



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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

JUNE 2006

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

*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

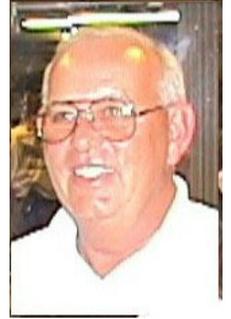
Jay Steward Curtiss F8C-4\$3K Fun Fly Photos.....Toledo RC Show....SVF AUCTION



Welcome to the NEW Slow Roll

THE PRESIDENTS CHANNEL

Norm Goodnuff



A new election year has come and we have some new faces on our board of directors. Brian McKelvey, Dan Jacobsen, Howard Kennedy and Rusty Fried (secretary) are new to there position. These four members are active pilots. I look forward to working with them over the next year.

Leaving the Board are Jay Steward, John Nielson, Gary Schlegal and Dr. Paul Steinberg. When you see these men at the field thank them for there service. We have received many years of service from them. I am sure they will still volunteer to help at events but they have retired from the Board, for now.

Now that the summer heat is here, remember to bring plenty of water, put on sun block and where a hat.

SVF Survey— Very Important that you reply.

WHAT DO YOU FLY?

We would like to take a survey of the types of planes that our pilots are flying. Here are your choices

Please email your choices to SVFBOY@cox.net

- 1-Trainer
- 2-Sailplane
- 3-Sport, up to 90 size
- 4-Scale civilian
- 5-Scale Warbird
- 6-Giant Scale Sport (120 size and larger)
- 7-Scale Aerobatic (IMAC)
- 8-Precision Aerobatic (Pattern)
- 9-Turbine

\$ TREASURERS REPORT \$ with Gene Peterson



Well, we had a good time at the Annual Auction. SVF took in almost \$2000 dollars including 50/50 raffle money, drink sales and a few t shirts and hats. Pretty good turn out and lots of planes. Hats off to Charlie, Mike, Bob, Gary, Jay, Ron, Tony and Paul who all worked their butts off that day. One of these people said they went home afterwords and took a two hour nap.....hmmmmmm.

The email notices to the membership seem to be working just fine. We got a couple more recently and are now up to 204 members in the list. Only 100 to go. Let me know if you can be on our email list. Email me at pvbikes@qwest.net

June General Meeting will be as normal on the 1st Tuesday of the month, June 6th, however in July because the first Tuesday of the month is July 4th, we moved the meeting to the next week. Monday was the only day available at the American Legion, so we scheduled July 10 for the July General Membership Meeting. Mark your calendar now for the July Meeting.....

Best Regards,
Gene Peterson

Next SVF meeting is JUNE 6, 2006 @ 7:30 P.M. , American Legion Hall

NOTICE: The July General SVF Meeting will be on JULY 10th, Monday.

Sun Valley Fliers Club Meeting & Elections

Tuesday May 2, 2006

Thank You Paul Steinberg, M.D. for your past services as Secretary.



The meeting was called to order at 7:30 pm by President Norm Goodnuff. There were 37 members in attendance.

Guests: None

New Members: None

New Solo Pilot: None

Secretary's Report: The minutes of the March 7th meeting were read and approved as written & published in the latest edition of the Slow Roll.

Treasurer's Report: Gene Peterson discussed the bank balances in each account with the membership. Members were asked to submit their current e-mail addresses to him so that important notices can be distributed more efficiently and with cost savings to the club

Safety Officer Report: Bob Frey was not in attendance, but Norm Goodnuff discussed two recent incidents that Bob did report in the latest "on-line" edition of the Slow Roll. One of these mishaps involved an engine coming loose off a test stand and severely damaging the face and partially severing the nose of the individual. Pictures were displayed in the SR. The second mishap occurred in TX and involved the loss of two fingers to a pilot starting an unrestrained airplane.

Old Business:

SVF Apparel is now stocked at the field and can be purchased from Bob Purdy and Frank Moskowitz. New price lists are now posted on the SVF website and in the Ramada at the field. A limited selection of shirts, caps and decals will be brought to each meeting.

