



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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

SEPTEMBER 2006

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*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 & Jack Steward at the Nationals....Camp Rainbow.....Featuring FRANK'S HOBBY HOUSE...Intro Pilot Program



Winners in Team Scale were Dale and Jeremy Arvin, third; Steward and Steward in second place with the Nieuport 28; and George Maiorana and Dave Pinegar first with the AEW (B-29) turbo prop.



The Curtiss Helldiver, built and flown by Jay Steward in Designer Scale received a static score of 96.65 for his efforts on this model.

AMA NATIONALS FOR RC SCALE



The scratch-built Nieuport 28 entered in Team Scale with the two brothers from Arizona and Minnesota, Jack Steward and Jay Steward.

RC Scale

Some of the other flights we saw included Jay Steward's Curtiss F8C-4 Hellcat. Jay and his brother came from Phoenix, Arizona, to the Nats this year. His scratch-built Curtiss with a wingspan of 64 inches is one of the smallest models in the competition but also one of the most detailed. Jay covered the model with Coverite 21st Century fabric and painted his model with Rustoleum with a polyurethane overcoat for fuel proofing. The Curtiss is powered by an O.S. .91 FS engine and controlled by a Futaba radio system.



Jack Stewart with his own design Fokker Dr.I electric scale model at the static judging on Friday.

Another interesting pair of aircraft were built by Jack Stewart of Faribault, (Jack Stewart) Minnesota. Jack arrived too late to enter the indoor event on Thursday but had a beautiful Fokker Dr.I triplane and a Nieuport 28 fighter. The Nieuport has a wingspan of 26 inches while the Fokker has a wingspan of 23.5 inches. He used CDR motors on the airframes that are the new out-runner type of motors.

RC Team Scale

Contestant	Airplane	Static	Round 1	Round 2	Round 3	Round 4	Total	Place
Masonna- Pinegar	AEW	95.2	89.75	94.5	93.75	85.75	192.325	1st
Steward-Steward	Nieuport 28	96.3	86.25	84	89.75	94	186.175	2nd
Arvin-Arvin	BNJ	92.75	94.25	92.5	-0-	91.75	186.125	3rd
McCullough-Gret	Waco Cuban	98	86.5	86.5	84.5	89	185.75	4th

RC Designer Scale

Contestant	Airplane	Static	Round 1	Round 2	Round 3	Round 4	Total	Place
Hal Parent	Ryan Fireball	98	92.25	89.25	97.75	92.75	193.25	1st
Dick Korike	Aeronca Champ	100	74.25	91	89.25	87	189.625	2nd
Dave Johnson	Albatross D11	94.5	86.75	92.75	89.25	96.25	189	3rd
Bob Patton	Cesana 150	94.75	84.75	92.75	94	92	188.125	4th
Bob Underwood	Suifin Sturmuic	95.25	88.5	88.5	94	89.75	186.5	5th
Jay Steward	Curless Helocat FBC-4	96.65	78.75	79	87.75	89.5	185.275	6th
David Andersen	Grumman American	93.2	79.5	89.25	82.25	83	184.325	7th
Al Kret	Sturmuic	97.55	84.75	83.25	85.75	78.75	182.8	8th

THE PRESIDENTS CHANNEL

Norm Goodnuff



Summer is almost over. When the cooler weather arrives we have some projects that need to be completed. We will be installing new poles at the second gate so we can hang a SVF banner during events. Also we will be installing permanent fencing around the bleachers and then we have to replace the netting along the deadline. We will be looking for volunteers to help!

Please remember the SVF is not a business and the members are not customers to be catered to. It is a club that needs volunteers to get work done. Everyone needs to chip in and help.

At the next board meeting we should also schedule a morning clean up for weeds. I would like to thank Jay Steward and others who spend time filling in the dirt when the rains come.

