



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

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

**Editor—Bob Purdy**  
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## APRIL 2007

*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

Cover Photo showing Dan Jacobsen....OEAF Photos....Helicopter Photos.....Pattern Contest Report...  
SVF Members Photos....B' Days.....Safety Report.....Those UFO's are back....Ohms Law???....  
Building Models....You got MODES?...WHOLE lot of fill ins...Listen to the text...that's it I'm out of here!



*Sunset serenade*

# THE PRESIDENTS CHANNEL

## Norm Goodhuff



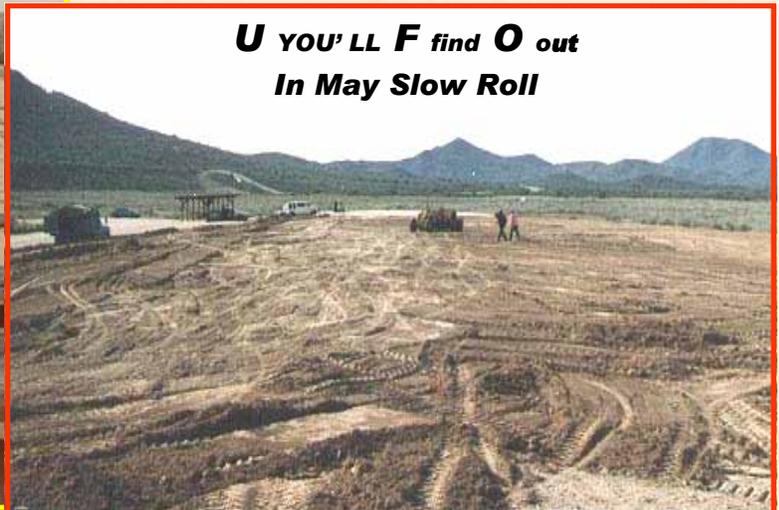
I hope everyone is enjoying our field this spring. We have had some great weather for flying. Remember to wear proper clothing for the sun and put on the sun screen.

We have completed our weekend contests for 2007. The field will only be closed one more time this year and that is for the club auction in May. Details of the auction will be made in next month's new letter. We are discussing some steps to help speed up the event. We can't expect our workers to sit in that hot sun until 3 or 4 pm.

We are still taking names of people interested in running for the Board. The club members vote at our club meeting in May.

**SVF MEETING APRIL 3, 2007 @ 7:30 P.M.**

***We are looking for a SVF member to CD our annual Electric Fly In.***



**U YOU' LL F find O out  
In May Slow Roll**



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



**PILOT SPOTTER:** During times when multiple models are airborne, pilots must use a spotter assistant by their side. The spotter's role is to watch out for the safety of the pilot while he is attentive to flying his or her model and to assist the pilot with avoiding traffic that may constitute a risk of midair collision, runway access co-ordination, emergency procedures, etc. Spotters must be AMA members.

## Sun Valley Fliers Club Meeting Minutes

March 3, 2007, *Rusty Fried, Secretary*



*Read Notice on the bottom.*

The meeting was called to order at 7:30 pm by President Norm Goodnuff. There were 36 members in attendance.

**Guests:** Jim Locker

**New Members:** John Deacon

**New Solo Pilot:** no new intro pilots.

**Secretary's Report:** Approved as published.

**Treasurer's Report:** Gene Peterson read and discussed treasurer's report. Voted and accepted.

**Safety Officer Report:** Bob Frey not in attendance. No safety report.

### Old Business:

It was discussed to remove transmitter impound requirement from safety rules. As of this date it was not approved.

IMAC contest report by Tony Holden. They had 57 contestants. Tony thanked all the people that helped put on the contest.

The contest was a good money maker for the club. They had 3 crashes due to guys not paying attention to what frequency there transmitters were actually on. The two Tony's did a great job.

Pattern contest. Rusty Fried CD. See article in the Slow Roll for text. *Editor: See photos in March Slow Roll*

Gun Smoke: Jay Steward, Ron Marshall and Ward Emigh did well in Expert class scale. Bob Frey, Mike peck and Howard Kennedy did very well in fun class scale. In open class scale Rick Powers, Howard Kennedy and RJ Powers did well.

Heli event next weekend: Set up will be Thursday the event will start Friday through Sunday. The SVF will get the parking money and the Kitchen profits. The Heli club pays the SVF a fixed rate for the use of the field. We need volunteers to help put on the event.

Gate repair was done by **Jimmy Moore**, many thanks!

### New Business:

The city of Phoenix asked the S V F to help put together a code for flying R/C models in the city parks.

Mike peck volunteered for this task, he did a great job. Soon the city will publish a model flying code.

It is time for nominations for the up coming club elections. It is necessary to set up a nomination committee, It will require one board member and two non board members.

