

THE SLOW ROLL

R/C NEWS

Heli Fly-In: Mar 11th, 12th & 13th.

A PUBLICATION OF THE SUN VALLEY FLIERS

Editor- Brian McKelvey

WWW.SUNVALLEYFLIERS.COM

March 2005

President- Norm Goodnuff

Vice President- Charlie Beverson

Treasurer- Gene Peterson

Secretary- Dr. Paul Steinberg

THE PRESIDENTS CHANNEL

Norm Goodnuff



Last Month I stated that the rain was over. I guess it's not over till it's over.

February Club Meeting will be one you need to attend to hear about SVF Club Safety Rules.

I will cut my article short today so you have more time to read Bob Frey's Safety article.

Fly Safely and land on the centerline.

Sun Valley Fliers Club Meeting Tuesday February 1, 2005

The meeting was called to order at 7:30 pm by Treasurer Gene Peterson. There were 42 members in attendance. President Norm Goodnuff and Vice-President Charlie Beverson were not in attendance.

Guests: Ralph Larkin

New Members: John Flynn & Lynn Babcock

New Solo Pilot: Rob Stocking

Our new members were welcomed by Treasurer Gene Peterson and all members in attendance. Our new solo pilot was presented with his solo certificate & congratulated.

Secretary's Report: The minutes of the January meeting were read and approved as written & published in the latest edition of the Slow Roll.

Treasurer's Report: Gene Peterson had nothing of note to report. New membership lists were available

Safety Officer Report: Bob Frey discussed the following items:

1. **Bob** announced that the area to the south of the parking lot has been cleared and leveled. A small access road / path has also been created just behind the lavatory for

easier access. Bob suggested that this area will be a trial for those members flying electric / park flyers, especially the 3D profile foamies that have become popular. It is hoped that this will improve safety by allowing the electrics to fly radical non-racetrack maneuvers without flying over the main runway. If this area is successful, the club will consider erecting a Ramada and providing tables.

2. **Guidelines:** Bob indicated the Board and his committee is assessing making guidelines that have been in effect for several months, actual rules that will then be enforced.

3. **Transmitter Impound:** There has been very poor compliance with this rule. Bob took a straw poll of members in attendance regarding their use of the Transmitter Impound when not using their radios. It became evident that a small number of attendees indicated that they rarely used the impound. There was lengthy discussion and Bob invited feedback and suggestions. Some suggestions included modification of the impound to accommodate cases and possibly an ability to secure and lock radio equipment. Members were reminded once again that use of the impound is a **club rule** and will be absolutely enforced by all safety personnel as well as club officers and Board members. Use of the impound is not only for everyone's safety but it is essential for proper flight protocol and all new pilots are being taught and tested on proper use of it. Bob indicated that the Board at it's next meeting will discuss this issue and report back to the next General Club meeting in March.

Bob asked the membership to contact him if interested in becoming an instructor or if interested in becoming a member of the safety committee. Bob once again appealed to the membership to have someone come forward and agree to become Chief Instructor and help coordinate this vital function at the Club. Bob can be reached at 602-944-4264 or by e-mail at: frejdel@cox.net.

Old Business:

Newsletter: The Slow Roll has a new editor, Brian McKelvey 623-581-0338, e-mail: bdmckelvey@cox.net the January edition of the Slow Roll was considered a great success and Brian was congratulated in absentia.

CMAC Calendar: Tony Quist announced that the calendar is now published on the SVF website and was included in the January edition of the Slow Roll.



Tips & Tricks Column: Members were reminded to send any neat little secrets they may have that have been useful at the field or on the workbench. Tips on building, finishing, flying, buying, tools improvisations and anything else legal, send to **John Neilson** 602-482-1158 or e-mail him at: neilsonsrf@cox.net The member who submits the most creative suggestion will win a new SVF T-Shirt and badge!

Hangar Sale: Have some "stuff" that is collecting dust, but don't have the heart to toss it in the bin or patience to place a classified ad? Need some cash, or just want to give that plane that you so carefully and proudly built years ago, but have now grown out of...a new home? Then bring that stuff to the next SVF meeting. There will be tables set up at the back, and plenty of time before and after the meeting for folks to peruse your goods. And remember, all proceeds from the **Hangar Sale** are yours to keep!