While I am mentioning Jay, I would like to congratulate him on his performance at the AMA scale Nationals in Muncie, IN. Jay flew team scale with his brother and he also competed in Designer Scale with his scratch built Helldiver. They had some beautiful pictures of both planes in the AMA Daily reports. Also on the front page of this month Slow Roll. Thanks Bob.

The next club meeting will be September 5, Tuesday. Hope to see everyone there.

SEPTEMBER 5, 7:30 P.M. @ American Legion Hall

Sun Valley Fliers Club Meeting
Monday July 10th, 2006
Rusty Fried, Secretary



OFFICERS IN ATTENDANCE

TONY QUIST
GENE PETERSON
RUSTY FRIED
RON THOMAS
CHARLIE BEVERSON
HOWARD KENNEDY
ROBERT PURDY
BOB FRY

PIZZA NIGHT

TONY QUIST AND CHARLIE BEVERSON SERVED A GREAT DINNER INCLUDING DESERT. MANY THANKS.

GUEST

Mr. DENNIS LOU, WELCOME.

32 MEMBERS IN ATTENDANCE.

TOM MINICK RECEIVED HIS INTERMEDIATE PILOTS CERTIFICATE, GREAT JOB TOM.

MINUTES WERE APPROVED AS PUBLISHED IN THE LAST NEWS LETTER.

TREASURER REPORT APPROVED.

OLD BUSINESS:

FRANK MOSKOWITZ BROUGHT THE CLUB INTO THE AMA INTRO PILOT PROGRAM. OUR INTRO PILOT IS HOWARD KENNEDY. THE STUDENT OR INTRO PILOT WILL FILL OUT SOME FORMS PAY FEE OF \$5.00.

PRESIDENT PROTEM TALKED ABOUT SAFETY. ALL MODELERS NEED TO LEARN HOW TO PROGRAM THE FAIL SAFE FEATURE OF HIS PARTICULAR BRAND OF RADIO.

THE GOLF TOURNAMENT HELD BY IAC TO HELP THE ADVANCED WORLD TEAM RAISED APROX \$20,000.00. OUR CLUB MEMBER JEFF BURBON PLACED IN THE TOP 5 AT THE WORLDS.

THE CLUB HAS THE NEW FENCE MATERIALS, WE WILL SET A DATE TO INSTALL

AS OF THIS DATE WE HAVE NOT RECEIVED ANY OFFICIAL WORD ABOUT THE NEW HELI PADS.

NEW BUSINESS:

ELECTRIC FUN FLY IS TO BE HELD NOVEMBER 12, 2006.

LAST YEAR SVF DONATED \$2000.00 TO CAMP RAINBOW FROM THE FUN FLY PROCEEDS. PLEASE SUPPORT THIS YEARS FUN FLY WITH DONATIONS AND PARTICIPATION. BOB PURDY AND HOWARD KENNEDY WILL DUE A GROUND SCHOOL AND FLIGHT DEMO AT CAMP RAINBOW ON 8-10-2006.

EMAIL SIGN UP SHEET FOR SVF NEWS LETTER WAS PASSED AROUND. IF YOU DID NOT SIGN UP COME TO THE NEXT CLUB MEETING.

50/50 RAFFLE WAS WON BY A GUEST DENNIS LOU.

SHOW & TELL WAS DONE BY BRUCE BRETSCHEIDER. HE TALKED ABOUT A 1:48 SCALE PZL23A PLASTIC MODEL HE PURCHASED IN POLAND. BOB FRY DID A SHOW AND TEL WITH HIS REPUBLIC P47. THE MODEL HE BROUGHT WAS A HIGHLY MODIFIED ARF, IT WAS BEAUTIFUL.

MOTION WAS MADE AND SECONDED TO CLOSE THE MEETING. @ 8:28PM.



\$ TREASURERS REPORT \$ with *Gene Peterson*

Hope you all had a good month of flying in August. I kept having trouble with my engines, sending them in on warranty repair, getting them back, installing them again.....yada yada yada.....Hope September is better. Have a good flying month.....Weather should cooperate better. Lots on wind it seems in August.