**Offices up for replacement:** President, Vice president, Secretary, Treasurer, and 5 board members.

*If you are interested in helping the club, get in touch with Tony Quist.*

Bob Purdy will still do the Slow Roll, thanks Bob.

**Door Prize Winners:** Jay Steward fuel, Jim Goessling video, John Warner fuel, Bill Heuermann video, Dave Linne fuel, Charles Beverson video, John Neilson fuel

**50/50 Drawing Winner:** Gadi Hezelli. He won \$40.00

### Show & Tell:

Rick powers brought 2 small items, a small led light system for park fliers with built in batteries and the new Futaba 2.4 GHZ radio 6EXA. Spread Spectrum came out with modules for both Futaba and J R radios.

O S came out with a 2.0 cu 4 cycle engine and a O S 55ax 2 cycle, built on the 45 case.

This makes a light and powerful package, 60 power in a 45 case.

**Meeting adjourned at: 8:17 pm.**

***Notice: Would you like to have someone read the minutes or any text for you? On ADOBE READER (I have Version 7) Menu bar, click on VIEW, then READ OUT LOUD, then choose READ THIS PAGE ONLY. To Stop or Pause it, do the above and then choose stop or pause.***



# \$ TREASURERS REPORT \$ with Gene Peterson

Thanks to all who put in their valuable time helping, organizing and managing the past three events at our field. Following is a fast recap of the expenses and income for these events and as you can see, profitable for our club

**Pattern Contest-** Kitchen 155.00

Entries	1015.00
Expenses	-301.74
Raffle	75.00
<b>NET PROFIT</b>	<b>943.26</b>

<b>HELI FLY IN</b>	Start up	300.00
	Food sales	210.00
	Food sales	1255.00
	Parking	556.00
	Food purchased	-709.29
	Park rental	1200.00
	<b>NET PROFIT</b>	<b>2211.71</b>

<b>IMAC</b>	Entries	1617.00
	Kitchen	261.00
	<b>Net Profit</b>	<b>1878.00</b>

So.....that's about 5 thousand dollars to the clubs treasury. We don't have the bill yet on the potties, but that should be less than 400.00 for the extra potties for the whole month.

So.....good job SVF.

Next event will the Auction in May. That's always a good time and the club makes some money on this as well. Start gathering your "stuff" up now and get it all labeled. The board is working on a few guidelines for the Auction, so watch for them. Basically a few guidelines to make the auction flow better and more efficient.

One last thing I wanted to mention, that as of 3/31 I will no longer be in the Bike Business. I just wanted to thank all the fliers who have been customers over the years for their business and support. I sold the store to a good guy and I'm sure he will give you good service and support if you have some bicycle needs.

Happy Flying.....

## SVF MEMBERS APRIL BIRTHDAYS

First name	Last name	Member type	Dob	First name	Member type	Dob
Thomas	Lewandowski	Regular	04/01/1946	Nate D'Anna	Regular	04/18/1951
Norman	Schaer	Senior	04/03/1914	Gerald Scott	Senior	04/18/1938
Kevin	Wood	Regular	04/05/1969	Jerome Twomey	Senior	04/19/1925
Bill	Heuermann	Senior	04/06/1937	Tony Schiano	Senior	04/21/1932
Gaylen	Spurgin	Senior	04/07/1922	Dan Jacobsen	Regular	04/21/1963
Wayne	Layne	Regular	04/07/1962	Robert Bayless	Regular	04/21/1950
Thomas	Clark III	Regular	04/09/1946	Robert Bitteker	Regular	04/24/1972
Bob	Estabrook	Regular	04/11/1956	Gerhard Gallifant	Regular	04/25/1963
Frank	Gaff	Regular	04/11/1941	Dean Bird	Regular	04/29/1964
David	Linne	Regular	04/11/1941			
R J	Powers	Junior	04/12/1990			
Les	Jackowiak	Regular	04/14/1959			
John	Olejniczak	Senior	04/15/1925			
Lynn	Babcock	Regular	04/15/1945			





## **Doin it Safely** *by Bob Frey*

Well, this will likely be the last 'Doin it Safely' column, at least from me. Next month I'll be stepping aside as Safety Officer/Director after two years. (No applause). I hope the next Safety Officer will continue along the lines we've established in keeping our Field and Safety rules current and appropriate. As I finish up, the board and I are putting the final touches on this year's rules revisions. You'll see some changes concerning transmitter impound and the new Spectrum radios. I'd like to thank the board and membership for putting up, ah, working with me over the last two years.

Looking back several things changed during this time, and I'd like to think safety has improved at SVF. Probably most significant are the rules on using a helper/holder while starting, and a spotter during flights when multiple aircraft are up. Most of our guys are now using these and I think they make a difference.