Pattern Contest: Was held on the 29th & 30th of January. Ken Melbye reported that despite the inclement weather they did manage to get in 2 rounds on Sat. and 5 on Sunday. There were 25 contestants. The event was very successful and raised \$545.00 for the club and Ken thanked Kathy Powers for officiating, Ron Thomas for the kitchen and Jay Steward for preparing and maintaining the field.

New Business:

IMAC Contest: Feb 19-20 (President's Day Week-end)
Registration is on-line now and there are expected to be over 55 pilots from AZ, NV, CA. There will be a \$3.00 charge for parking. Such legends as Chip Hyde, and Bill Hemple will be attending and therefore this is going to be a major flying event for SVF

Heli Fly: March 11, 12, 13 This will be the largest event for the Club with over 100 contestants expected to fly. This event has also traditionally been the most profitable for the Club!

Other Business:

Tony Quist asked members not to lock the gate if they see that others are about to enter or exit the field. There is no problem leaving the gate unlocked and leave or enter if it is evident the someone is soon to follow.

Frequency Pins: New frequency pins have been installed at the field in a brighter easier to see color. **Gene** thanked **Charlie Beverson** for making them up!

Door Prizes: there were many tonight, shirts, fuel, pins and crests & if you attend these meetings, chances are very good that you will be a lucky winner like **John Wisniewski, Gene Petersen, Ken Gien, Bruce Bretschneider, and Harold Land**, to name a few!!

50/50 Draw: \$59.00 **Ralph Larkin (guest)**

Show & Tell:

Rick Powers from Hobby Bench showed the new **World Model** 48" wingspan Cub, 26oz, speed 400 brushed motor, \$47.88. Rick mentioned that World has really started to get into electric models in a big way. Look for many of their glow / gas models to be coming out in electric versions.

Great Planes EP Yak 53P.all foam, 33 1/2", 12-17 oz, 280 motor, has flying stab, 4ch, 4 servos, \$64.88. **Zagi XS** and **XT** (twin motors & 70mph!!), \$157 and \$169.00 respectively.

Lee Piester owner of Hobby Bench: reminded us that the Toledo show is coming in April and that there usually is not a great deal of announcements regarding new product until after the show. He did mention that Great Planes Electrify is coming out with a new series of models called Flat Out, the first of which will be the "Flatana, 36", T 370 Brush 5:1 gear, 4ch, 3 serv. \$43.00, also available will be the CAP 580, also 36" and same set up. For \$43.00

Combat Corsair & Mustang 1/12 scale series. Stang is 38.5 and the Sair is 43.5, designed for 15-25 2-Stroke, 3ch, 3-4 servos, around \$99-110.00.

Futaba, 14Mhz radio is shipping March 7th, and will be displayed at the next club meeting if he can get his hands on one. \$2200.00, 2 versions, heli and fixed wing, 100 models, compact flash memory, 2 processors.

Great Planes, Matt Chapman 1/3 scale 580 CAP, 99.5", 4.2-7.2 glow or gas, 4+ ch radio 2 giant-scale high torque servos and 6 standard high torques, and 1-2 standard. \$750.00
Zagi, coming out with a 60" version, all foam construction \$158.00

H9 P-40 Warhawk, 60-65", 60-1.0 2 stroke, 90-108 4-stroke, pre-installed 90 deg rotating retracts, \$190.00

Bernie Frank from Franks Hobby House thanked all those for their patronage during the recent parking lot reconstruction now completed!

Meeting adjourned at 8:20 pm

Do it Safely

By Bob Fry, SVF

Well, no one said it would be easy.

Right now Sun Valley Fliers is embroiled in controversy over a couple of safety issues, namely the use of callers, and to a greater degree, the use of transmitter impound. The use of callers and pit assistants during startup is a current guideline and now proposed rule change. The use of transmitter impound is a long-standing field rule.

