



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

**President—Norm Goodnuff**  
**Vice President—C. Beverson**  
**Treasurer—Gene Peterson**  
**Secretary—Dr. Paul Steinberg**

## MAY 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*



[Downonthedeck.com](http://Downonthedeck.com)



**Inside this issue**  
Cactus Classic photos.  
One Eight Air Force photos.  
Phoenix Heli Fly In photos

March Meeting Minutes

Welcome to the NEW Slow Roll

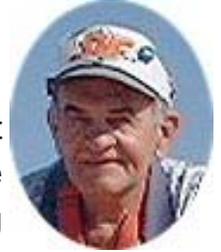
Now that we got your attention!  
Look inside for more interesting  
Articles and photos.

# THE PRESIDENTS CHANNEL

Norm Goodnuff

Blank

## Welcome to the New **SLOW ROLL** look.



I hope you will enjoy the SVF first Slow Roll with many features that we could not do in black and white coming from the printers. This gives us many features that we can do on the website that we could not do from a printing service, without having to pay extra for the service.

What we would like to present in future issues, sections/columns devoted to the club interest.

For instance a MEMBERS PAGE where we can add your photos, articles, and comments.

An INSTRUCTOR PAGE, that can give you info as well as adding any comments from the members on the subject. And the most important, will be the SAFETY PAGE. These pages can carry a different title, for instance, DOIN IT SAFELY, tells the story there.

We welcome anyone that wishes to contribute to these columns to do so.

The front cover will always feature someone's project, members or not, but in the interest of radio control airplanes. We prefer that the color photos be sent in the DIGITAL format if possible.

Are you planning on going to an event, in town or out of town, and will be taking photos, don't hesitate to pass them on to be put in the **SR**. Or are you entering an event that you can add some photos, along with an article, that would be helpful.

We will put up some of the local hobby store info, hours, addresses, and phone numbers. Would you like to see some photos, articles on the different hobby shops and meet some of the people that work there? I'll try to get their permission first, we feel they have helped us, now we can help them.

The Board members felt that if any of the hobby stores want to place a specific ad for their store like a 1/4, 1/2 or full page we have a set rate for that.

Arizona does have many manufacturers of radio control items and we do welcome them to place an ad in the **SLOW ROLL**.

Please pass along any comments on what you are going to see and read in this **first** for the SVF's. **Bob Purdy @ rcbobsvf@aol.com**



**Sun Valley Fliers Club Meeting**  
**Tuesday March 7, 2006**  
*Secretary, Dr. Paul Steinberg*

**The meeting was called to order at 7:30 pm by President Norm Goodnuff.** There were 44 members in attendance.

**Guests: Steve Cameron and Joe Murray**

**New Members: Leon McCormick**

**New Solo Pilot: None**

**Secretary's Report:** The minutes of the February 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. SVF now has a paid membership of 278 members. Gene asked if there was any discussion and as there was none a motion to approve the treasurer's report was made, seconded and passed. Membership lists were available and distributed to those interested



**Safety Officer Report: Bob Frey** announced that there are no new issues to discuss since the last meeting. Bob did inform the members that he had heard that the AMA field in Mesa has closed it's runway to gas turbines due to the dry conditions and fire hazard. While Bob did not anticipate that SVF would need to take such action, he did ask all jet pilots to make sure that they have fire extinguishers on hand and available when flying!

**Old Business:**

**Runway Maintenance:** is now complete with striping done and new larger 25 foot Xs on each end of the runway. The centerline is now 8ft to the north to accommodate a small taxiway. 3 row bleachers are now permanently in place for spectators

**IMAC Contest: Tony Quist** announced that the IMAC contest was very successful despite challenging weather. There were over 58 pilots including superstars such as Chip Hyde and Bill Hemple. Tony thanked Bruce, Ron, Charlie, Bob and Frank for all their help. Approximately \$1500.00 profit was made for the event. Results were not available at press time but will be noted in the Slow Roll.

**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.

**Helicopter Fly:** Help is still needed at the gate and kitchen. The event starts at 0800h and there will be 12 stations (this event was subsequently washed out by mother nature on Saturday and Sunday)

**Nominating Committee: Tony Quist** announced that he is accepting nominations for SVF Board and Officers. Contact Tony if you are interested, no experience needed and satisfaction guaranteed!

**Club Shirts & Caps:** are now kept at the field in the storage shed in plastic bins. They will no longer be managed by the Club Secretary. If anyone is interested in purchasing club apparel see any of the club officers or Board members as they will have a key.