However, not everyone shares my opinion on this. The photos below are the result of a recent mid-air collision at SVF. Of course we'll never know, but the pilot of this model feels that if spotters had been employed properly this accident could have been avoided. One of the flyers had no caller, and the other had one who walked away for a moment. I didn't witness this so I hesitate to provide further details. But I can say that in the many years I've been flying R/C I've had seven mid-airs. One was with a model rocket! I've witnessed several others first hand. Out of the seven I had, four were fatal to my model. Trying to be honest and sticking strictly to my own experiences, I'd say two for sure, and possibly three may have been avoidable had both pilots been using a caller. Some of these accidents simply can't be avoided, like the one with the model rocket. My last mid-air occurred probably 20 years ago (knock on wood) about the time I started using a spotter consistently. Today, I won't fly without one.

The quality of the spotter is also very important. This is not to say some people are not capable of this task, but they do need to be oriented to both the goal of calling and the wishes of the pilot. I've spoken with Frank Moskowitz who runs the Instructor Program about building some basic principles into the training programs, and generally emphasizing the Spotter Rule.

The primary goal is to be a second set of eyes for the pilot while his are glued to the model. This is most important when other models are accessing the runway with take-offs or landings. We've all seen them get out of whack and sometimes cross into the pilot or pit area. This is a true safety issue. But the caller can't be of assistance here if his eyes are glued to his pilot's model as well. The caller needs to be pretty mindful of where all other planes are. The same principle can apply to avoiding mid-airs. If the spotter keeps his eyes on other traffic he can help avoid these accidents. If he just stands there or constantly watches his pilot's plane, I have to agree he's not going to be of much help.

In this day and age we have all kinds of different models that can be up together at any given time. Big, little, fast, slow, loud, silent, etc. Some pilots follow patterns used in IMAC, Pattern, Pylon, and Scale events and are pretty predictable. The most dangerous in my opinion however, are those that follow no pattern. If you fall into this category, you may want to consider disciplining your flight path some so that other pilots may have some idea what you'll be doing next. Because of all these different styles it's nearly impossible to establish any type of 'airport traffic pattern'. But we could further cut down on the chance of mid-air collision by cutting down on the wanderers.

Well, that's my swan song. See you all on the Flight Line. *EDITOR: Bob you did a great job as Safety Officer.*



## Just Elected Club President, Now What?

by Dave Brown, AMA President

That feeling in the pit of your stomach is normal. Welcome to the group. Everyone goes through those moments of anxiety wondering what you are doing here, and it never changes. If you are later voted into another position, those feelings of anxiety will return but not for long.

For most of us, being elected to office is an opportunity to show members that we can do something to make life better for other aero modelers. We really want to do that but ...

Now that we are in a position to make changes, the reality sets in that we cannot accomplish anything alone. In most clubs or other organizations—including AMA by the way—the “power” of the presidency is actually quite limited. In order to accomplish much, it is necessary to create a consensus among the board members or the group of officers. In some instances, it is necessary to get a vote from the entire club—or at least those who show up at the meetings—in order to do anything.

All you need to do is convince them. That is easier said than done sometimes, but if you recognize that your success depends on that, it is easier to get things done.

Every club has its movers and shakers, and I doubt if your club is any different. There always seems to be a few people in the club to whom the members look for guidance and the secret is to get them involved in the process. If you get an idea, give them a call. Ask what they think. Let them feel like they are a part of the process.

If they resist your idea, then see if you can work out a compromise which will get their support. In the end, if you can't convince those people, then you do not have much chance with the rest of the membership.

Most good ideas are developed over time as opposed to being instantly complete. Discussion with that “brain trust” is what matures an idea into a proposal and then into a plan. The fact is that a lot of those “brilliant flashes” in the eyes of the club went through this process, before it hit the club floor.

Don't be afraid to call a club member who is not generally one of those movers and shakers if that member has a specific interest in the subject at hand or can bring some expertise to the table. It's amazing how much more support you will get from the membership when you let them feel as if they are a part of the process rather than a hurdle to overcome.

Everyone comes to office in an aero modeling organization wanting to accomplish things. Those who can convince the majority of members that they are acting in their best interest and involving them in the process, can accomplish much more than those who try to accomplish much through “revolution.”

Oh, by the way ... if you ran for office thinking that it would increase your time for flying, you probably need to rethink that. I have said many times that the longer you are around this sport, the more the attraction becomes the people rather than the model airplanes. Serving as an officer is a way to prove that.

Modelers are the greatest people on earth—even when they are arguing with you!

