



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

**President—Norm Goodnuff**  
**Vice President—Tony Quist**  
**Treasurer—Gene Peterson**  
**Secretary—Rusty Fried**

**Editor (Again)— Bob Purdy**  
rcbobsvf@aol.com

## JULY 2006

*The Slow Roll is published by the Sun Valley Fliers  
By and for its membership to all others interested in the  
building of radio control aircraft*



### Inside this issue

**Bob Frey project...Need to read Bob's Doin It Safely....Members Page....SVF Apparel Items**



Welcome to the NEW Slow Roll



# THE PRESIDENTS CHANNEL

Norm Goodnuff



**On Vacation and beating the heat!**

**July SVF meeting will be July 10, 2006**

## **INSTRUCTOR PROGRAM** *with Frank Moskowitz*



The new flight instructor program is still going strong. I urge all members to continue to visit the SVF website and click on the link for the SVF flight instructors. The instructors have color coded badges that identify them as: Unlimited (yellow badge) and Primary (Red). For those of you looking for basic help in setting up your airplane, we have "Ground Crew" (blue badge). Soon a poster will be placed at the field showing names of instructors and their levels. Here is a condensed list of our current instructors and their levels of proficiency. Feel free to contact one and start advancing your flying skills!

### Ground Crew: (Blue Tags)

These members are flyers and builders who can work with many types of models. They are qualified to check over someone's aircraft prior to its first flight to make sure all components are in airworthy condition. These members are also qualified to assist in all aspects of pre-flight including engine break-in, engine tuning, radio range checks, fueling and de-fueling, type of fuel to use, etc. Ground Crew only members do NOT teach take-offs or landings nor do they perform maiden flights on any students aircraft unless they are listed as primary or unlimited instructors.

Bob Frey	Hank Zyck (also primary)	Dan Crumb
Dan Jacobsen	Charlie Beverson (also unlimited, Turbine Waiver, AMA CD)	Norm Goodnuff
Warren Segal	Howard Kennedy (also unlimited)	Jay Steward (also unlimited)

### Primary Instructors: (Red Tags)

These members are experienced flyers and are fully qualified to instruct students on "Trainer" and "Easy-Sport" type aircraft. Primary Instructors may conduct maiden flights on Trainer and Easy-Sport type aircraft. Primary Instructors may give flight tests for Solo and Intermediate Pilot ratings only.

Hank Zyck	Chuck Arquette	Dick Summersgill
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### Unlimited Instructors: (Yellow Tags)

These members are highly experienced flyers who have a great deal of experience with advanced aircraft and flight characteristics. These instructors are fully qualified to conduct maiden flights on highly aerobatic, large scale or any other type of advanced aircraft. These instructors are also fully qualified to train beginner and advanced level students. Unlimited Instructors may give flight tests for Solo, Intermediate, Advanced and Sport Pilot ratings.

Bob Frey	Ron Petterec	Dan Jacobsen
Charlie Beverson (AMA CD)	Howard Kennedy	Jimmy Moore
Jay Steward		

**Sun Valley Fliers Club Meeting**  
**Tuesday June 6, 2006**  
**By Secretary Rusty Fried**  
*We wish Rusty good flying at the Nats.*



**Officers in attendance:** Norman Goodnuff, Tony Quist, Gene Peterson, Rusty Fried, Charles Beverson, Ron Thomas, Bob Purdy

We had 23 members in attendance

Meeting minutes were voted on and accepted. .

Treasurers report voted on and accepted.

Membership meeting date was re secluded to July 10, 2006. .

**Old business:**

The President talked about safety. To many members are creating dust clouds as the enter and exit On the field road. **If we are cited for dust pollution it will be a \$25,000.00 fine.**

Each officer and board member has a key to the shed. Any club member wanting SVF clothing can see any officer or board member for their purchase.

Tony Quist is the SVF CAMAC member for the balance of his term. Any CAMAC issues should be directed to Tony.

**New business:**

Gene Peterson has been authorized to purchase new runway fence material.