**New Business:**

**New SVF Instructor Program:** Ron Petteric discussed the new proficiency levels in the instructor program. There are now instructors and proficiency tests in the following areas:

Sport, IMAC, Scale, Float Fly, Turbine. Frank Moskowitz just passed his intermediate sport level. This information is now available on the SVF website for those interested to review. Frank Moskowitz is the owner of this program and he has had badges made for all instructors so that they can be identified at the field and at events. Check out this great piece of work by Frank and Ron on the web! As always, we can use more instructors and so Ron made the point, not to be bashful about coming forward if you are interested in becoming one. **Expert flying ability is not required to be an instructor!!!!**

**Mystery 3K FunFly April 8<sup>th</sup>:** Charlie announced that there will be up to 3 events, all aircraft are welcome except park flyers. Aircraft need to be capable of carrying an apple, egg or tomato!

**Other Business**

**Letter,** received from the AMA acknowledging our donation of \$200.00 to the US Scale Team

**ARMS:** have approached SVF to join and build a new Heli site at SVF. 30-35 members, will need dedicated frequency allocations as the site will be very close to the dam. Details have yet to be worked out but no member will be blacked out from the frequency board because ARMS will pay to have new crystals installed and tuned if needed for those affected! Stay tuned for further details on this.



## Secretary Report continue,

**ARMS** cont; Stay tuned for further details on this.

**Door Prizes:** there were many tonight, shirts, fuel, DVDs, pins and decals & if you attend these meetings, chances are very good that you will be a lucky winner like **John Neilsen, Bob Purdy, Howard Kennedy, Chuck Arquette, Warren Seigel and Kevin Arquette**

**50/50 Draw:** \$65.00 **Harold Land and John Wisniewski** (.....long story!)

**Show & Tell:**

**Howard Kennedy** displayed his P-38 lightning, a project he started over 30 years ago! The model has a 76" wingspan, robust air retracts, twin OS 70FS and was his first attempt at panel lines and rivets. First flight scheduled for early April on a nice calm day after a good night's sleep. Hey ....he has waited over 30 years so he can be picky!

**Bud Tillack** showed us his beautiful GP P-38 profile that he beefed up with Hobbico nacelles, twin OS 25LAs power her and he has around 8 flights thus far!

**Rick Powers of Hobby Bench:** demonstrated the long awaited new P-47D Thunderbolt from Hangar 9. This behemoth has an 81" wingspan and is IMAA legal! The new Saito 220 is absolutely perfect for this model that will weigh out at around 17-18 pounds dry

### P-47D Thunderbolt 150 with Retracts

**Key Features**  Scale looks and sport-model performance  Detailed machine gun ports, cockpit and more  New UltraTract™ oleo strut retracts  Quality UltraCote® finish  Bombs included  4 bladed display prop  10 servos   
\$569.00

**Meeting adjourned at 8:40 pm**

Paul Steinberg, Secretary



## \$ TREASURERS REPORT \$ with *Gene Peterson*

Our events this spring have produced some mixed results and while the weather did give us some fits during some of the events, financially speaking, we did all right. The Pattern event added over \$500 to our assets and the IMAC event was the biggest spring event at over \$2700. The Heli Fly In was pretty messed up by the weather but our Club Officers and the Heli Club Officers agreed on a \$1000 field use payment and we also received \$500 from the 1/8 Air Force for their event at our field.

Our biggest outlay of funds this spring was for the Runway paving at \$4600 and Striping at \$950, so we almost broke even on events vs major improvements at the field.

Membership is at 300 now after renewals and drops from non renewals.

We will be trying to grow our email list so if your reading this on the WEB and have an email address, be sure and let us know what it is for our members data base. This month was the test month for our list as we get it in better shape. We will have notified all who have an email address on file that the newsletter was available for viewing. Will let you know how that all worked out.

If you have an email address and don't think that the club has it yet, send me a note with that information. You can contact me through this web site.

I don't want to put an email address in this letter because of spam. We're trying to be real careful in our handling of email addresses with regard to SPAM. We all get far too much now.

Regards  
Gene Peterson  
Treasurer

**Next SVF meeting is MAY 2, 2006 @ 7:30 P.M., American Legion Hall**  
**Next SVF Event is the AUCTION on MAY 7, 2006 @ 9:A.M., Cave Buttes Field**



## **Doin it Safely** *with Bob Frey*

For our very first ever on-line Newsletter, I've got three items to publish from the safety front. First this article appeared in the 'Scale Dimension' which is the newsletter of the **Scale Squadron of Southern California**. It concerns Lithium Polymer batteries and is definitely worth reading.

