



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz
Vice President—Tony Quist
Treasurer—Gene Peterson
Secretary—Rusty Fried

FEBRUARY 2008

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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: Cover Photo by Bob Frey ...Prez report...Park Flyer Info...Safety Rules....AMA Photos.....SVF Members photos ...Bob Frey P-47....Feb B'Days & Treasurer Report... AZ Electric Photos... .Many Event Flyers here...IMAC Photos.....CAMAC Calendar....CNC Article CANCELLED... !



THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ



Welcome to February's Slow Roll. I trust everybody had a very happy and healthy holiday season. Since there was no January Slow Roll, I will fill in what's been going on in our club. We have successfully renewed our lease agreement with the Phoenix Parks and Recreation Department and Maricopa County Flood Control District, which allows us to stay where we are for the next five years. Also good news for us is that the 1600 acres comprising the Cave Buttes Recreation Area (that's where we fly) which was slated to become a large park is on hold. There is no money. The rough estimate came in at \$42 million to complete this project. Good news! The cows have been pushed back off our territory and fences that were cut have been repaired so we should be cow patty free! We will hopefully be painting the Ramada before the next big event which is the Pattern Contest on February 23rd thru 24th. Our 2008 CAMAC calendar shows all our events for 2008. The last item I want to discuss is about the new Park Flier program from AMA. All the information on this program is published as a separate article in this news letter. This new program was started by AMA because of the tremendous influx of small electric park fliers. Most newbie pilots feel no need to join AMA if they are going to just fly in a park. But AMA is losing membership and has reacted. Although AMA is still a solid, secure, professionally managed organization, the number of modelers entering the "traditional" hobby has diminished a bit, while the number of new, unaffiliated RC park fliers has risen dramatically. Without a response to those numbers, regular membership would gradually decline, and services would have to be discontinued or dues would have to be raised—options that are simply unacceptable. So the AMA developed the Park Flyer Pilot Program to offer unaffiliated park pilots attractive incentives to become part of the solution instead of part of the problem. It's also hoped that the program will function as a gateway to full AMA membership for park pilots who'll develop an interest in flying larger, conventional models. Park Flyer models are electric or rubber powered (quiet) and weigh two pounds or less. They are incapable of reaching speeds greater than 60 mph. AMA Park Pilot coverage applies at any location where pilots have access to fly, including parks, field houses, gyms, privately owned open lands, and indoor facilities. On the other hand, the AMA is encouraging the development of new, officially recognized AMA Park Pilot sites in metro areas throughout the US. As an aid in reaching this goal, they have developed a special "How to Start a Park Flying Site" turnkey package so members who are trying to secure a field won't have to start from scratch when they approach landowners or officials responsible for regulation of public facilities.

At this point your Board has decided to prevent the Park Flyers (they will have a different card) from flying at SVF unless they have the full AMA card. This might change. Do read the full article that I have attached to this news letter so you can fully understand this new program.

See you at the field! Remember we are still looking for instructors.

Don't forget to mark the first Tuesday of each month on your calendar for our club meetings. Our next meeting is **Tuesday February 5th at 7:30 pm.**

Meetings are held at the American Legion Post 107 at 20001 N Cave Creek Rd and start at 7:30pm. The hall is on the east side of Cave Creek Rd about ¼ miles south of Loop 101. The Club meetings get better every month. For added fun we have show and tell, we will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$. You never know what might happen, and you don't want to miss it.

Have fun out there

Frank Moskowitz

Comparison of Open vs. Park Pilot	<u>Page 1 of 2</u>
Open membership	Park Pilot membership
\$58/year	\$29.95/year
\$2.5 million liability insurance	\$500,000 liability insurance
Accident/Medical insurance	No Accident/Medical insurance
Fire, theft, and vandalism insurance.	No fire, theft, or vandalism insurance
\$2.5 Million Flying Site Owner's Insurance	\$2.5 Million Flying Site Owner's Insurance
Monthly subscription to <i>Model Aviation</i> magazine	Quarterly subscription to <i>Park Pilot</i> magazine
Flying at all AMA sanctioned contests	Can only fly at non-rule book sanctioned events.
Open Members have access to the Contest Calendar when they receive <i>Model Aviation</i>	Park Pilot members will receive no such notice on any events other than Park Pilot Class C events
AMA cards will remain the same format as in years past	Park Pilot card will be a different from the standard AMA card
No restrictions on type of aircraft that you fly other than established by the Official AMA National Safety Code	Can only fly park flyers or quiet-powered models that meet the class definition. Internal-combustion-powered
Voting privileges in AMA officer elections	No voting privileges in AMA officer elections
Open Members can remain members of existing clubs	If an Open member chooses a Park Pilot membership, you may or may not remain a member of that local club
Open Members can still fly at the local club field	As a Park Pilot Member, flying may or may not be restricted to just the NEW fields approved only for Park Pilot members (that decision is left to existing Open clubs)

Park Flyer Definition:

Park Flyer models will weigh two pounds or less and be incapable of reaching speeds greater than 60 mph. They must be electric or rubber powered, or of any similar *quiet* means of propulsion. Models should be remotely controlled or flown with a control line, remain within the pilot's line of sight at all times, and always be flown safely by the operator.