One of our very old SVF club members, Carl Arndt is staying at a hospice at 1522 W. Myrtle, Phoenix. Carl is in good spirits.

*Rick powers placed 1st at the Hemet, Ca. scale masters qualifier.*

Rick gave a good contest report. .

Norm talked about the budget expenses;

1. new runway fence
2. weed control
3. more gravel
4. spectator fencing.

Norm asked the general membership what they have herd about the ARMS program. A lot of miss information of the proposal has been spread around. Very little has any substance. Norm did an impromptu survey about what frequencies are used by the membership. The frequencies that the heli guy's might end up using are 20, 30, 40,50, 60.

New membership apps will be more detailed about what frequencies are used. We will give all local hobby shops a copy of our membership apps so they will be able to sell heli and fixed wing modelers the correct frequencies. .

Mike Peck is sent letters to the city and county asking for approval for adding heli pads. That is the first step. After we get approval from both city and county. The board will bring up the ARMS addition to the general membership.

The membership will be offered a program where they can pay additional dues rather than be part of work parties. Pay for play.

A work party will be schedule for June 17, 2006.

**Meeting ended 8:03 pm**

**REMEMBER the JULY MEETING will be JULY 10th**

## **“Rozzie Geth a P-47D” by Bob Frey**

**'Rozzie Geth' is a P-47D Razorback and was the first mount of Fred Christenson who wound up the fourth leading ace in the ETO during WWII. Fred recently passed away in March of this year, unfortunately, just prior to our completion of this model. However, he was aware that our project was underway and did get to see some construction photos.**

The model started out as a Yellow Aircraft International kit and construction was started in October 2005. It was built for Par Oluf, a customer in Rome Italy and was intended from the start to be museum scale. This required some basic modifications to the Yellow airframe. These include mods to correct tail section hinge lines, rotary drive aileron linkages to eliminate exterior aileron horns, change to torque rod flap linkage to eliminate exterior flap horns.



**It was also decided to add some special features. These included custom muffler and scale exhaust, operating nav lights, retracting and operating landing light, sliding canopy, custom cowl mount and scale dummy engine, scale operating and sequenced gear doors including tailwheel, custom central 'hatch' containing flight and ignition switches, nav and landing light switches, air valve and gauge, plus fueler port, servo controled choke, center line bomb/tank release, detailed, removable wheel wells and wiring harness, full depth and ultra detailed cockpit and pilot plus others.**

The model uses a JR 10x system and uses all ten channels. Two 1800 mA nicad battery packs. It's powered by a Desert Aircraft DA 50 which is plenty of power at 26 1/4 pounds. Also featured are Sierra Giant scale landing gear which I highly recommend. No nose weight was needed to balance the model.

**Basic construction was completed in early January up through primer and a conservative test flight was made on February 3. The model flew beautifully. Panel line and rivet detail was then completed, and the model was delivered to my partner Dave Gianakos in Denver for final paint, finish and cocpiti detail work in March. Dave did a beautiful job with the final paint and scale details resulting in what you see in the pictures here. Final wieght was just over 27 pounds.**



It was shipped to the happy customer in Rome just after being on display at the big 'Warbirds over the Rockies' event in Denver June 9-11.



## Bruce Bretshneider on the go in Poland

It sure was great to be able to catch up on what was going on while I've been over here in Poland once again. It looks like the Scale World Championships in 2008 will be in Poland again. If anyone has itchy feet and likes to travel and, of course, loves scale model aviation, I would definitely suggest that they try to visit at least one World Championship in their lifetime. The cost of the ticket is steep, but once you get here the prices are quite reasonable.