At both the last regular club meeting and the last board meeting the transmitter impound issue was discussed and debated. A number of our members feel that transmitter impounds are an obsolete tool and that they are no longer needed. As a result, board member Tony Quist started a poll on R/C Universe to see what was happening at other clubs across the country. I also did an informal email poll of many of my friends across the country

Here are the results. From Tony's poll he received 102 responses, out of that 22 used impounds on normal flying days. 56 are using impounds for events. 7 responded that impounds were available but not used, and 17 indicated no impound was used at all. On my own poll, conducted mostly with guys who I know from scale competition, I had 11 responses with 10 stating a clear position. Out of the 10, 3 still use Impounds and 7 do not. 6 Responded about events, and all six still use impounds for events.



From the comments in the responses, there seems to be more of a tendency to still use impounds at larger clubs with crowded fields. Although it's just that... a tendency. A couple of very large clubs are no longer using impound for open daily flying. Virtually all responses indicated some kind of frequency pin control was strictly enforced.

As I've stated in the past, I would prefer to keep our impound, even for open flying and perhaps improve it to accommodate some of the members concerns, i.e. transmitter security and accommodating transmitter cases. I've stated a bunch of reasons, and of course there are an equal number of reasons in the against column.

I know that change is difficult. It kinda goes against human nature. That is why we chose to use the guideline approach for callers and let people get a little used to it. In the case of transmitter impound, this controversy is the result of lax enforcement of rules for a long, long time. Most people have simply gotten out of the habit of using the impound. For those I ask to please try and observe the current rule. If you feel it is obsolete please call or email and let me know. There are those who are complaining about our new enforcement profile. They are very loud about it. Since the few rules we have don't seem to me to be more than minor inconveniences at most, it makes you wonder what will happen with those folks when real life troubles come up. Let's face it guys, none of the rules we have are killing anybody.

Then there are a very few members who are simply refusing to follow this rule. This is a far more serious problem within the club. Open defiance to a club rule is something that can't be tolerated. If it is tolerated, we may as well have no rules. If you are in this group, you will force the board to determine whether or not your continued membership is a value to Sun Valley Fliers. (As it should be)

I know there are those members out there who are in favor of transmitter impounds. You just don't hear from them very often. Just as an example, I got this email from Ivan Brauer this month:

Dear Bob

*I was under the impression that safety rules are in effect at our airfield again, including all unused radios to be at the impound and fliers are supposed to have a spotter beside them. Our field was full Wed. but only two radios in impound. Only one flier had a spotter, even with the skies so busy. I wrote an article for our newsletter about these safety issues 2 1/2 years ago and the article was never published nor addressed. As evidence of our ongoing problem see this quote from our last newsletter regarding a lost plane:
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.*

Just a note on behalf of all those who lost planes for the above reasons. Last year I saw three such accidents in one month.

*Sincerely,
Ivan Brauer*

Thanks, Ivan, for your input.

The SVF Board is approaching this impound controversy, as well as other proposed rule changes with an open mind. One way or the other they are going to settle the controversy. They have to so that we can get to a set of rules that are manageable. They have to in order to be fair to those who are attempting to follow all the rules.

On brighter notes, I've had no reports of accidents involving injury, or the potential for injury during this month. Also, an area south of the wash behind the parking lot has been cleared for use of park fly electrics and aerobatic electrics. The area needs to be dragged a little more but does constitute a very large open area to fly over or use as a runway. There's been some discussion of further improvements but for now we'll see how it goes. Please remember there is still no flying over the parking lot.

Enough for this month. Let's hope we can smooth out these rule issues quickly and amicably soon. Once again, I invite anyone to send their comments and thoughts to me at the contacts below.

Bob Frey
602-944-4264
frejdell@cox.net

Hints and Tips

By John Neilson, SVF

This month we have a few items to share and I'm sure there could be more out there. Some might think their findings are elementary but, remember we are looking to help and share with all of our members regardless of their experience level.

