paradise Valley Community Center just north of 40th St. & Bell Raod.

Walt Freese thanked Charlie Beverson for installing the Fire Extinguisher case at the far west end of the Ramada as well he reminded members that there s a first aid kit now located in the Ramada near the kitchen area.

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

Door Prizes

Pin & Parch **Jay Steward**,
Gallon of Fuel **John Warner**,
Gallon of Fuel & Patch **Larry Sheffield**
Gallon of Fuel & Patch **Mike Peck**
Gallon of Fuel **Dan Crum**
50/50 DraW: \$57.00 **Joel Leiberman**

Show & Tell: 1. **Dave Linne** displayed a beautiful P-38 Lightning ARF from KMA Models. This all fiberglass model with built up control surfaces and 3 piece wing comes complete with pneumatic retracts. Dave plans to use robostruts and will power this "Yippie" version with twin YS 63s Price \$549.00. 2. **Rick Powers** demonstrated and updated club members on the following: a. **New company: Ultrafly** they have a PC-9 styro with speed 400 motor \$84.00 and a T-45 Hawk, that will require a 4channel radio 2-3 micro servos, 10-15 amp speed control, \$87.00 b. **Great Plane Electrify** coming out with 8 and 10 cell NIMH battery packs c. **Goldberg** coming out with both their popular Eagle and Tiger models in and electric 400 ARF version, 4 channels, geared speed 400 motor included, \$117.00 d. **Park Zone Slow - V** complete with motor servos, ESC and radio \$139.00 e. **GWS, DC-3 and G-47** foam, painted, twin motors, 47 in w.s. \$67.00 f. **Brushless** motors, new source..E-Flite from Horizon Hobby with very reasonable prices, e.g.: 400 size for \$57.99 g. **Rick Powers'** highly modified World models P-51 Mustang "Ridge Runner", 9 servos, Robart Robo Strut retracts, H9 canopy, Saito 180, 17-6 prop 3. **Lee Piester** was successful in obtaining his private pilot's license. Lee shared with the club his certification flight and the following models: a. **Seagull Harrier** ultracoat, 8 lbs, 60 in w.s. 60-1.00 2 stroke or 90-110 4-stroke, \$179.00 b. **Sig Sundancer Bipe** Ultracoat, 71 inch wingspan, 17-18 lbs, designed for a 50-70 cc Gas engine and will need 8 servos, \$399.00 c. **Top Flight** will be coming out with a 1/5 scale P51D Mustang d. **H9** Coming out with a Miss America version of their P51 Mustang e. **Hobbico** is coming out with a P51 as well 4. **Bernie Frank demonstrated the following:** a. 1/2 A ugly stick for a bargain price of \$44.99 b. **World Models Skyraider** for \$68.99 **Meeting adjourned at 8:46 pm** Paul Steinberg, Secretary

WANTED:

WING PLANS for the Carl Goldberg Tiger 60.
Please call Tony @ 480-488-6946

HANGAR SALE

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

Board of Directors proposes change to SVF By-Laws:

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

Board of Directors appoints SVF Safety Officer: Bob Frey

At the February 2004 AMA Executive Council meeting, the Academy of Model Aeronautics established a requirement for each chartered club to submit the name of an appointed club Safety Officer, as part of the 2005 AMA club chartering process. The AMA further required that each club Safety Officer have access to e-mail so that each named safety officer will be the communication link between the AMA and the chartered club for safety matters.

At the July 2004 Board of Directors meeting, the Board appointed Mr. Bob Frey to be the designated club Safety Officer for the Sun Valley Fliers. Bob has been with the SVF since it's founding, and has held previous officer positions within the club, including the President and Board member positions.

Bob presented a plan to the Board of Directors to establish a club safety program, operated by a Safety Committee that will be named at a future date. Bob will be attending club and board meetings and will be discussing safety items. Individual members who wish to participate in the Safety Committee or who have safety concerns to present may contact;
Bob Frey at 602-944-4264
or by e-mail at freydell@cox.net.

What Did You Call Me? Knowing Your Job At The Flying Field *By SAM WRIGHT*

Recently, while flying on a bright, typical Sunday morning, I asked a good friend to call for me.

As he tailed my idling Ryan to the flight line, I entered the pilot's box and looked at him to see if it was safe to enter the taxiway. My caller looked back and released my aircraft onto the runway. I quickly moved to the taxiway, out of the way of an incoming 30% Edge 540T. That was a close call and could have been very expensive for me.

When the caller entered the station alongside me, I asked, "Why did you release my aircraft without my signal?"

His response was genuine as he said, "I don't know what a caller does."