I got another chance to visit the Polish Aviation Museum in Krakow again to see their newest acquisitions, a couple Swedish Air Force jets - a Drakken and a Viggen. I also took another look at the PZL P.11C which is the only one left in the world. A model of this plane was marketed by Sterling, I believe, in the late 50's as the Polish Fighter. It is a gull-winged, single-seat, open cockpit monoplane. While looking around with my [Polish guide](#), I was explaining to her how the gas gauge (a wire with a cork float) on a J-3 worked (tall wire = lots of gas, short wire = little gas) and remarked that the wire indicator seemed to be missing. The museum representative came over to us and explained how it worked and that the reason it seemed to be missing the wire was because the tank was empty. We talked about having both flown the J-3 and established a bond so prevalent among pilots and modelers. When he saw me taking pictures of the P.11C, he asked if I would like to take pictures of the interior of the cockpit. Who could say no to an opportunity to cross the barrier and peer into the cockpit of such a unique airplane. Next the P.11C was a very large (9' wingspan) scale model of the PZL 23 Karas (pronounced car-ah-sh). This plane carried a crew of 3, pilot, bombardier/radio operator, and tail gunner. The bombardier position was under the fuselage in a gondola-like arrangement. These planes were used in the opening days of WWII in Poland and were considered advanced for their day. The man from the museum told us to come back the next day and he would have some literature on the Karas from the museum archives that we could copy. He had such a passion for aviation and the museum collection! He had three publications on the plane, one of which contained plans for a scale model of the plane. It was hard to believe that it all started over a discussion of a J-3 fuel gauge.

If anyone is interested in looking at the plans and a 1/48 plastic kit for the Karas, please let me know. Looking forward to seeing everyone at the July meeting.

Here are a few pictures from the museum in Krakow for the newsletter. Although this a small museum, it has very good examples of some unique aircraft. They have one small hangar with nothing but WWI aircraft fuselages and another with many different aircraft engines, both reciprocating and jet. All vintages are represented. The wingspan of the 1/5 scale Karas is approximately 9.5 feet. It is not a flying model. If anyone is interested, I have documentation on the full-scale plane.



SVF Member Bruce Bretshneider



PWS25 and Bruce guide



PZLP.11c Engine



Cockpit PZLP.11c



KARAS Model



KARAS Tailgunner area



JET BIPLANE

# SVF Members Page 1

FYI, We should all be proud that our fellow SVF club member **Jeff Hansen** Received the **People's Choice Award** at the first annual **California Jets** in Buttonwillow CA last weekend With his F-18-F. It was a long trip, but well worth the effort. There was an identical F-18 sitting right next to Jeff's on the line up for the judging....identical right down to the aircraft squadron number. Jeff had his displayed with ALL the armament that a Super Hornet can carry. The other one was bare wind and bare belly. I guess that the crowd likes bombs! I don't have a close up of his Hornet, but here is the line up. There was quite and impressive array a Jets there.....



Howard Kennedy with his P-38. It only took 30 years to finish and finally got it flying.



Bob Purdy " Creamsicle " a C.G. Ultimate kit. It only took 3 years to build & 2 more years to fly it.



You name it and its yours! Only kidding because Bud Tillack wouldn't like it.



Another Bud Tillack modify project he did on this G.P. P-38. Bud is that the fire fighting colors???



**What Rivets?**

ATTN:Scale builders! Charlie Beverson sent this in and is title, "Take note how in line the modeler has place his rivets."

# SVF MEMBERS PAGE 2



Whats Dan Drinking????  
Left is Dan Jacobson and Carl Arndt

**Its an AFTERBURNER, yes?**



Also from Charlie,  
"Never leave your Lipos alone they need company all the time."



The family that flies together, stays together.....right? L-R, seated is papa Chuck, son Kevin, daughter Lisa, and son in law Alex.

**FLAGSTAFF FLYERS**  
13th Annual  
**BEAT THE HEAT**

July 22, 23 2006



SVF Snowbird member Ron Petterec at SIG FLY IN. Zoom in to see headsets. It's a active full scale runway and guess who has the right of way? Whats that green stuff?



We should have members send in a photo of their workshop, no names will be mention. Its the guy above us, Ron, has this neat layout.



## Doin it Safely *with Bob Frey*

This month I want to mention briefly that I attended the 'Warbirds over the Rockies' scale event up in Denver Colorado June 9, 10 and 11. There were 204 models entered into the fun-fly formatted very much after the One Eighth Air Force events, except only warbirds are allowed from any era. Needless to say it was quite a show.