3K FunFly held in April was an overwhelming success thanks to the wit and ingenuity of **Charlie Beverson**. Over 150 Hotdogs with all the trimmings disappeared into the bellies of contented and spirited pilots who were competing for such valuable prizes as a Spektrum radio, ARFs, and engines. Norm thanked Charlie for a great event!

New Speed Limit: Members were reminded that the new speed limit has been reduced to **10mph** and will be strictly enforced in order to keep the dust down. New signage will be visible to remind everyone.

Parks & Rec Update: Mike Peck informed members that on March 7th Prop 4 was passed by city elections. Mike Peck called Sharon Brady his contact at Parks & Rec and she informed him that these funds in connection with Prop 4 are for District 11 and not our area. There is a great deal of infrastructure that needs to be in place before any redevelopment of the Cave Buttes Recreation Area can commence and this means Federal and State \$ which are in very short supply. Mike estimated that we are at least 4-5 years from anything significant happening to our field as a result of redevelopment activities

New Business:

New Fencing: Norm announced that the Board has decided that it is time to replace the net-type fencing on the south side of the runway due to extensive damage and wear. Jay Steward is obtaining a cost estimate that will go to the Board for final approval.

ARMS: Norm discussed a proposed relationship with ARMS a local helicopter flying club that is slated to lose its field very soon. They have approached SVF wanting to join our club and split the cost of building 3 pads a Ramada and road improvements to the wash area up against the dam in the extreme south west part of the field. They would like to maintain their own charter (like the OEAF does) but have use of our facilities. The benefits to the club are that there will be no further heli flying on the main runway and an east west traffic pattern will be established that will remove the possibility of an inadvertent fly-over the main runway traffic area. The catch is that ARMS is asking for the exclusive use of 5 frequencies, 20, 30, 40, 50 and 60 so that they can maintain their own Frequency Board at the flying site. SVF and ARMS will cover the cost of new crystals, their installation and tuning for all SVF members affected (no out of pocket cost to any member). Preliminary approval has been given by the SVF Board and the next step will be to obtain approval from the City and Parks & Rec. This will likely take another 6-8 weeks. Norm asked all members considering buying new radio equipment **NOT TO SELECT THE ABOVE NOTED FREQUENCIES!**

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SVF Annual Elections

Norm offered any of the nominated officers and Board members as well as any other member to come to the podium to speak prior to the voting and distribution of the ballots. As no one came forward, the ballots were handed out and the voting commenced in an orderly fashion. All proxy ballots received and ballots received by members in attendance were tallied by **Lucky Mitchell** and **Ron Tracy** with assistance by **Gene Peterson**. The results were as follows:

1. **President: Norm Goodnuff**
2. **Vice-President: Tony Quist**
3. **Secretary: Rusty Fried**
4. **Treasurer: Gene Peterson**
5. **Board: Charlie Beverson**
6. **Board: Dan Jacobson**
7. **Board: Howard Kennedy**
8. **Board: Brian McKelvey**



New officers and Board members were congratulated by Norm and outgoing officers and Board members were thanked!

Door Prizes: there were many tonight, shirts, fuel, patches, an SVF Clock and decals & if you attend these meetings, chances are very good that you will be a lucky winner like **Paul Steinberg, Dave Linne, Bob Purdy, Ron Tracy, John Despres, R.J. Powers, R. Powers, Mike Peck and Jim Goessling!**

50/50 Draw: \$56.00 John Despres

Announcements:

- **SVF Annual RC Auction Sunday May 7th, 9:00am**
- Next Board Meeting, Monday May 8th, 7:00 pm Barro's Pizza 7th St. & Granite Reef**

Show & Tell:

Rick Powers of Hobby Bench: E-Flight Brio 10 mini pattern, 3-D ship all balsa and ultracoat with E-Flight 10 Outrunner, 28-34 oz, \$124.00

ParkZone Focke Wulf 190, all foam, Gear reduced 480 brushed motor complete with battery, speed control servos, charger and transmitter (but no landing gear) just charge and fly for \$179.00

H-9 Piper J-3 Cub 40 size, all wood, ultracoat, 2 piece wing and stab. This is the second model in H9s "Plug and Play" line. All servos switch and evolution engine installed (requires a receiver and battery and you are set to fly) for \$409.00 or in the typical ARF form for \$209.00...your choice!