A Park Flyer site can be either an outdoor or an indoor venue. When flying at sites specifically designed for Park Flyers, the pilot will keep the model within the established flight boundaries of the **field**. Members need to take into consideration several factors including piloting abiweight, size, and speed of the Park Flyer model to determine if a Park Flyer site is an appropriate venue for flying a particular model. The test should be, "Can I fly this model safely and quietly at this flying site?"

Clubs

1) **Q:** Can I fly with my Park Pilot membership at an existing AMA Chartered club field?

A: The ultimate decision concerning whether you can fly at an existing AMA Chartered club's field rests with the existing AMA Chartered club officers. The AMA hopes that you will establish your own park pilot field. One of the intents of the AMA Park Pilot Program is to establish new fields for park pilots in urban as well as rural areas. Think how convenient it would be to travel within a couple of blocks to fly park airplanes and helicopters with your friends.

2) **Q:** How do you go about setting up an AMA chartered club field?

A: The first step is to get a copy of the *AMA Park Pilot Manual* and DVD. You will find these two resources invaluable in providing a wealth of guidance about securing your flying field.

3) **Q:** Can Park Pilot members form an AMA Chartered club?

A: Yes. Forming a chartered club requires a minimum of five (5) AMA members, three (3) of whom must be adults.

4) **Q:** How do we identify the new Park Pilot member? Is the membership card going to be different?

A: Yes. Park Pilot members will have a different color card imprinted with the new Park Pilot logo.

5) **Q:** Can Park Pilots fly at sanctioned events?

A: Park Pilot members may not fly in sanctioned AMA rulebook events. They may participate in sanctioned non-rulebook inter club, intra club, and Class C events as long as the model they fly meets the definition of a Park Pilot model. The event's Contest Director would verify the individual's membership status at sign in.

6) **Q:** Who will police the flightline to see they only fly appropriate aircraft?

A: If the flightline is organized by an AMA Chartered Club, we ask that the club confirm the status of the member, as they would with any AMA member. Rules or requirements that apply to any AMA member would also be applicable to a Park Pilot member with the additional stipulation that Park Pilot members are restricted to flying models that fit the definition of a park flyer model.

Individuals

1) **Q:** What type aircraft may Park Pilot members fly?

A: Aircraft are limited to 2 pounds in weight and speeds of less than 60 mph. The quiet, slow-flying park flyer aircraft allow them to fly in areas in which traditional-style models are not allowed to fly. This opens up the possibility of new fields in both outdoor and indoor venues.

2) **Q:** Are the insurance benefits the same for this membership category as for the regular AMA membership category?

A: No. The liability coverage is limited to \$500,000; fire, theft, vandalism, and medical are not included.

3) **Q:** How much does this membership cost?

A: \$29.95

4) **Q:** Are Park Pilot members eligible to vote in AMA elections?

A: No. They are not eligible to vote in AMA annual officer elections.

5) **Q:** If you fly outside the rules noted for Park Pilot members, what might happen?

A: Your AMA coverage may be voided.

6) **Q:** Can a Park Pilot member be an Intro Pilot?

A: Yes. A Park Pilot member can become an AMA Intro Pilot to train individuals on park flyer aircraft only.

7) **Q:** Is a life membership available for Park Pilot members?

A: No there is not.

8) **Q:** If I am a current AMA member can I convert to the Park Pilot membership category?

A: Yes; however, you must understand that you will lose significant benefits you currently enjoy with your open membership—primarily, the extent of your insurance benefits! These include fire, theft, vandalism, and accident/medical coverage, and the full \$2.5 million in liability coverage will be reduced to \$500,000. Additionally, you will not be able to fly aircraft that do not meet the park flyer definition; you will lose your right to vote in the annual AMA officer elections, and finally, your monthly subscription to *Model Aviation* magazine will be eliminated.

Park Pilot Magazine

1) **Q:** Is the *Park Pilot* magazine available by subscription to regular AMA members?

A: Yes. The additional cost per subscription is \$9.95.

2) **Q:** Is the *Park Pilot* magazine available to non-members by subscription?

A: No. You have to be a member of AMA to subscribe to *Park Pilot*.

3) **Q:** Is *Park Pilot* available on the newsstand or available via single-copy sales?

A: Yes. You can purchase *Park Pilot* in select hobby shops that already support AMA programs.

4) **Q:** What is the cover price of *Park Pilot* at the hobby shop?

A: The cost is \$3.95.

5) **Q:** Can a Park Pilot member get a subscription to *Model Aviation*?

2) **A:** Yes. The Park Flyer member would be considered a regular subscriber and charged \$36 per year for *Model Aviation*. Additional postage applies for non-US addresses.