# SVF MEMBERS PAGE



**Dr. Paul Spitfire**



**Harold Lang Canard**



**Frank M. Extra**



**Bud Tillack Special Twin**

## BUILDING MODELS ... MY FIRST LOVE

By LARRY HANSEN

**To ARF or not ARF?** That is the question. No, I'm not trying to teach my dog to quote Shakespeare's soliloquy from Hamlet. I'm pondering my hobby and the direction it seems to be headed. I don't have an axe to grind with people who buy and fly some of the modern Almost-Ready-to-Fly (ARF) airplanes available today. Not only are they fairly well constructed, but they also offer one of the standard options desired in today's "immediate gratification" society. What I'm lamenting is the loss all of you who don't build your own models are suffering by marketing gurus whose job is to sell their merchandise.

As I sat trapped in my home from March 18-21, I spent time gluing wing ribs to spars, making tons of balsa sanding dust in my basement, and loving every minute of it. As I passed the time with my first love, model building, I wondered what my flying friends who never build their own flying machines were doing to get through the storm.

One of the real losses for those of us who don't sniff much glue is we're limited in what our hobby can give us to fill those days that don't lend themselves to flying. You can only spend so much time adjusting control surfaces and fine-tuning your radio gear. If your wardrobe doesn't contain some blue jeans with hard spots on the legs from dripping CyA glue, you just don't have the clothes that a well-dressed modeler needs.

**Pride in creating an airplane that will actually fly and respond to your command is also lost.** I equate it with taking a friend's well-trained hunting dog into the field for an upland game. Certainly that hound will respond to your needs while chasing an elusive quail. But think of the pride a hunter has when the dog responds as it should, knowing he has trained it.

**Building your own model is a learning experience.** How better to begin to understand aerodynamics and the physics involved in flight than creating what you plan to use to bore holes in the sky. Seeing how control surfaces work and how subtle changes to those working parts can change the flying capacity of your air ship are never as well learned from a book as they are in your own hands.

**If you fly like I do, you need to develop another skill.** All of us need this skill once in a while—to fix that beautiful flying machine when your landing is less than picture perfect. If you've never built an airplane from the ground up, how will you fix it when a mishap occurs? Now, if you happen to split a solid vertical stabilizer, you need not be a rocket scientist to hold the pieces together and squirt some CyA glue into the fracture. How to remove MonoKote, recut ribs, and rebuild a leading wing edge after your airplane grabbed a tree branch may be a horse of another color. If you built that baby, you can fix it! You'll understand how to rebalance your craft, realign it, and then recover it. In fact, I seem to fly a bit better with an airplane I've repaired at least once. The fear of that first scratch is gone, and a small ding no longer puts terror in my control fingers.

Any airplane you fly is a good one, whether you built it or someone else did. But I think of them like I think of my children. It gives me a sense of pride to watch the children we raised graduate from high school and college, get married, have their own children, and succeed in life. That must be more satisfying than saying you hired the kid your neighbor raised and guided him through the job you wanted him to do.

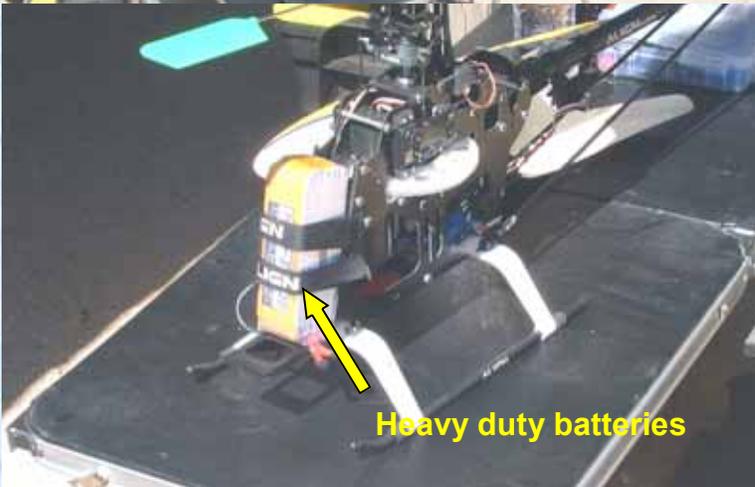
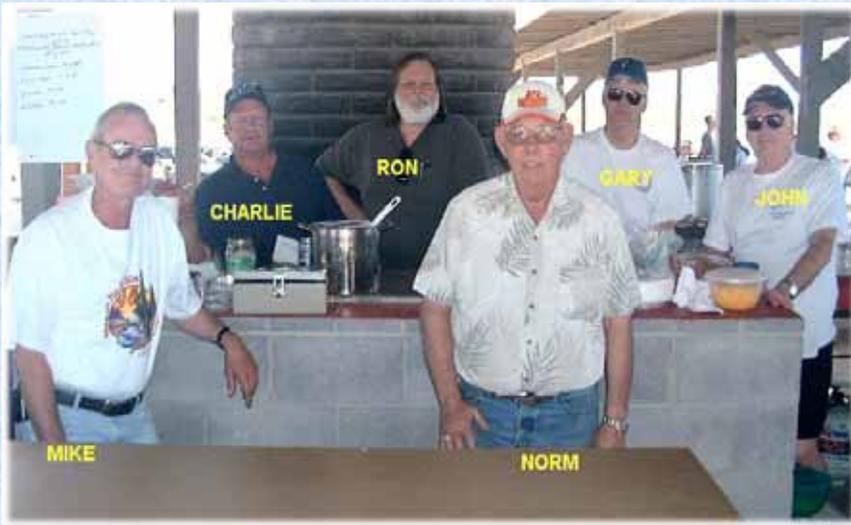
Don't think I don't appreciate the marvelous job of guiding those ARFs and other purchased airplanes through the sky because I do. **I'm just suggesting that you are missing a wonderful part of our great hobby if you don't build an airplane once in a while. It doesn't have to be one of those beautiful contest-winning scale dreams. Just a simple little trainer airplane created by your own hands can be a thing of wonder. If you haven't done it, give it a try!**