Look for your 2007 Renewal in the mail later this month. Working on them now.

Below are listed the Birthday boys for September. Give them a big hug and a kiss when you see them and give them your present.

Best Regards,
Gene Peterson, Treasurer

Happy Birthday to,

Charles Brooks 09/23/,Senior
Craig Early 09/01/,Regular
Donald Peyton 09/02/,Regular
Daryl Davis 09/03/,Regular
Jon Bowers 09/03/,Regular
Walt Turansky 09/05/,Regular
Ronald Petterec 09/05/,Regular
Matthew Winter 09/07/,Regular
Gene Peterson 09/08/,Regular
Jim McGrath 09/08/,Senior
Robert Goossen 09/10/,Senior
Marvin Jones 09/11/,Senior
Raymond Przybylski 09/12/,Regular

Kriss Trunkett 09/13/,Regular
Dan Valentine 09/13/,Regular
George Henzel 09/17/,Regular
Jim Kunkel 09/17/,Senior
Donald Epley 09/19/,Regular
James Wells 09/20/,Senior
Gary Gregory 09/22/,Regular
Alexander Davidson 09/23/,Junior
John Lowther 09/23/,Regular
Bernard Knorra 09/25/,Regular
John Neilson 09/25/,Senior
Carl Gotch 09/28/,Senior



Doin it Safely by Bob Frey

Since I had a recent test flight on a new model, I thought I'd put together a few thoughts on the subject for this month's safety article.

There is no substitution for good thorough preparations when getting ready to test hop a new bird. This goes for the simplest trainer to the most advanced jet. You will also need a heightened level of good judgment too.

I try to approach these events this way and it was no different on my new H-9 Giant P-47. Not only did I pay attention to the CG and flight surface throw instructions, but also tempered that against what I know about how I like the control surfaces set up in terms of quickness, exponential, etc. Plan on spending the better part of an evening simply devoted to those tasks.

For some reason brand new airplanes just love to shuck parts. Screw's mostly but sometimes bigger things like ailerons rudders, canopies, etc. There's just no way to replicate the effects of vibration and flight loads on the ground prior to a maiden flight. A critical screw or other part that departs can have a devastating effect. To try to avoid this I really spend some extra time pulling on hinged surfaces and making sure the control connections to them are tight and that all clevises have safeties. All screws are secured with blue locktite at least 24 hours before flight time. I use a dab of RTV on all servo arm screws to keep them where they belong. My new plane has a lot of servo extensions and Y harnesses. I use soft 18 gauge copper wire to safety all these extensions together. Just run the wire around the connectors and twist them together. Of course you can't safety those connectors that are used to assemble the model at the field, but you can take a good look at those connections to feel satisfied that they're snug and in good condition.

After a few flights things seem to settle down for some reason and you'll have less trouble with screws backing out and other parts loosening up.

Time in bench running the engine for the model is well spent. In the case of my new P-47, I spent a good bit of time and nearly a gallon of fuel running and breaking in the new Moki. Once installed in the model, I safely tied all the fuel line connections with very small tie wraps. I understand this is absolutely mandatory if you're using a big gas engine.

Don't overlook batteries. If they are new which is always a good idea, it's best to cycle them a few times to make sure they are at least up to their rated capacity. If your batteries are more than a couple years old I strongly advise getting some new ones. Also make sure their rated capacity is enough for the radio gear you're working with too.

Once you think you have everything set, put the airplane all together one last time at home and check all the controls for proper direction. Check the balance one more time too. At this point it's probably not a good idea to change anything.

Try to pick a good day for the test flight with favorable weather conditions. A good plan for the test flight is also strongly advisable. Try to plan what you want to accomplish particularly slow flight and use of flaps etc. Plan to do these things up nice and high in case of any surprises that might otherwise spill you down low on approach or landing. Geronimo Vidales uses a checklist all the time (not just test flights) and I think this is a great idea.