### **Unexpected Ball of Fire!**

A true Lipo Story Submitted by  
Larry Casey

I flew a couple of new foamies on Saturday. The ThunderPower 2100 mah 3c pack worked fine. I used the same Lipo on both planes for short first flights. No crashes, and had nothing warm on the Lipo after each 3 flights.

On Sunday I took that pack and attached to a Kokam charger while I was doing some errands. I removed the power and pack every time I stopped the car and when I got back to the car I started the car and plugged in that pack again and went to next errand. I think the key is here. I RESTARTED the CHARGING. I used the half power rating of the pack so it could take longer to fully charge it.

I also kept touching the pack as I drove the car. The charger has an added pc fan on it so it keeps cool. I kept glancing at the 2 green LED's on the charger that are SUPPOSED to be getting brighter and indicate the charge is complete when both green leads glow bright. I never saw them glow at all. I usually see the two green LED's start glowing dimly at about halfway into the charge cycle. If a pack is already full then both green LED's start glowing right away.

At the 5th stop my wife sat in the car with engine running as I went into my office to get a package. In about 3 minutes I returned to the car. Here was my wife turning off the engine and she was standing on passenger side of the Mini-van. I walked up and she said something "Popped" and now it stinks in the car. There was a hissing sound. The pack swelled to the size of a banana. She said it popped very loudly in the car.

I entered the driver side and lifted the charger with the Lipo still attached set it on the blacktop next to the driver door. Instantly it became a ball of fire and still hissing. The flames were the size of a basketball. It was over in 15 seconds and the flames went out.

The charger is fine and it has leads blackened where they used to go to the Lipo. Yes it sprayed some black residue inside the car but nothing burned, thank goodness. It was a company car!

So in the future, I will NOT interrupt a charging session. And I will not let the pack be charged INSIDE the car. I will be nearby to check the temperatures.

The cable for it is heavy wires over 6 feet long for 12v cord so it could reach outside the car. Next time it will be done in a metal or ceramic container.

Thanks,  
Larry Casey

### **Editor 's Note:**

Charging in the car is never recommended due to the possibility of a surge when your air conditioner kicks in. If you are going to use your cars "optional Equipment Socket", formally known as a cigarette lighter, use a long enough extension and get the charger and lithium polymer battery completely outside the vehicle.

Read the label on the battery, as it recommends never leaving the battery unattended.

My hats off to Larry for sharing his experience with us on LiPo batteries and may have prevented one of us from burning up our vehicle.

Pretty scary huh? I recently purchased a Violet T-33 Turbine that came with Duralite Li-Ion batteries for both the flight pack and the ECU rated at 4000 mAh each. After doing some research on these batteries, I sold them and will replace them with good old 2000 mA nicads. True they're heavier and they're definitely not state of the art. But they are very predictable and reliable and much safer. Bottom line point is, unless you really need the new lithium battery technology maybe you should pass it by. If you do need it be sure to follow all the safety rules to the letter.

Next, I received this email from Dean Bird with a link to an accident that happened in Albuquerque recently and resulted in pretty serious injuries. Please open the link, as there are lots of comments worth reading to.



## Doin it Safely continued,

Lastly, many of you may have heard of the terrible accident that befell one of our former Phoenix flying buddies, Guy Laine. For those of you who haven't heard, Guy was running a Magnum Pro 40 racing motor on a test stand when it somehow flew off and hit him smack in the face! Below are some pictures of Guy after the accident along with some details from Jan, his wife.

Hi Paul,

Your other jacket should be here Monday and I hope to ship it Tuesday. I'll get this one ordered Monday and if things go okay this week, I'll try to get it out Friday. If not it will be next Monday.