From a safety perspective, a couple of things caught my eye. First off every plane had to pass a safety inspection. Something we could keep in mind for our own events. Secondly, they ran a strict, manned radio impound. Not only that, but on the first formal day of flying, Saturday, they held up flying for about 30 – 45 minutes, until they felt pretty sure all the transmitters were impounded. There was ample distance between the active runways and the spectator area and 'no spectators in the pits' was pretty well enforced. All pilots were required to use a spotter, and the duties of the spotter were gone over in the pilots meeting.

There was just tons of flying going on with 5 flight lines active and planes in the air all weekend. When the event was over there had been only two total loss crashes. One was a 124" 7 year old Avenger, and the other... Well the other is really the main subject of this month's blurb.

Last month's column was primarily devoted to the RCU discussions about the R/C accident in Europe that was fatal to two spectators. Many good suggestions were posted on the R/C Jets forum about this and how to avoid similar accidents. One of the hottest subjects was how to set up PCM fail-safe to minimize the possibility of models wandering into areas where there are people. A strong argument was made by one Lee H. DeMary, a jet modeler from Denver. Here is an edited version of what he had to say, taken from the RCU forum.....Jussi,

AMA Experimental Class aircraft for many many years...until just recently were required to have a full fail-safe system which would kill the engine and deflect all flight surfaces to the max... to effect a snap roll engine out... so the aircraft would not be able to wander into a crowd. Rather it would basically stop flying and screw itself in ASAP!

As I have said before I believe this should be a requirement for all model aircraft weighting over 20 lbs. I have been flying my turbine powered Jets with this fail-safe setup for several years.

While a member of the Denver Airshow Team throughout the 90's and flying at many full scale airshows we always had fail-safes set for full snap-roll deflection... as I recall we had one or two radio failures over a ten year period of time and in each case the airplane just screwed itself in out in a safe flight zone.

If you've ever been at the controls of an model airplane that has locked up, with only the factory default HOLD fail-safe settings, you'll understand why this should be a requirement.

Lee H. DeMary

Lee was flying a 5 ½ year old BVM turbine powered Mig 15 at the Warbirds over the Rockies show. Sunday morning it was flying beautifully and, being a new jet owner, I was watching carefully. It was very obvious that Lee was a very accomplished pilot. Suddenly, as he was turning base for landing the plane snapped and spun straight in, a total loss.

Remembering his plane and his name, I waited a reasonable time after the crash and then approached him about the cause. Sure enough he felt sure he'd gone fail safe, and sure enough he had his plane set up for engine off, and snap roll. The effect was astonishing. The plane went straight down. Lee was very easy to talk to and a nice guy. He felt bad about losing his plane naturally, but actually was glad it went straight in instead of wandering into the crowd or one of the nearby campgrounds once he'd lost his link.

Here is an edited version of the RCU forum report from Lee as to what happened in the final analysis.....

*continued*

## Continued Doin it Safely

**What happened:** I then setup on downwind for landing, extending the landing gear, lowering full flaps, presetting my brakes at about 1/2 for short roll out.... And finally began to turn base leg and clicked my speed doors switch to help build drag for the 1/3 to 1/2 power approach. I have conditions...similar to JR's modes set to auto retrim for landing condition.

Quickly no more than 1 second after I switch speed doors open.. My aircraft goes into fail-safe? Note: I set fail-safes in my turbine powered Jets for a snap-roll this time to the left as the pattern was to the left...after 1 second of bad data snap-roll begins and turbine shutdown is set for 2 seconds. One second delay for the radio and one second for the turbine ECU. I've have used those settings for most of the 5/12 years this MIG has flown... nothing new for me.

So naturally I'm thinking what the hell... why the fail-safe now? About 4 seconds after my MIG began a slow snap roll to the left..Boom it crashes and within 15 seconds smoke was visible coming from the crash site! Note: My BVM MIG with full flaps and gear down snaps with a roll rate of about 270 degrees a second.. Pronounced but a bit slow .. For sure going to dig a hole. As it turns out good thing..Yes I said good thing!