After I regained composure, I asked him to watch what I was doing. After I landed, I would give him some caller tips. I will leave that friend's name out of the story because I was embarrassed that for all the Sundays we had flown together, we all assumed everyone knew what the purpose of the caller was. The caller is your safety observer, maneuver caller if you're competing, and air traffic controller. Some are psychologists, too, or offer that comforting pat on the shoulder.

A caller will save your airplane and most likely someone else's, too. The caller knows when to give you the signal that the runway is clear to taxi out and take off. Your caller also is watching the traffic to advise you of an aircraft on a collision course with yours. This occurs much too often, particularly when the pilot is on the correct flight path for the field.

While out of town at a popular Scale fun-fly, I was calling for a friend, who incidentally, is a better pilot than I am. On the other end of the flight line was a pilot demonstrating the flat figure eight. For those not familiar with that maneuver, it is the number eight laying on a table, and it is required as a mandatory maneuver for Scale contests.

Needless to say, it breaks all of the rules of the race track pattern established for the fun-fly event, and my pilot would have hit this aircraft head on had I not alerted him to pull up. The aircraft executing the figure eight was, at one point, heading directly into my pilot's aircraft.

Many fields require a caller, but it is not yet an AMA requirement. However, some day it may become a necessity. Due to the blend of new pilots with expensive hardware, mid-air collisions would occur less often, and everyone would fly with more comfort.

What is a caller's job?

The caller's first responsibility is to keep you and your aircraft safe while observing the safety of others. Your caller should always observe the wind direction, field pattern, and any aircraft in your flight path. If you are practicing your Scale maneuvers, your caller will indicate these to you, preferably about three quarters through the previous maneuver. This will give the pilot time to set up for the next maneuver.

The caller also loudly announces your takeoff and landing. At some fields, particularly the 1/8 Scale Fly-Ins, a good radio system is used.

If you are an experienced caller, do not hesitate to offer assistance to a pilot flying alone. At our field, we have some specific boundaries to observe in order to keep our neighbors happy!

Pilots flying the big 30%-plus aerobatic or the turbine-powered airplanes should never fly without a caller. Most of our infractions of extending our boundaries are due to these models. This is an opportunity for the caller to help save your flying privileges.

If you have never had the opportunity to call for someone, ask any pilot to walk you through the procedure. You will feel more comfortable when you fly as well as have the confidence to call for someone else.

Most of the pilots I fly with would be eager to assist a new pilot or to teach a caller all aspects of the responsibility. This will keep the field safe, your airplanes in one piece, and pilots will feel better knowing another set of eyes is scanning the airspace.

One other tip—the caller can note if the transmitter trims are out of whack or if the voltage has fallen below nine volts. These are simple things the pilot may overlook during the excitement of that first flight at the field. I always make sure my pilot has the correct frequency pin and that all control surfaces are working properly. Also, check the half- or full-rate switches if the radio system has those functions. You may have saved the aircraft from a crash during takeoff.

from Scale Dimensions, Scale Squadron of Southern California, Sam Wright, editor
Racho Santa Margarita CA

21 WAYS TO KILL YOUR CLUB

The following list was obtained from a leading national community service organization. We can all learn from it.

- 1) Don't attend meetings, but if you do, arrive late.
- 2) Be sure to leave before the meeting is over and make sure everyone hears you leave.
- 3) Sit in the back so you can talk with other members during the meeting.
- 4) Never have anything to say at meetings; wait until you get outside, then always be negative.
- 5) After meetings, find fault with club officers and fellow members.
- 6) Hold back your annual dues as long as possible, or better yet, don't pay at all.
- 7) Never accept an office or serve on a committee. It is much easier to criticize than to do.
- 8) When everything else fails, abuse the club's officers.
- 9) Don't bother enlisting new members; let the others do it all.
- 10) At meetings, agree to everything, then go home and do nothing.
- 11) Don't tell the club how its policy can help you, but if it doesn't help you, tell everyone else it's useless.
- 12) Do nothing more than what's necessary, but when other members roll up their sleeves and willingly use their ability to help matters along, complain that the club is being run by a clique or dictator.
- 13) Talk cooperation but never cooperate.
- 14) Get all that the club has to give but give nothing in return.
- 15) Threaten to leave the club if something isn't the way you want it.
- 16) If you're asked to help, always say you don't have time.
- 17) Never read any mailings or seek information. You might find out what's going on.
- 18) If appointed to a position, never devote any time to it. Let someone else do it all.
- 19) Overlook your own shortcomings and concentrate on what they are not doing.
- 20) Repeat all the unpleasant things about your club to anyone will listen.
- 21) Always criticize club officers whenever the opportunity arises.

from Smoke Signals, Meroka Radio Control Club, Joe Di Prima, editor, Franklin Square NY

Locked In or Locked Out at the field?