from Hi-Flyer, Arvada Associated Modelers, Eric Gropp, editor, Golden CO

**PHOENIX HELICOPTER FUN FLY**  
**March 9-11, 2007**

**What a difference in weather compare to last year event. Rain, wind and snow on the Mountains. This year the weather was PERFECT!**

**The kitchen was always busy and you can see the gentlemen taking time out for this photo. The gate was handle by Gary H., Tony Q., Bob P., Jay S.**



## TOOL Definitions

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly-stained heirloom piece you were drying.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "Oh sh--.."

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

**SKILL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters. The most often the tool used by all women.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**WELDING GLOVES:** Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

**WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or  $\frac{1}{2}$  socket you've been searching for the last 45 minutes.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**EIGHT-FOOT LONG YELLOW PINE 2X4:** Used for levering an automobile upward off of a trapped hydraulic jack handle.

**TWEEZERS:** A tool for removing wood splinters and wire wheel debris.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

**RADIAL ARM SAW:** A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER:** A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**AVIATION METAL SNIPS:** See hacksaw.

**TROUBLE LIGHT:** The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads. Women excel at using this tool.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. Women primarily use it to make gaping holes in walls when hanging pictures.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**DAMMIT TOOL:** Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also, most often, the next tool that you will need.

## **Feb 24 & 25 The Sun Valley Fliers hosted the 26th annual Sun Valley Fliers R/C Championships.**

The Friday before the contest dawned blustery and overcast, as well a cold! The weather man

Predicted A beautiful weekend, guess what he was right. Low winds moderate temps no clouds a pattern fliers dream weekend.

We had 29 contestants from all over the United States, Wisconsin, Nebraska, Texas, Mexico, Nevada, California and Arizona. Rusty Dose drove his motor home from Wisconsin, bringing 3 friends from Nebraska. Rusty brought 3

Brand new pattern models, a ZE Que, Beryll and a Focus II. All of these airplanes had never been flown till Rusty arrived in Phoenix. Rusty Arrived 6 day's before the contest. We had 8 folks show early for the impromptu seminars that were based around the new airplanes Rusty brought. We all had our turns flying and trimming these models with the Help of Dave Guerin and Troy Newman. Saturday night the Sun Valley Fliers did a BBQ, we hired a local BBQ shack to furnish food, and Boy was it good!