Once you get to the field take time putting the plane together and recheck everything as you go. This is where the high level of good judgment starts to kick in. Get your friends to look the plane over too. If anything crops up that doesn't look right it probably isn't. If it's not the very simplest, without a doubt correction or adjustment the best wisdom might be to take it home and fix it right there.

Once on the flight line double check all the control surface throws again for direction before you start the engine. Have someone else look at this while you're checking them. Do a good range check, and have someone move the model around a little bit to make sure you've got range in all attitudes. If you're running a gas engine, especially those with electronic ignitions, you will need to do a second range check with the engine running.

OK, show time. This is where supreme good judgement comes in. It's not a bad idea to let everyone at the field know that this is a first flight. That way they'll be wary of any trouble that may develop. Also, while this is by no means a club rule, guys will likely stand down for a moment for your first flight. This happened on my P-47's maiden and I really appreciated it.

Have a good competent pilot at your side to possibly help with trims and maybe just good advise. If you're extremely nervous (like I get with a new scale bird) don't hesitate to have an instructor or a pilot that you have

Do it Safely *continued*

confidence in make the first flight for you. Do a taxi test or two to make sure the model handles correctly and comfortably in that mode.

Once the flight is complete, check the plane over thoroughly for loose parts or other vibration damage. Best to take it apart and check the inner workings as well. Unless everything went smooth as glass, it's probably good judgement to take it home and check or adjust everything there.

I can't think of anything much more frustrating in this hobby than losing a brand new airplane on a test flight. A new model out of control because of poor or incomplete preparation is also a major safety concern. Hopefully some of these ideas will help avoid that and help make your next maiden flight smooth and safe.



Your
Photo
here

Introductory Pilot Program

Your
Photo
here



Sun Valley Fliers now has a new AMA sponsored program for newcomers to the hobby/sport of aeromodeling. Such programs help both the club and model aviation grow. Many people wishing to get involved with model flying do not necessarily want to join a club or purchase an AMA membership until they are sure they will like the hobby/sport and do well enough to wish to invest in equipment.

This AMA Introductory Pilot Program caters to such people. This program allows a non-AMA member to fly at our club field (or any AMA field) and be AMA insured for liability coverage provided the new flier is under the supervision of a chartered club designated Introductory Pilot. At SVF our designated introductory pilot is Howard Kennedy. Howard will be keeping records of every activity involving non-AMA members, including ground instruction and flying lessons.

Any non-AMA member may fly at Sun Valley Fliers club site and receive member liability insurance protection as long as he/she is flying under the direct supervision of a club-designated Introductory Pilot Instructor. The non-AMA member will have the same liability insurance coverage that other AMA members receive, solely while under the direct, one-on-one supervision of the Intro Pilot Instructor, for a period of 60 consecutive days starting from the first session. No other AMA benefits are provided to the non-AMA member.

Participation in this program is on a one-time basis only. This program covers assisting new modelers through education and training activities only, and does not constitute permission to fly in any organized event of AMA members or clubs, sanctioned or otherwise. No AMA card will be issued to the non-AMA member during the 60 day introduction period.

If you know someone who would like to learn how to fly and wants to utilize this great program please have them contact Howard Kennedy. He is graciously accepting phone calls or emails to set up appointments for future members: Howard can be reached at (602) 361-8475 or emailed at bushpilot1443@yahoo.com

If you are interested in becoming an introductory pilot or have questions on this program please call Frank Moskowitz at 480 502-3804 or fmoskowitz@cox.net

The Introductory Pilot Program can also be seen on our website www.sunvalleyfliers.com

Our visit to **CAMP RAINBOW** by Bob Purdy



On Thursday August 10th I went with Howard Kennedy to Prescott, AZ. , where Camp Rainbow was being held. We were invited to come up and give a demo with an airplane.

Earlier in the month Howard went out to the camp to check out the site where the flying would take place. The size of the field was just too small for a glow engine to fly in. The only other choice would be an electric aircraft, small but not too small.