New JR radio the 7202 Synthesized PCM Air or Heli. No crystals needed with this baby. 20 model memory, 1500mah NMHI battery and 4 digital servos for \$329.00

- Key Features Fully synthesized and crystal-free
- Improved programming with more mixes and better interface
- Based on proven 8103 package

20-model memory

R790 receiver & 72-ounce DS821 servos included

Meeting adjourned at 8:25 pm



Meet your SVF Board Members





Doin it Safely with Bob Frey

By far the biggest news this month from a safety perspective is a tragic model accident occurring in Europe. Two spectators were killed and four more injured when a large aerobatic Pitts biplane crashed into a spectator area during a model air show.

I've spent a lot of time reading up on this event, and I'm still not sure of all the exact details. The very best information on it can be found in the jet forum on RCU. You can follow the link below to these postings and I urge you to do so. But I also warn you, there is lots and lots of reading, and some of the information is contradictory.

To thumbnail, this is what I know about the accident.

The aircraft appears to be a 40% composite Pitts with a large gasoline engine of 100ccs or more. The pilot is expert caliber and has long experience performing in model air shows. Most everyone is agreeing that the radio signal was lost and the plane veered into the spectator area

Beyond that the facts are in question. The forum contains a lot of suggestions for helping to prevent these kinds of accidents. Some are good and some are not so good but well meaning. Everything from aggressive fail-safe settings to automatic parachutes that deploy upon radio failure.

There is some information that the pilot, who was arrested immediately after the accident and later released, did diligence to insure his frequency was clear. But there is also information that he may have been aware of possible problems on the frequency he was operating on. After reading and re-reading all the information on this incident I think the jury is still out, literally.

It will probably be easy to place blame once all the facts are known and no doubt that's what will happen. Perhaps the pilot had prior knowledge of potential frequency problems. Perhaps he did not set up his fail-safe adequately. Perhaps the show administrators should not have let him fly on the frequency in question. Perhaps the spectator area should have been further away. Perhaps private radio stations should not be allowed to transmit on frequencies supposedly reserved for models. The list goes on and on. One thing I'm sure of is that no one I've ever heard of goes out to fly his or her model with any intent whatsoever to harm anyone. But we are always sorry after something like this happens and searching for ways to prevent it.

I have an opinion I've often quoted over the years that I think applies to this as well. There are very few accidents in our sport that are not 'pilot error'. Aside from the pilot's ability to handle the airplane, there also needs to be consideration of the environment it's operating in and the state of the equipment itself. Usually a radio will give you a warning before failing completely, or an engine will act up on the ground before a flight, or an inspection of control linkages or the model in general will reveal something coming loose. Perhaps there's rumor of interference on certain frequencies at certain fields. If any of these conditions exist the pilot has to make a decision on whether or not to fly. If the choice is 'GO' and an accident results it's pilot error. Plain and simple.

After reading this and all the information in the forum on this subject, I invite you to form your own opinion on it and what you can do as an individual to avoid accidents that all have potential for such catastrophic results.

The SVF board will be discussing this subject in order to be sure all the SVF rules are optimized to assure safe model flying for all.

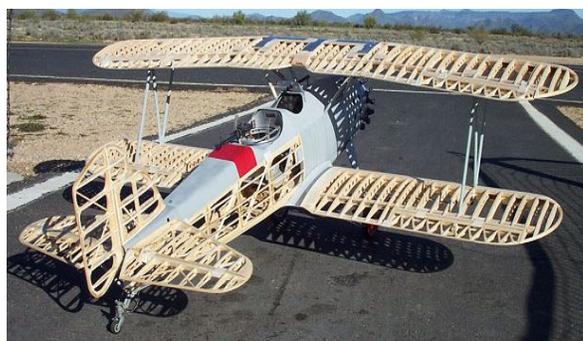
**REMEMBER THE JULY SVF MEETING WILL BE ON
MONDAY JULY 10, 2006**

Curtiss "Hell Diver" F8C-4 by Jay Steward

My Hell Diver replicates #8421 1-F-1, Squadron VF-1B aboard the carrier USS Saratoga (CV-3). 1931.