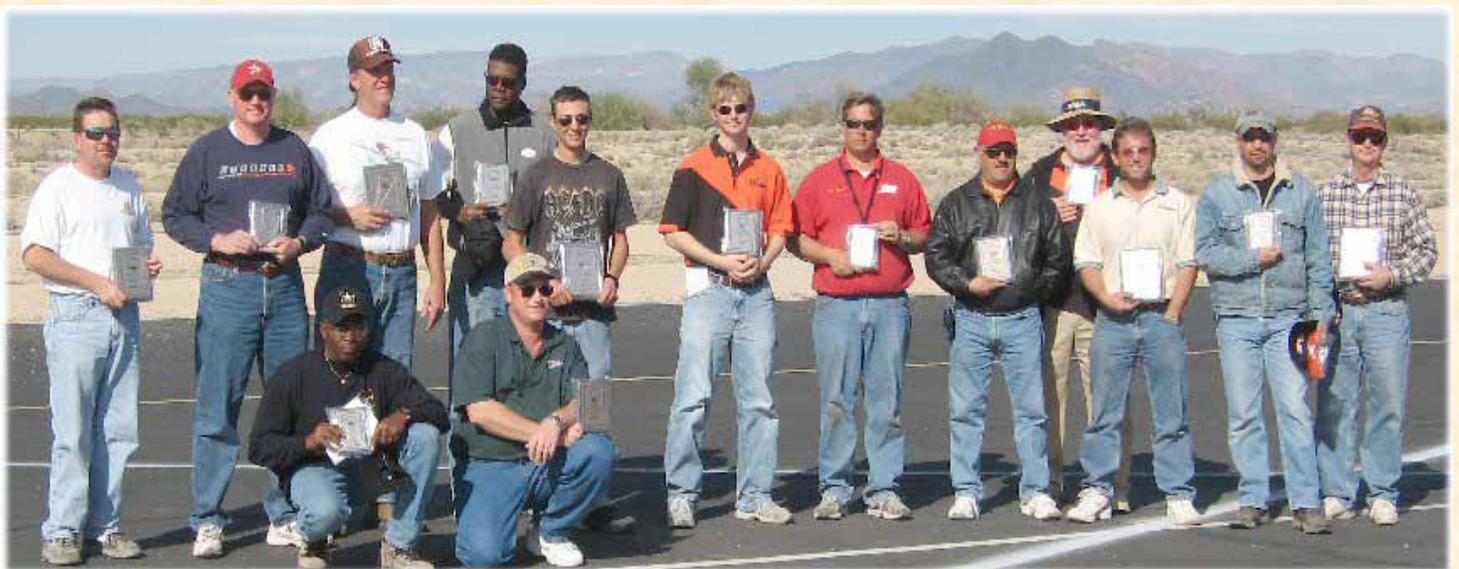
I want to thank Troy Newman for the great job he did setting up the flight boxes. He spent many hours measuring, painting lines and pounding poles. I did the box flight tests and it was perfect. I also want to thank a number of Sun Valley Fliers club members for there help, Frank Moskowitz for soaring, Ken Melbye as assistant Cd and Ron Thomas, Bob Purdy for great job in the kitchen.

On to the results;

<u>Sportsman</u>	<u>Intermediate</u>	<u>Advanced</u>	<u>Masters</u>	<u>F3A</u>
1st Mike Greear	1st Noah Yaney	1st Bruce Brown	1st Arch Stafford	1st Chip Hyde

Flight scores in some cases do not tell the tail. In Sportsman Mike Greear won all six rounds! Hay Mike Move UP, are you sand bagging., great flying Mike. In Intermediate Noah Yaney narrowly beat out David Borrow by 21.4 points. In Advanced it was a 76.9 point spread between Bruce Brown and Robert Green. Masters was a crap shoot, Archie Stafford won by 18.08 points over Jerry Budd and Rusty was only 1.623 points behind Jerry. F3A the same crap shoot existed, Chip won over Brett Wickizer by only 6.74 points and Troy was only 1.84 points behind Brett.

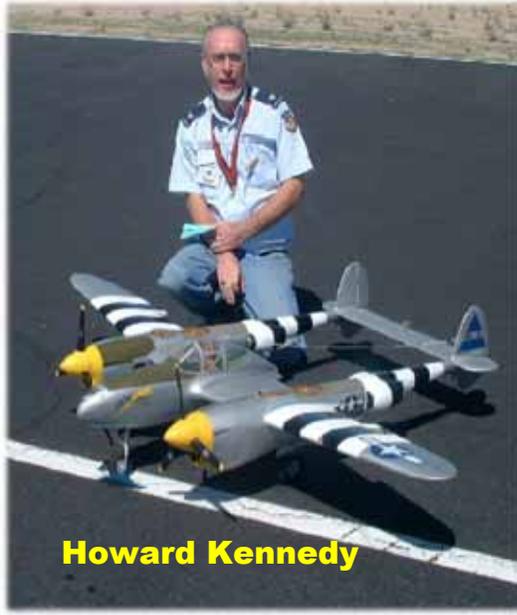
Great Flying from everyone! Till next month keep the pointy end forward & the dirty side down.