This is being submitted by JIM WHITNEY: Joining wing halves (ARFS) can be critical to alignment and some of the instructions are vague. First off you must check the fit of the wing joiner. If too tight, use a sanding block and adjust so that it will slide in and out without binding. This will allow epoxy to adhere to the joiner and root rib. Next apply masking tape to both halves of the wing panels at the root edge. When you are ready to join the halves, apply a liberal amount of 30 to 45 minute epoxy and be prepared to wipe off the excess with toweling and alcohol. Purpose of the tape! Some kits come with a rear aligning dowel or peg of sorts. If not, it is critical that both front and rear are properly aligned. If no peg, suggest you use a clamp to assure it is. Do NOT use 5 Minute epoxy in this step!

Our next item is being submitted by the combination of two of our seasoned, experienced members, Col. Bob MORRIS and scale expert AL CASEY, overheard at the field.

Bob had RTV'd his fuel tank in and needed to remove it to re-plum. Not a big deal if you had that experience before.



Al did! He suggested you take a hot knife and if not available, use an old # 11 exacto blade, heat it (he used a propane torch) and start slicing away, it cuts like butter!

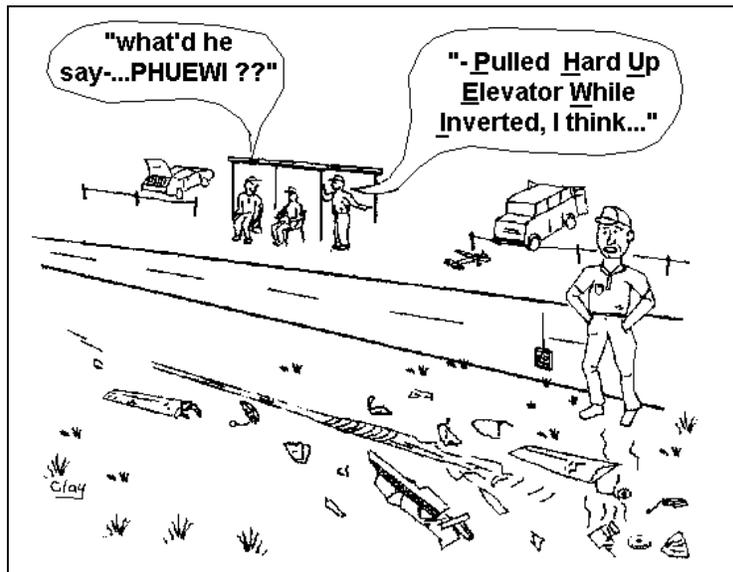
Another by AL CASEY: Had a little mishap on landing and the wing was knocked off and the nylon wing bolt was sheared off and also the front dowel (s) but, still repairable. To remove the left over vinyl bolt simply take a old flat blade screw driver, heat it up however until it is very hot, then plunge it into the remaining bolt and hold until it cools down, then merely unscrew the bolt!

If your front dowel was sheared off as well it is best to remove it using a piece of brass tubing the inner size being the outer size of the dowel. Use an old # 11 exacto blade and insert it into the brass and scrape the inner side until it is sharp. Insert a piece of dowel on the other end so you can insert into your drill chuck. Start by going slowly, or even by hand, until the brass tubing has encircled the broken dowel. The eventual heat will cut thru the epoxy and the dowel will be inside your brass tube. You now have a clean hole to insert your new dowel!

Each time I am at the field someone comes along and has a question or is expressing an experience they want to share. Could be building, flying, equipment, a new plane - manual not explicit.

If you have heard something, why not share it with all of us, send them in to me!

John Neilson
neilsonsvf@cox.net or 602-482-1158 - 602 228-9005



ARTICLES FOR THE APRIL
SLOW ROLL ARE DUE BY
MARCH 27ST, 2005

Sun Valley R/C Championship

The 24th annual Sun Valley R/C Championship was held Jan. 29^h and 30th. We had 25 constants and between rain storms we got 5 rounds of flying in. Saturday was the worst of the two days but we managed to get 2 rounds in. About half way through the 1st round we had to stand down because of lighting and rain, but after about an hour we able to finish the 1st round and start the 2nd. It actual was pretty nice of awhile but soon the clouds rolled in and the rain and lighting started again. We had 1 contest left in the 2nd round when the storm rolled in. It was too late in the day to try and wait this storm out so we pick up where we left off on Sunday. Sunday's weather was great and we flew 3 rounds and end the contest with a total of 5 rounds flown. After expenses the contest netted the club \$545.00. The results of the contest are as follows:

Sportsman(4)

1. Harold Jones
2. Gabriel Gonzalez
3. Kendall O'Brien

Intermediate(4)

- John Graham
- Brad Schrimshr*
- Dave Borrow*

Advanced(7)

- Tom Perkins*
- Dave Dehart
- Ken Melbye*

Masters(5)

- Rusty Fried*
- Dennis Suding*
- John Wisniewski*

FAI(5)

- Tony Frackowiak
- Troy Newman*
- Greg Frohreich*

*Denotes Sun Valley Fliers members.

These members were instrumental in the contests success and they are. Kathy Powers for doing the scoring. Jay Stewart and Norm Goodnuff for excellent site condition. And Ron Thompson for manning the kitchen.



SVF MEETING AT 7:30 P.M.
MARCH 1, 2005

March 2005

HELICOPTER FLY IN
@ CAVE BUTTES

CALENDAR/ EVENTS EDITOR: <u>BOB PURDY</u>	GUN SMOKE SCALEMASTERS QUALIFIER/ SUPERSTITION AIR PARK
SVF MEETING @ 7:30 P.M. American Legion Hall	1/8 AIR FORCE FLY IN @ ADOBE MTN. PARK
PHOENIX HELICOPTER FLY IN @ SVF CAVE BUTTES FIELD	WARBIRD RACE @ SPEED WORLD TUCSON JET RALLY @ TIMPA

		EVENTS	EVENTS	HAPPY BIRTHDAYS TO:
1	TUESDAY	<i>SVF MEETING @ 7:30 P. M.</i>	TRY OUR WEB SITE—WWW. SUNVALLEYFLIERS.COM	OSCAR DIAZ
2	WEDNESDAY			TROY NEWMAN
3	THURSDAY		ERIC SAULEY	JIM GODZIELA EVAN TROST
4	FRIDAY	GUN SMOKE SCALE MASTERS		
5	SATURDAY	GUN SMOKE SCALE MASTERS		
6	SUNDAY	GUN SMOKE SCALE MASTERS		
7	MONDAY		GARY KERTSON DOUG HELEOTES	LINDA PURDY JASON NEVES
8	TUESDAY			JEFF BEAN ALEX REIGLE
9	WEDNESDAY	<i>SVF BOARD MEETING</i>		BRIAN McKELVEY
10	THURSDAY			MIKE VIVIAN
11	FRIDAY	PHOENIX HELICOPTER FLY IN	TUCSON JET RALLY	IVAN BRAUER
12	SATURDAY	PHOENIX HELICOPTER FLY IN	TUCSON JET RALLY	
13	SUNDAY	PHOENIX HELICOPTER FLY IN	TUCSON JET RALLY	
14	MONDAY			RAY OLSEN DEVIN SULLIVAN
15	TUESDAY			HAROLD LAND MARK JONES
16	WEDNESDAY			
17	THURSDAY		ST. PATRICK'S DAY	WALLACE BELFOUR
18	FRIDAY			JIMMY MOORE
19	SATURDAY	1/8 AIR FORCE SCALE FLY IN		HENRY ZYCK
20	SUNDAY	1/8 AIR FORCE SCALE FLY IN	PALM SUNDAY	
21	MONDAY		1st DAY of SPRING	
22	TUESDAY			JOHN DYER
23	WEDNESDAY			J. D. SCOTT
24	THURSDAY			
25	FRIDAY			
26	SATURDAY	WARBIRD RACE		BRAD BABITS
27	SUNDAY	<i>SVF NL ARTICLE DEADLINE</i>	EASTER	ANTHONY PUGH STEVE WILSON
28	MONDAY			JOHN GEYER
29	TUESDAY			JOHN FLYNN
30	WEDNESDAY			BRIAN SMITH JOE BALABON
31	THURSDAY			PETE LABEDZ VINCE CYRAN