1/6th scale,
64" wingspan,
1,350 sq. in. area,
52" long,
13 lbs. 4 oz.,
OS .91 4-Stroke engine
Futaba 9C radio
Williams Bros P&W WASP dummy engine and wheels

Model was scratch built from my own plans. It's mostly balsa, plywood and spruce with carbon fiber and G-10 reinforcement. The body panels are fiberglass laid up over shaped foam forms. The panels toward the front are laminated with aluminum sheet, with much lighter envelope material aft of the c/g. Most of the paint is Rustoleum spray can. The gray is primer with Ace Polyurethane clear. For the fabric areas I used pre-finished Coverite 21st Century Fabric. The yellow top wing is Lusterkote spray. All markings are masked and painted.



It took about 4-1/2 years to get it ready for flight. This worked out to be February 20, 2006, just 4 days before the Gunsmoke Scale Master's Qualifier in Mesa (funny how that worked out). If the clock on Howard Kennedy's camera is correct in the picture of the first flight, lift off was at High Noon. Initial flights were uneventful (although nose heavy). All of that worry for nothing. With about 1 hour flying time, she took 3rd place at Gunsmoke. Static score first time out, without a static prop or bombs, was 97.5, out of a possible 100. At the One-Eighth Air Force fly-in in March 2006, I was honored to receive plaques for 2nd Place People's Choice, 1st Place Multi-wing and Commander's Choice.

I now have 15 flights (about 3 hours) in the air. She has the look and feel of a Beech Staggerwing or Waco Cabin Biplane, lots of drag, but solid. Mildly aerobatic, the OS .91 4-Stroke is plenty of power (15/6 APC prop), but all that drag requires you to use the

aircraft's momentum, like the full size. I have finished the static prop and bombs and made droppable bombs. The next flight will see our first dive bomb run.

The model is not quite finished. The dummy engine still needs spark plugs and wires, the cockpit needs more details (seatbelts, rudder peddles and placards) and I need a better dummy pilot. Dave Platt claims that a scale model is never finished, your either quit working on it or it crashes.

Bringing a vintage biplane diving bomber back to life has been a very enjoyable project. Thanks to all the SVF members who gave me encouragement and support. I especially want to thank for their help and advise: Mike Peck, Kent Walters, Ron Marshall, Howard Kennedy, Bruce Bretschneider, Bob Frey, Col. Bob Morris, Kenny Kear, Wayne & Darlene Frederick, Bryan Smith, Al Casey, my brother, Jack, and my son, Dylan.

The next model should be a larger, more accurate Hell Diver. I have a Williams Bros 1/5-scale Wasp kit. Anybody have a set of wheels?



**History of the Hell Diver:
Excerpts taken from [Helldiver!](#) By Peter Bowers:
Article published in Wings Magazine, April 1982, Volume 12, No. 2.**

"For a major production airplane, The Curtiss F8C/O2C "Helldiver" is one of the least known aircraft in U.S. Naval Aviation history. It saw barely two years of first-line squadron service with the Navy, plus two more with the Marines before being relegated to the reserve training squadrons. Two other Curtiss designs, also carrying the name "Helldiver," went into production later, to further eclipse the original user of the name, and the F8C/O2C became the fleet's forgotten dive-bomber.

HELL DIVER CONTINUE

The old biplane doesn't deserve such obscurity. Actually, for its day it became quite famous and even starred in a 1932 film appropriately titled "Helldivers." It was supported in this by old-time actor Wallace Beery and newcomer Clark Gable. (It was Gable's first major picture.) Technically it should be memorialized as the first airplane designed specifically for the dive-bombing role. (It was officially called a Diving Bomber at the time.)

Although primarily a bomber, the Navy did not have a B for Bomber designation in those days. It soon would, but not in time to benefit the "Helldiver." Since the plane first went into service with a fighter squadron, the designation BF for Bomber-Fighter would have been appropriate, but that wasn't adopted until 1934. Thus, the fighter designation stayed with the first production models, the F8C-4s, throughout their service lives. The second, third, and fourth batches, delivered as F8C-5s, were designated O2C-1 (O-for-Observation) in 1931.

The "Helldiver" got generally good marks in flight characteristics and gunnery. It was stable and easy to fly, although stiff on the controls at high speed.