When you look at the pictures I'm attaching, you'll understand why. This is something you might want to talk to your flying buddies about. Guy had his Magnum Pro 40 on the test stand, running at 18,6000 rpms when it flew off and hit his face. He wasn't sure what hit him until he saw the engine was missing from the stand. He made it into the house saying he wanted to go to the hospital. He held a towel over it so I couldn't see. But when I opened the door to the van and the light came on I saw him and freaked. I called 911 and besides all the other reasons to call them, they had me go out and find the piece of nose that was missing. We'll see the plastic dude on Thursday to see if it will take. He stitched it on in the ED and sent us home. The sinuses are cut up, his upper lip and nose. He had on his reading glasses and I really think that saved him. I found pieces of the glasses around the test stand. When the engine came off, it was with NO warning. He's had them come loose before, but always had warning. He and Gino Del Ponte had been out there for 4 hours, breaking in 4 new motors. All I can say about this is that Guy is one lucky man. And a tough customer. He was trying to walk out to the ambulance.

Talk to you soon, Jan



Just goes to show that not all accidents happen at the field. Part of the problem with running engines on test stands is that many modelers do this on a bench, up against a wall perhaps in a garage. Pretty hard not to stand in front of the engine in that situation. I bolt my test stand (which really belongs to Mike Peck) on an old heavy redwood picnic table on my patio. That way when I go for that full throttle run I can get behind it. If you use test stands it may be worthwhile to consider some sort of set up that will allow you to stand behind the prop arc. In fact it's a good idea to get behind the prop while running the engine up in your model on the flightline as well.

Nuff for now. As usual if anyone has suggestions, comments or concerns, please get in touch with me.

**Bob Frey, SVF Safety Officer, 602-944-4264**

[freydell@cox.net](mailto:freydell@cox.net)

## Instructor Program with *Frank Moskowitz*

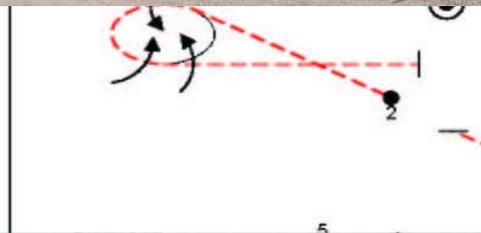


The new flight instructor program is still going strong. Recently Jimmy Moore instructed Don Ratti into the next level of "Intermediate Pilot". Congratulations to Don! It can be accomplished. I urge all members to look at the web site and visit the link on the various instructors and the levels you might wish to advance to. 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 in the field showing names of instructors and their levels or (colors). I myself under the excellent guidance of Ron Petterec have advanced to the intermediate level. I am currently working on certificates for each level of completion.

# Cactus Classic February 18-19, 2006 @ SVF FIELD



Morning setup-East

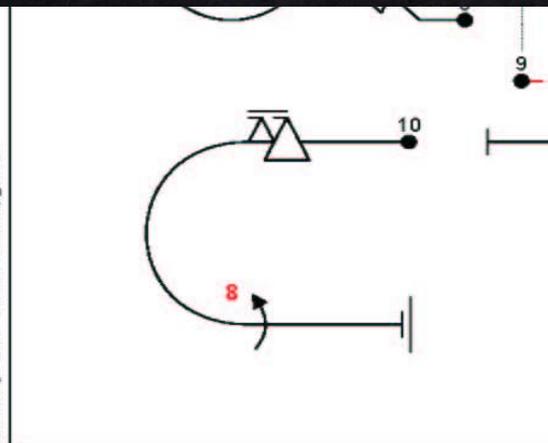


Tony Quist preparing to go



Morning setup-West

	9.1.2.4	10	
Fig 4	7.6.3	12	
	9.1.3.2	4	27
	9.9.3.4	11	
Fig 5	1.18.4	14	
	9.1.5.3	6	49