Occasionally, we have had situations arise at the SVF field where someone has locked the entry gate with the County Flood Control District's lock and forgot to interlock the keyed lock with our SVF combination lock. This has occurred when members were flying at the field have found themselves locked in. While we do not expect this to become a regular problem, if you should find yourself locked into the flying site by the County lock, below is a name and phone number that you can call to request assistance in being let out. Please remember to be cordial and patient if you have to call... it's not this guy's fault that someone working for the County made a mistake. I suggest you cut out or copy this name and phone number on a card and put it in your wallet or carry it in your flight box so that it is available if you should need it.

DAN MICHAEL

602-525-0413 Mobile
602-506-4102 Office

SAGE SAFETY SAYINGS ABOUT PROPELLERS

By VIC BUNZE

Propellers! Those cute things spinning on the front of the airplane. They put food processors to shame. Those whirling beauties can do a number on you, and if you are alone at the time, there is a danger of passing out or worse.

Here are some tips. An entire class of accidents can be avoided by properly restraining your airplane. It's best to have someone hold the airplane. Short of that, get a restraining gizmo from your local hobby shop.

Why? One way an accident can occur is because the transmitter is sitting on the ground. You are cranking away to start the engine and the throttle is set on low, as it should be. The engine starts and Murphy strikes! The transmitter falls over and the throttle goes to "full on." The airplane lunges forward and gets you. It happens.

Another variation is the airplane is new and the throttle is reversed. You think it's on low but it's wide open. When the engine is cowed, you cannot see inside.

When the airplane is restrained by the elevator, it is possible that the thrust is so great that the tails pulls loose and the rest of the airplane comes at you. That's why I prefer to have someone hold onto the aircraft, with fingers wrapped around the leading edge of the wing. This is a must when working with large gas engines with enough power to pull stumps out of the ground. Don't count on the tail to hold that airplane in place when it's being pulled by an eight horsepower engine swinging a 26-inch propeller. Use a helper.

What else? Propellers come loose and fly into space.

Backfiring four-stroke engines are known for throwing propellers, especially when too lean. Don't throttle up until the area in front of the propeller is clear. Keep people from standing in line with the propeller arc. When you throttle up, you need to be behind the airplane and others should be behind you.

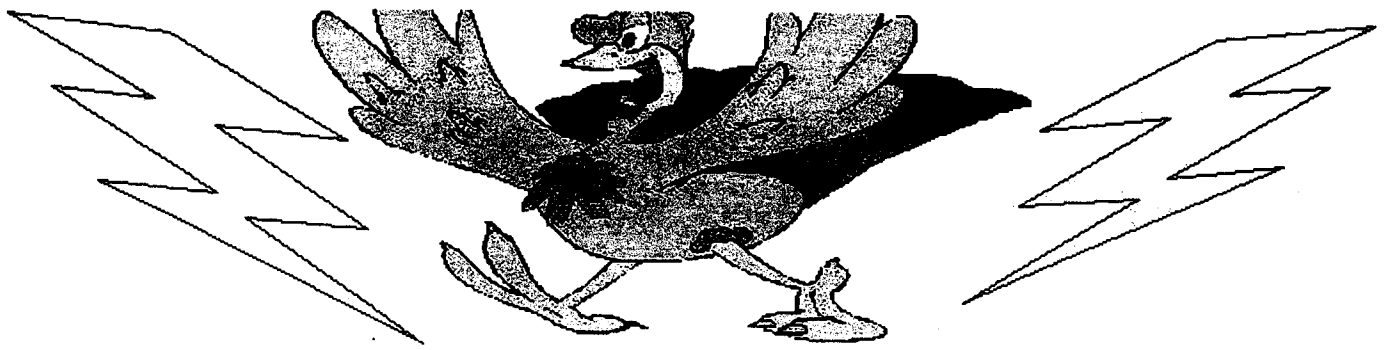
APC propellers are a wonder of efficiency. They really cut through the air and perform. They are also very nasty if you get in the way. They have sharp edges and are stiff and strong. They won't break away like a wooden propeller.

Sometimes you just put your hand into the propeller. How? You could be fiddling with a needle valve or something and you touch a hot muffler. Bingo! You jerk your hand back and your fingers hit the propeller.

Be safe and fly like you mean it—often and with proper care, abandon, and élan.

from Flight Lines, The Spirits of St. Louis, R/C Flying Club, Inc., Walt Wilson, editor St. Louis MO

WHAT THIS NEWSLETTER NEEDS FOR IT MEMBERS THAT PARTICIPATE IN EVENTS,
Are Reporters for the SCALE EVENTS,
Reporters for the PATTERN EVENTS,
Reporters for the SCAT, AEROBATICS EVENTS,
Reporters for EVENTS that happen at the SVF FIELD
Volunteers anyone?



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NOV 6 AND 7 2004

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