Howard got a YAK Foamie electric from Frank Moskowitz that we appreciated very

much. Howard and myself didn't have anything in electric to fly.

Before the trip Howard bought 30 balsa gliders for the kids to try their hands on what airplanes are all about. He also brought along his Stearman ARF and his pride and joy, the P-38 for a static display.

I met Howard that morning and the trip took us 2 hours to get to the camp. Rain had hit the camp earlier and it became just perfect weather for this demo.



We set up the Stearman and P-38 for display and got the gliders out and started putting those together and test flying a few. We could do the loops and a straight glide. That got Howard into testing out the Yak before the first group of boys were to show up. I could hear the electric motor whining as Howard flew it around the field. I continued setting up things and then I didn't hear the motor and realize that the airplane landed. Then I saw the foamie in 4 pieces and asked Howard what happened. Howard stated that it " _____ and that's what

happened". Now we were thinking the kids will be disappointed in what happen. Well we still had the balsa gliders that they will enjoy. I did bring along a Arrowcopter that I thought would be fun.

We received the first group of boys and Howard apologized to the boys that there was an accident with the airplane and we show it to them on what it looks like. We got quite a few comments from the boys like " can I have it" to "Elmer's glue will fix it", and several



others.

Howard did a nice introduction to what model aviation was all about and did a radio check out on his P-38 to show the different controls on the airplane and doing the retracts. The boys wanted to see Howard fly that P-38. Well we changed the subject and gave them all a balsa glider to try out.

They went out and started throwing those gliders every way you could think of, what a show.

I had several of the SVF wings that I wanted to give out and I had to come up with something to award them in some event. I got 5 boys of equal height that I would shoot the Arrowcopter up and the boy that catches it when it came down would get the wings. I did that with two other groups of 5 and they were really enjoying this Arrowcopter. I didn't have it for long as they all wanted to try it. Told them to be careful as I needed it for the next group of



boys.

With the next group was really a repeat of what we did with the first group. More wings were passed out and the gliders were all gone so Howard and I started packing up to head home.

On our way out we gave or thanks to the counselors and told them we had a great time with the boys.

When we were driving back Howard and I were discussing what we would bring next time if they invite us again. We would bring several electrics, like a FROG, a helicopter, more gliders, and more Arrowcopters (Hello Steve. Are you there?) Maybe some more volunteers from SVF?



The Slow Roll Welcomes **FRANKS HOBBY HOUSE**



Welcome to Frank's Hobby House. If you haven't been to the store yet, they're located at 12008 N. 32nd Street and Cactus, on the southwest side of 32nd ST. Savers is located in the shopping center also.

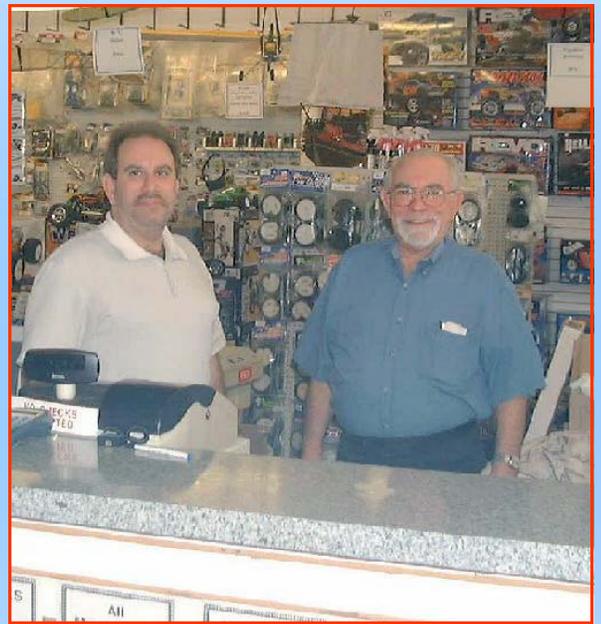
Now that you know how to get there, come on in and browse around the store and meet the guys and gals that will be helping you when you have any questions.