My crash site was in-fact about 100 yards to the east and slightly north of the guard shack as we call it...crash site marked with a Red X. Recall I said good thing about how quickly and relatively short distance my MIG traveled before crashing. Notice the aerial view and what is about 300 feet to the west of my final approach path landing south! Yep those are campsites very active and full this time of the year. We don't fly to the west of the line extending north and south from our north/south runway. And normally we don't extend our downwind as long as I did this day.

So what do you suppose would of or could have happened this day if I had not had my normal snap roll fail-safe programmed in? I believe the likelihood of hitting someone or something would have been very high.

Why fail-safe this day:

Nothing is for sure but I am 95% sure this must have been what caused crash.

After close inspection of the remains I found one of my receiver battery power switches in the OFF position. Do you use a checklist? I haven't been... but I should

The particular switch in question was connected to a 3000ma 4.8-volt NiCad battery pack and the receiver! The other switch the one that was ON was connected to a 7amp 5.6-volt regulator the receiver and a 7.4-volt 16C 2100ma LiPo battery pack. Seems like a screwy power supply system.. And maybe it is... but it has worked well for more than two years.

What I believe happened is the regulator heated up as they will do and with the combination of high OAT, max load of the airplane servos being drawn through one switch either the regulator sagged momentarily and/or the current drain was too high for the receiver to stay on-line. I'm not exactly sure... but what is for sure is that the one switch was found in the off position... and I never had as much as a short hold before much less a fail-safe.

**What I've learned:**

1. Always have snap roll fail-safe active.. You never know when you are going to really need it!
2. Don't use a power supply system that requires a regulator!
3. Use only battery / switch / wiring harness combinations with enough capacity to each by themselves supply enough current and voltage for extended taxi plus longer than normal flight the receiver with voltage that is not linked to servo drain! Maybe isolation type power box systems available would be best of all..*continued*

### continued *Doin it Safely*

or better yet find a way to power the receiver with voltage that is not linked to servo drain! Maybe isolation type power box systems available would be best of all..

4. Find a way to never but never be able to forget turning dual switches.. How dumb is that anyway?
5. Maybe we should actually use a checklist.
6. I miss the MIG already!
7. May lady luck be with you

Talk about premonitions! I have the greatest respect for this modeler. Pretty hard to intentionally set up your plane to crash upon radio failure rather than chance hitting people or property. I hate to see any plane go in, but in my position as SVF Safety Officer, I was really glad to be there first hand and see the whole story unfold.

This also verifies my philosophy that there are very few accident causes other than pilot error. It becomes even more likely to make a mistake like Lee made when you add the complications that sophisticated systems required for some of our models now days.

There are lots of really good observations and ideas that Lee points out in his post mortem. I particularly like the checklist idea. Something that our own Geronimo Vidalis has been using for quite some time. I'd ask all of the SVF membership to take a look at some of these ideas and see if any of them may work well for us. Applying some of these principles just might make a difference someday.

### ***SOUND OFF***

I know we have some of our members attending the [AMA Nationals at Muncie, IN](#) this July and we wish them well in their events. We have [Rusty Fried](#), [Troy New man](#) attending. [Randy and Ryan Archer](#) may be there also. If any other SVF member will be in any events that I did not mention please pass along your name. We will be please if you can pass along an article on your events that took place. Good luck to you all!

## **Better Days Are Coming**



# SVF Hats, Shirts, Decals

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Item numer.



Blue Golf Shirt-Pocket & Embroidered Logo

Order # BGSE  
Size ?

Back

Price \$20.00



\$10.00



\$0.25



\$10.00



T Shirt with pocket

Back

Order # WTP  
Size ?  
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Safari Hats  
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Blue T Shirt-Pocket  
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Safari Hats  
Pocket for Ice?

Thanks Aaron for using your head.