Created Using Ares! 0™ software. ACCassidy@aet.com



Bill Hempel Pilot  
Chip Hyde Caller  
Troy Newman Judge

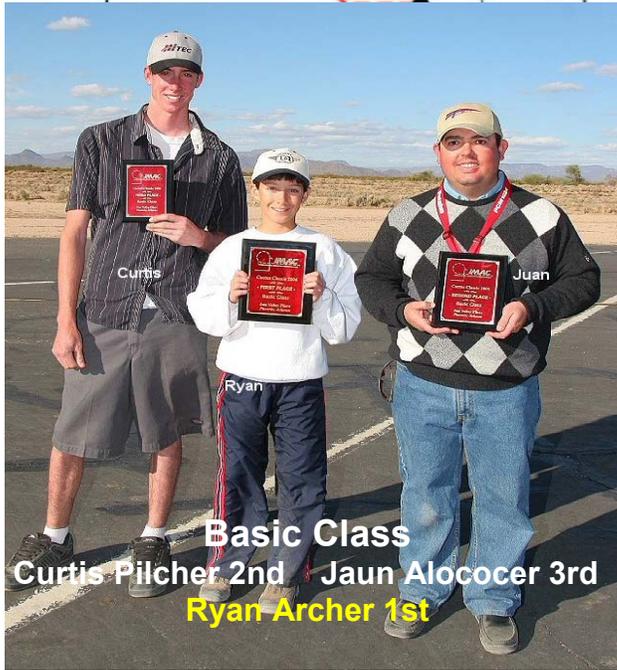
# Cactus Classic continued



Bill Hempel and Yak



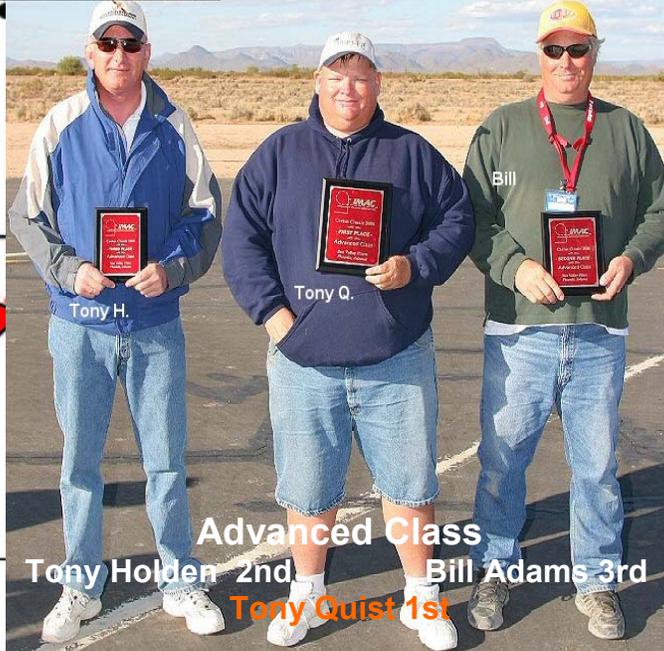
Brian Hueffmeier's Extra 260



**Basic Class**  
Curtis Pilcher 2nd    Jaun Alcoccer 3rd  
Ryan Archer 1st



**Sportsman Class**  
John Murdoc 2nd    Bob Vogel 3rd  
Bill Adams Jr 1st



**Advanced Class**  
Tony Holden 2nd    Bill Adams 3rd  
Tony Quist 1st

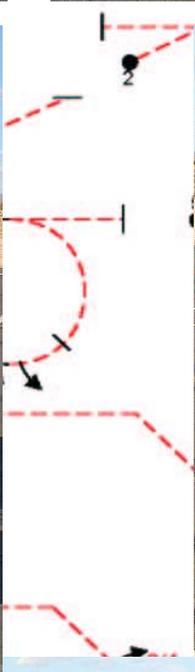


Fig 5	9.1.3.3 9.10.10.3 9.2.2.6	8 15 14	49
Fig 6	1.6.4 9.12.2.6	10 6	16
Fig 7	8.4.2 9.1.1.1 9.9.6.4 9.10.10.5	14 6 17 17	54
Fig 8	7.22.1 9.9.2.4 9.1.2.2 9.1.2.1 9.1.2.3	16 13 6 4 8	47
Fig 9	8.16.4 9.10.4.6 9.1.2.6	14 16 12	42
Fig 10	7.3.3 9.9.3.6 9.8.3.4	6 14 15	35
<b>Total K = 348</b>			

# Phoenix Helicopter Fly In March 10-11-12, 2006 at the SVF Field



Friday March 10 & **WINDY!**  
With rain & cold in the forecast!



A few brave souls taking the wind

And while others stayed in their small RV's.



Sunday March 12 after the rain and the snow on the mountains.



Decisions?



Kathy and Al

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Of  
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Bruce

Marsha



The Power's boy's



Jay Steward

March 18-19, 2006 @ Cave Buttes Field



One Eight Air Force  
March 18&19, 2006



# The One Eight Air Force Fly In At the Sun Valley Fliers Cave Buttes Field



Beautiful !

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KEEP YOUR EYES OPEN FOR THE OCAF!



Pilot Choice

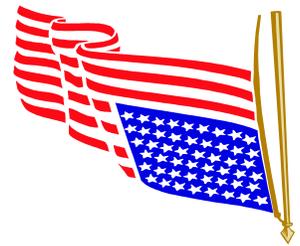




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