When you get to the store you'll have no problems missing the outdoor sign of **FRANK'S HOBBY HOUSE**.

Going into the store you may be greeted by Marty or Bernie behind the cashier counter ready to help you out in any way.

You will see many aisles of items related to radio control aircraft, helicopters, RC Cars, and some boats. They do have some Rockets, plastic models, and slot cars.

The first thing you will notice are all the different type of aircraft hanging from the ceiling, and most of those are for sale bought in by flyers that want to sell their aircraft. They are all in very good condition.



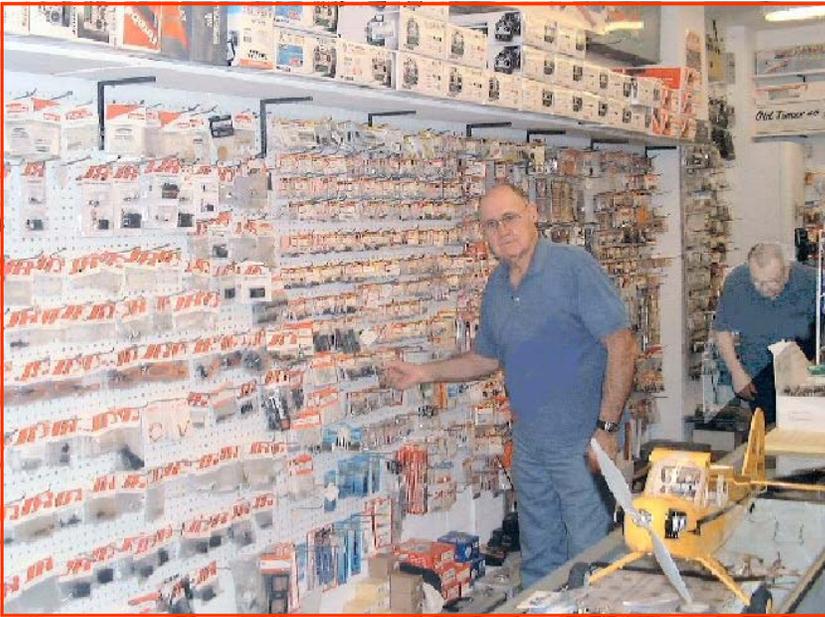
Come in and meet Marty, on the left, and Bernie



As you come thru the door and glance to the left

If you wander to the left when you go in, you'll be in the airplane sections that have items from covering, props., spinners, fuel, radio's, balsa/plywood, RC Sims, magazines, accessories for RC electric, RC glow/gas, and so much more for what ever you might need for your aircraft.

FRANK'S HOBBY HOUSE



Ray will probably greet you or George in those sections and at times in the afternoon meet Tony on Mondays and Tuesday. These gentlemen are experienced in flying RC aircraft and knowledgeable.

Browse thru the aisles and you'll see that they'll have what you need. Looking for that ARF, or kit? Check out all the shelving's in the store and you'll see many. If not Frank's will order it for you.

In the airplane section you will meet Ray and George

Interested in RC Cars? Frank's has a very large sections for those interested in cars, RC bikes and some boats. Here you'll find Patrick or Mike behind the counter willing to help you. They are both experienced in RC cars and will answer any questions you may have.



Tony holding a small prop will help you in many ways.



Meet the guys in the *VEHICLE* department. On the left is Patrick, and Mike.