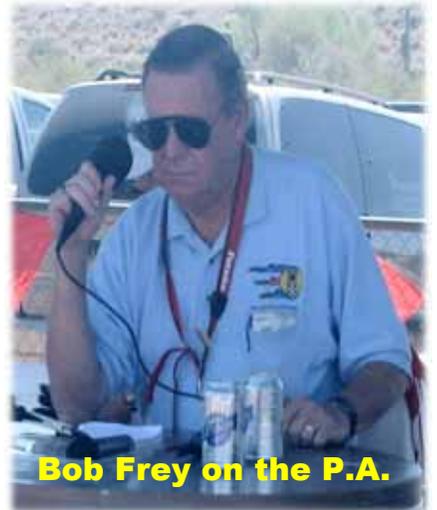
# Sun Valley Fliers at the OEAF Fly In



**John Geyer**



**Howard Kennedy**



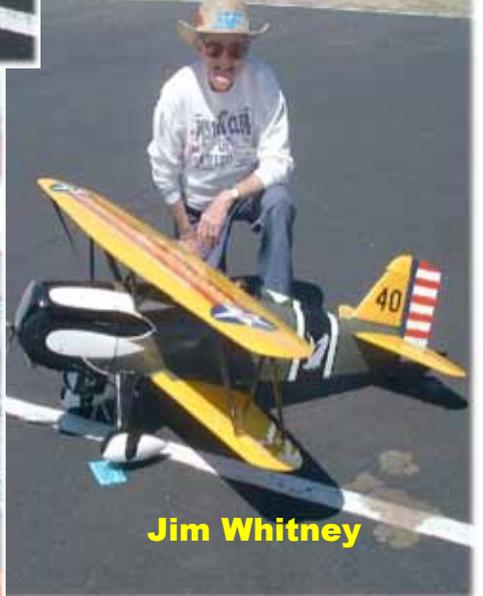
**Bob Frey on the P.A.**



**Max Hopkins**



**NOON SHOW**



**Jim Whitney**



**Gadi**



**Ron Marshall**

**OEAF FLY IN @ SUPERSTITION AIR PARK, MESA,AZ March 24-25**



**Sea Fury with Cuban AF Markings  
Moki 5 Cylinders. What a sound!!**



# Ohm's LAW

Ohm's Law defines the relationship between voltage (E), resistance (R), and current (I). Basically, a voltage (E) of one volt applied across a conductor having a resistance (R) of one ohm will produce a current (I) of one ampere.

Ohm's Law produces the following formula:

$$E = I \times R$$

- OR -

**VOLTAGE = CURRENT X RESISTANCE**

Using another formula, power is calculated as follows:

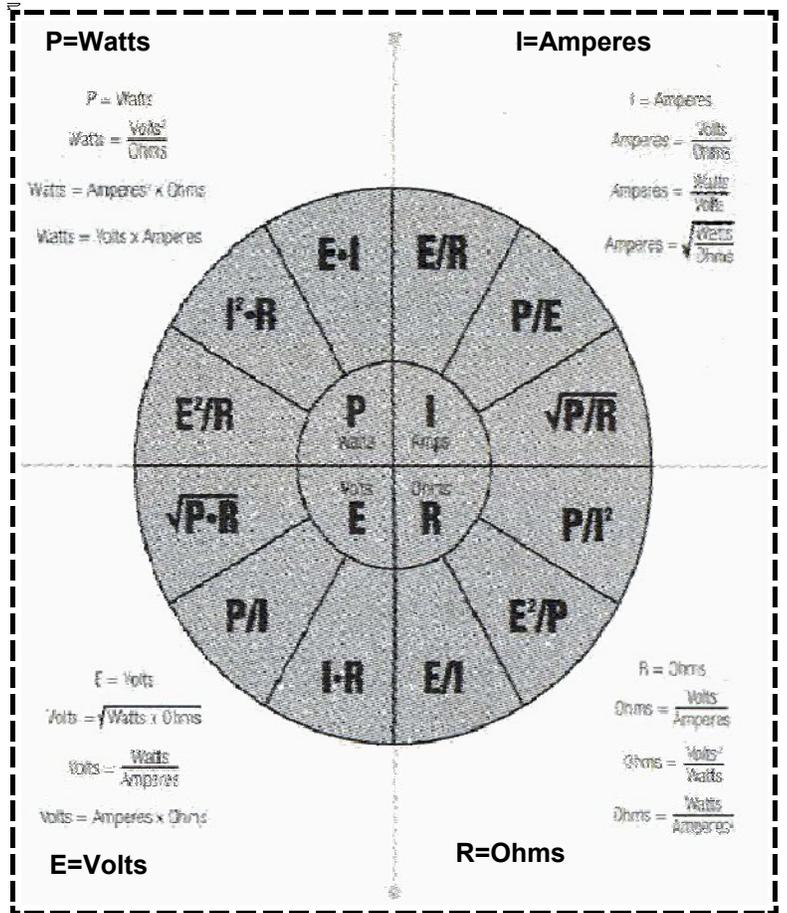
$$P = I \times E$$

- OR -

**WATTAGE = CURRENT X VOLTAGE**

We can combine and rearrange these two formulas to solve any one of the terms. The following chart depicts those derivatives:

## HERE'S THE PIE YOU CAN CUT OUT AND TAKE WITH YOU.



U F O ... R e s e a r c h e r t h o s e p i n k j a c k e t s  
 a n d t h e c o c k p i t

## Modes? by Jerry Gill

Are you in the mood to think about modes? What mode do you fly and why?