Bombing tests, however, were not impressive. While the "Helldiver" was a big step forward in dive-bomber development from an aerodynamic and structural standpoint, the perfection of the diving bomber as a weapon was still in the future. With its bomb load limited to several small bombs from wing racks, the "Helldiver" didn't have a powerful punch to go along with its new precision delivery capability. Discouraged, the Navy discarded bombing as the primary mission of the "Helldiver" and concentrated on it as a two-seat fighter. Subsequent publicity, however, emphasized the bombing role. In spite of the fact that the Navy report stated the F8C-4 to have performance and maneuverability that were below expectations for a fighter type.

The Navy was sufficiently impressed with the basic "Helldiver" design to order 25 production F8C-4s.

Initial service was with Squadron VF-1B aboard the carrier USS Saratoga (CV-3)."

Type: Observation Scout

Power plant: One 450 hp Pratt & Whitney R-1340-4

Dimensions: Span, 32 ft; length 25 ft. 7-7/8 in; height, 10 ft. 3 in; wing area, 308 sq. ft.

Weights: Empty, 2,520 lb; gross 4,020 lb.

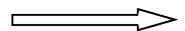
Performance: Max speed, 146 mph at sea level; cruising speed, 110 mph;

Service ceiling; 16,250 ft; range, 720 st. miles.

I should add that the New York Naval Reserve Squadron's O2C-1s were used in the filming of the 1932 movie "King Kong", and can take credit for machine-gunning Kong off of the Empire State Building. For Peter Jackson's 2005 remake of King Kong, two full-scale studio prop Hell Divers were constructed. Combined with modern computer animation, they brought VF1-B Hell Divers back to life. The replicas were made in New Zealand and are on display at an aviation museum there.



MORE PHOTOS







Listen up guys, the rules are...



Take this xmtr and toss it in the trash



Is this the loaded die?



Charlie leaving the Crapper?



Its good! Start her up Guys!



Steve & Mike the Official timers.

SVF \$3K FUN FLY APRIL 8, 2006

Page 1 of 3



Nice prizes.



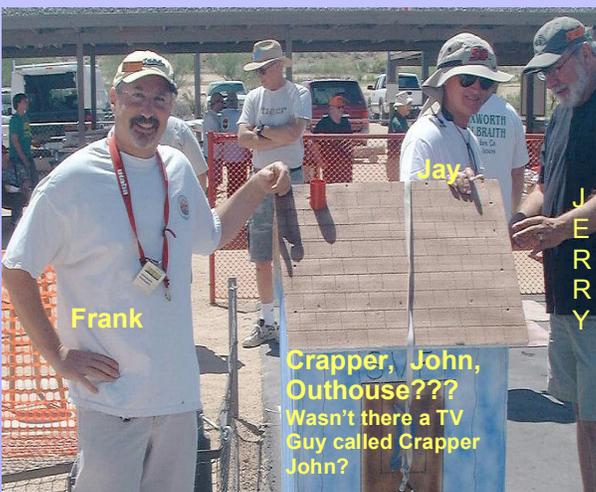
Mike & Charlie setting up Prizes.



Dave, pick another prize.



Beautiful



Frank

Jay

JERRY

Crapper, John, Outhouse??? Wasn't there a TV Guy called Crapper John?



Electric to Gas motor's entered the Fun Fly.

\$3K FUN FLY

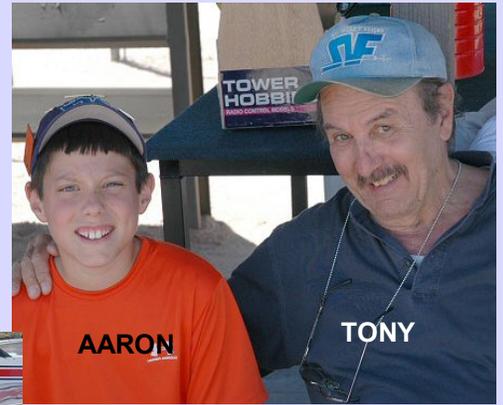
Some of the Members present

Page 2 of 3



GRAIG

JOHN



AARON

TONY



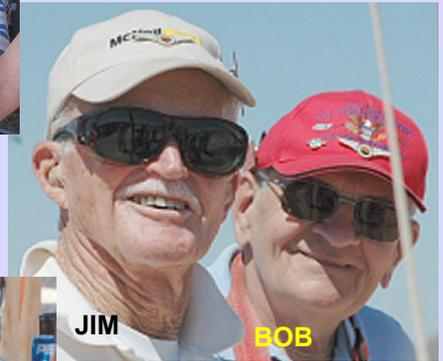
RON

PAUL



JERRY

CRAIG



JIM

BOB



DENNY

CHUCK



VERY NICE!