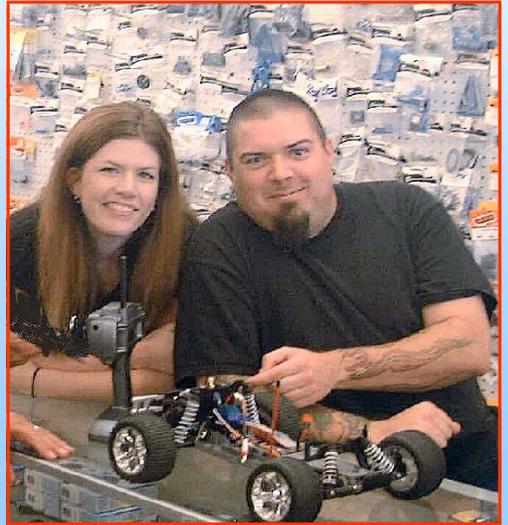
They have everything from motors, radios, fuel, parts, bodies, paint, and many cars ready to go. They also service RC cars, so if you got a problem this is a good place to get it fix. Being an airplane guy I got a question for Pat or Mike. What do you call a car in the box? ARTR, for Almost Ready to Run? The photos will show you what they have.

FRANK'S HOBBY HOUSE



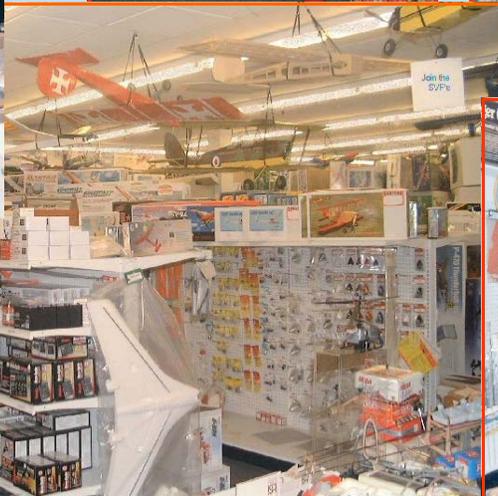
Some of the stock in the RC cars section.

Franks Hobby House started in the 80's on Cave Creek Road, then moved north on Cave Creek Road. They came to this location next to Paddock Pools and moved to the location they are at now.



Meet Jolene that works in RC cars along with Patrick.

With close to 4,000 square feet of packed floor space and ceiling space. So come on out and visit Franks Hobby House and say hello to Marty and Jacqui the owners, Bernie, Ray, George, Tony, Patrick, Mike, Jolene and the lovely Phyllis.



Here are a few extra photos of some of the aisles they have. You need to pay them a visit to see them all. Oh, and say hi to Phyllis.

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SIXTH ANNUAL

Electric Turkey Fly-In.

PLUS A SWAP MEET.

SATURDAY NOVEMBER 11, 2006
@ 9:00 A.M.

All Proceeds go To Camp Rainbow

Help Us To Help Children With Cancer

Hosted By The Sun Valley Fliers

At The Cave Buttes Dam.

Cave Creek Rd. to Jomax and turn west at traffic light.

Camping Available — No Hookups

Open To All Electric Powered Aircraft

***Pilot Prizes* / Awards. Swap or sell your
electric aircraft, motors, batteries, chargers, etc.**

AMA Sanction #06-1907

AMA License Required

www.sunvalleyfliers.com

CD, Bob Purdy 602-996-3563 or rcbobsvf@aol.com

Alternate CD, Howard Kennedy Jr. 602-971-1069 or

bushpilot1443@yahoo.com

**Want to fly
this?**

Intro Pilot

**This Flyer is distributed to the
local Hobby Stores**

**FREE
OFFER**



P-38 LIGHTNING ARF

- No AMA License
- No money down
- 60 day free trial period

**You could be
flying a plane
like this in no
time!**

Have you always wanted to learn to fly? Now is your chance! Visit Sun Valley Fliers Club and sign up today or contact us through our website

www.sunvalleyfliers.com

You can take to the skies and fly free for 60 days at no cost! No AMA license required, no membership required.

**Go ahead and buy that
airplane you've always
wanted.**

Directions to the field:

Cave Creek Road North or South to Jomax road. Turn west through gate. Take paved road then left on gravel road before second gate. Please drive slow to keep the dust down.



Introductory Pilot Instructor

Howard Kennedy

Phone: 602 361-8475

Email: Bushpilot1443@yahoo.com