Chances are you are flying mode two and you're flying this mode because "everybody else is doing it." That's a good reason, especially if your instructor is a mode-two flier.

In America, mode two is predominate, mode one is flown mostly by old timers, and a couple of people fly mode three or four. When the first proportional radio sets arrived, the old timers had to make a choice. They were accustomed to buttons, single sticks with a rotary knob on the end, and levers. The levers on reed sets (four on an eight-channel, five for a 10-channel) were set up with the aileron (and rudder) on the right and elevator (and engine) on the left.

Since most flying was done with aileron and elevator, this configuration most resembled mode one and many fliers chose that route. The mode one-fliers were in the majority in the Michigan area in the 1960s and into the 1970s.

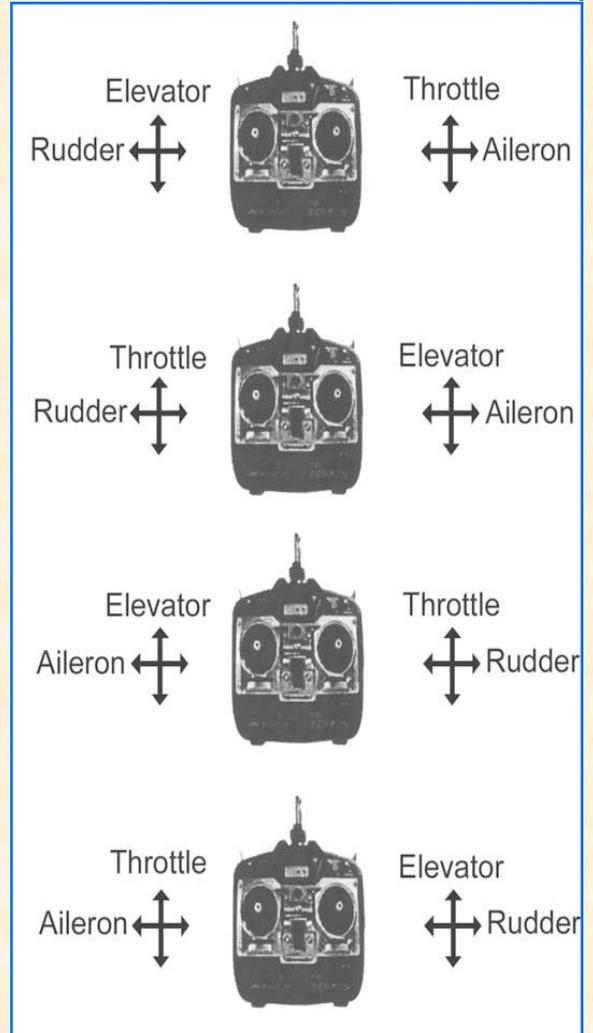
What happened after that? Mode two took over in the United States. Some early converts might have liked the single stick where the elevator cohabitated with the aileron. I have read that the radio sets that came in great numbers from Japan were mostly configured as mode two and was the largest influence. I have also heard that the ratio of mode one to mode two is much higher in Germany, Great Britain, and Australia than in the United States.

Mode-one fliers and mode-two fliers each have their own theory as to which is best. It all comes down to which works best for you.

The mode-one fliers in our area generally are the old-timers who graduated from reeds as in my case. I like and feel comfortable with mode one. I believe I can keep elevator and aileron controlled better with two different thumbs.

Some fliers can fly both interchangeably. If you can't and you're in the minority, you will find it tough to find a test pilot when you need one. Because of that and because of the availability of a good instructor are probably the best reasons to choose mode two. Some brave pilots have even changed over—successfully, too—from mode one to two.

From Flight Lines, Prescott, Arizona



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**ATTENTION ARIZONA R/C FLYING CLUBS**

Share with us your event flyer and we'll be glad to place it here in the Slow Roll. Just give us the proper time to place your event.



*Editor:* I do apologize for not having anything of interest to put in this page. I'll try harder next time to find something related to R/C.

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**Next Month Issue**

We always welcome photos and articles. Never see anything from the jet guys. Why not?????

*Want to become a CD for our Electric Fly In? It is an interesting experience and you'll meet many wonderful people having the same interest you have.*

Hope you will enjoy it Bob rcbobsvf@aol.com

**This Month Issue**

Plenty of photos from the OEAF Fly In, SVF Members, Heli event, and some throw ins that I thought would be of interest or UFO's. Didn't have much time on this month SR as it's a mad house here due to the remodeling going on. Enjoy.....Bob

Remember to **ZOOM** the PDF page to see more.



# THE SLOW ROLL

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