GARY

HOWARD



READY TO GO!



**SVF
AUCTION**

**MAY 7,
2006**



**Thank you
Charlie Beverson
&
Mike Peck**



**For another
Great job as
Our
Auctioneer's**



Another great job by the dynamic duo.

Mike

Charlie

Read the
Treasurers
Report on the
Outcome of
This Auction.

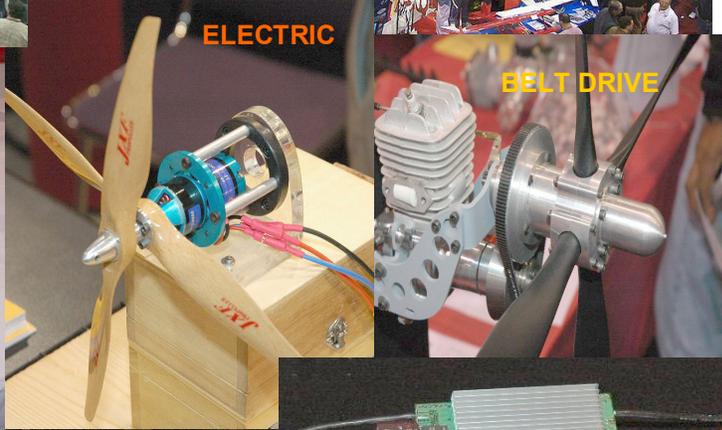


Now into my BatBoy
Suit and off I go.

If you never been there **TOLEDO RC SHOW** you have to go at least once.



STATIC



ELECTRIC

BELT DRIVE



EJECTION SUITS



STATIC



YES, it's a COX



"Team Genesis" 33% and 40% WACO!

ARF???



HiTec Servo's



BUY ME

As we look around the field, remember the once young faces and agile bodies? They have matured and slowed down. It is electrics and lounge chairs at the field now. The next time you're at a fun fly or contest take a look around. If you see one or two younger faces it's unusual. Our hobby and flying just doesn't create much interest in the younger generation. The thrill of flight has little or no interest to our younger population these days.

When I started in this hobby I couldn't wait to start building the model I brought home.

I mean cutting out the ribs and formers from blue printed balsa sheets with half a razor blade, assembling the formers and stringers, including covering paint...all that good stuff. I could name just about every full size airplane made. Today most people, even modelers, couldn't tell you the difference between a Cessna and a 707. The interest just isn't there.

Hobby costs that I can hardly relate to, the price and value of some products...I guess we really show our age when at times we remember what we paid for and received in our earlier modeling days.

Remember when all school yards were flying sites for the modeler...u-control, free flight, one hand launch gliders. Today we would have to cut a lock, jump the fence, or flee from the security guard. It's really a shame. A lot of modelers in my age group (over 29) share the love of building and flying what is created for the first time. Remember the first takeoff, solo and, yes, the landing. That was really cool.

The future of R/C in 10 years, with the large flying sites required for today's models and the cost...I don't know. Will there be enough interest in modeling and flying?

Just my **penny** worth, Charliees



FRANK'S
Hobby House

12008 N. 32 ST.

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Th 10-7

PHOENIX, AZ. 85028

SAT. 10-5

602-992-3495

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8058 N. 19th Ave. 602-995-1755 Phoenix
M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

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

This Month Issue

Well we had the computer crash on the 30th and most of the day was spent to get it up and running again.

I thought this issue would be smaller, but it is just as big as our first SR. More photos and a great article by Jay Steward and the photos he took. I wish we had more space for his other photos we didn't show. It's the download time!