\$20.00  
Size ?



\$20.00  
Size ?



BACK



Straw Hats  
Lined under bill  
\$20.00



White Golf Shirt-Pocket & Embroidered Logo

Back

Order # WGSPRE

Size ?

Price \$20.00



Denim Suede

\$15.00

This shirt is also available with a  
PLAIN Back

# FLAGSTAFF FLYERS R/C AIRPLANE CLUB

**Contest Director:** Roger Jacobson

**Contact Info:** Home 928-214-6431

**Or Bill Young Hobby:** 928-526-8666

**email:** [info@flagstaffflyers.com](mailto:info@flagstaffflyers.com)



## High Country of Northern Arizona Fun Fly

*Join the Flagstaff Flyers in the cool mountains of Northern Arizona as they host the 13th Annual 'Beat The Heat' fun fly.*

This two day event will be held at the clubs flying field 15 miles northeast of the Flagstaff Mall. Spectators are welcome. Food available at the field.

Special Saturday night dinner is planned to be held at the Two-Bar-3. Giant raffle to be held on Sunday, June 23 at 1:00PM.

**IMPORTANT:** Please keep informed as to conditions in forest by going to [www.flagstaffflyers.com](http://www.flagstaffflyers.com)

For questions contact Contest Director - Roger Jacobson @ 928.214.6431 email address is; [info@flagstaffflyers.com](mailto:info@flagstaffflyers.com). Information can also be acquired from Bill Young Hobby @928.526.8666. Note: Camping at the field - No hookups and NO fires allowed.

Registration Fee for Pilots: AMA is Required

**\$13.00 PRE-REGISTRATION BEFORE JULY 14, 2006**

**\$15.00 AFTER JULY 14.**

**SPECTATORS ARE FREE AND WELCOME**

### Pilot Registration Includes

- Pilot Only Drawing for a ready to fly plane
- Two Days of Unlimited Flying
- One (1) Free Lunch Ticket
- Registration Form available online at [www.flagstaffflyers.com](http://www.flagstaffflyers.com)

Giant Raffle On Sunday  
July 23 @ 1:00pm

**Tickets are \$1.00 each or 6 for \$5.00**

### Field Directions

<http://www.flagstaffflyers.com/flying/sites/index.html>

## Attention ARIZONA HOBBY TRADE SHOPS and MANUFACTURERS

We would like to invite the Arizona hobby trade folks that deal with **Radio Control Aircraft** products to advertise in our newsletter, the **Slow Roll**. We can place a quarter page, half page and a full page at a very reasonable rate for the whole month. We will be please to show your store / operations and personal with photos and present it as a feature in the newsletter. All we need is your permission and we will send out our best cameramen, Bob or Frank. *Well we think we are.*

Bob @ [rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

Frank @ [fmoskowitz@cox.net](mailto:fmoskowitz@cox.net)

### ***FYI on the FLAGSTAFF FLYERS Beat The Heat Fly In***

Want to get away for a day or weekend then try the **Flagstaff Flyers Beat The Heat Fly In**. They have a nice location and very friendly club members. Give it a try. If you plan to go make sure there are no fire restrictons as they are on forrest land.

**REMEMBER THE JULY MEETING WILL BE HELD ON JULY 10 th.**

**FRANK'S**  
*Hobby House*

12008 N. 32 ST. M, T, F. 10-6  
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602-992-3495 SAT. 10-5  
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**4240 West Bell Rd. 602-547-1828** Glendale  
M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

#### Next Month Issue

Who knows what will be on the front page!  
For future issue we have several ideas in the planning stage and should be of interest. If you have a project or proud of your aircraft, let us know and we'll be happy to show it off. It could be on the front page.

**Hope you will enjoy it Bob**  
[rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

#### This Month Issue

Looks like the scale guys are coming up with some nice artides/photos for the Slow Roll. What about you guys with the Jets, IMAC, Electric, to show your projects.

We do have the members pages up to show what members are doing.

**ZOOM IT** when you can not see the writng in the photos, etc.