6) **Q:** Can a Park Pilot member choose to receive *Model Aviation* instead of *Park Pilot* magazine?

A: Yes. The \$36 subscriber's fee less \$9.95 would be added to the \$29.95 Park Pilot membership fee. The total would be \$56.

AMA Web Site Information

1) **Q:** Can I apply for a Park Pilot membership through the AMA Web site?

A: Yes. Visit www.parkflyer.org or www.modelaircraft.org and click on Join/Renew. If you are a renewing member, select Renew and choose the "Park Pilot" member option. If you have never been a member of AMA, select New, then the Park Pilot membership option.

2) **Q:** Can I get help with my park flyer model?

A: Yes. The Members Only section of the AMA Web site contains much information. You must be a current member to access this section. Choose the "Park Pilot Partner" menu option.



THE 27th ANNUAL

SUN VALLEY R/C CHAMPIONSHIP

AT
CAVE BUTTES DAM FLYING SITE
N. CAVE CREEK RD. & E. JOMAX RD.
PHOENIX, ARIZONA

For directions to site go to: WWW.sunvalleyfliers.com, and click on "Map to flying site"

FEBRUARY 23 & 24, 2008

2008 RULES & PATTERN, FOR F3A AND
AMA, SPORTSMAN MAY USE ANY TYPE
OF AIRPLANE, UP TO 15 LBS, AMA
LEGAL

ENTRY FEE: SPORTSMAN, INTERMEDI-
ATE, ADVANCED, MASTERS, F3A \$40.00.
MAKE CHECK PAYABLE TO: SUN
VALLEY FLIERS C/O RUSTY FRIED.

Registration 7:30 to 8:00 AM Pilots meeting 8:00 to 8:15 AM
Flying starts 8:30 AM
Trophies and Prizes

Lodging: Make your Reservations now, Don't Wait!

No overnight RV parking at the field

Saturday Night Barbeque at the field

Sponsored by SUN VALLEY FLIERS *CD Rusty Fried* Days (480) 966-1595
Nights 1-(602) 540-3991

For more information contact: Rusty Fried, 2124 W. Pinchot, Phoenix, Az. 85015. For a place to stay see below.
Days Inn, 21636 N. 26 Ave., Phx. Az. 623-434-5500 Desert Sands RV Park, 22036 N. 27 Ave., Phx. Az. 623-869-8186
Country Inn & Suite Deer Valley, 20221 N. 29 Ave. Phx. Az. 623-879-9000
Many others to choose from.



FIELD AND SAFETY RULES

In Addition to AMA Safety Codes

1. **LICENSE REQUIRED:** Persons wishing to fly at the SVF Field must possess a valid AMA license in his or her name. It must be properly displayed on the frequency board prior to flight operations taking place. Operators of turbine powered aircraft must be able to produce the proper AMA turbine waiver.
2. **FREQUENCY CONTROL:** Any transmitter being used for flying or maintenance must be accompanied by the proper frequency identification pin. 2.4 ghz spread spectrum users must post their AMA card in the area to the left of the frequency board. **No exceptions are permitted.**
3. **LEGAL RADIOS:** 2.4 GHz spread spectrum transmitters and fixed frequency transmitters that operate on radio control frequencies currently allowed by the Federal Communications Commission (FCC) & meet 1991 narrowband specifications.
4. **POWERPLANT STARTUP:** All powerplant starting and running must be at the designated flight stations with the prop or jet wash towards the runway, or at the designated power plant test site; which is the small ramada by the heli pad. All pilots should have an assistant hold aircraft during powerplant start up on the flight line.
5. **PILOT SPOTTER:** During times when multiple aircraft 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 aircraft and to assist the pilot in avoiding traffic that may constitute a risk of midair collision, runway access co-ordination, emergency procedures, etc. Spotters must be AMA members.
6. **FLIGHT LINE PERSONNEL:** Personnel who have no direct contribution to the flight operation of aircraft shall remain within the spectator area; defined as under the Ramada and/or areas south of the fences.
7. **TAKEOFF/LANDING DIRECTION:** Shall be established by an East - West traffic pattern as determined by the prevailing wind direction. Takeoffs, landings, dead stick conditions and aircraft retrieval from the runway and surrounding areas shall be '**called**' **loudly**, to give ample warning to other flyers.
8. **FLIGHT STATIONS:** All Pilots while flying from the main runway shall stand at one of the five flight stations at the spot designated to the right of and behind the barrier netting, behind the white line.
9. **PROPER FLIGHT LOCATIONS:** All aircraft operations shall take place north of the southern edge of the runway. All maneuvers shall be performed north of the asphalt, over the dirt. The runway itself and the air-space directly above it is for takeoffs and landings only. The white line in front of the pilot's stations is the absolute "Deadline". It extends east and west to infinity and must not be crossed under any circumstance. Park flyers, light electric aerobatic models, helicopters, rotary wing and sailplanes that may not fly a conventional flight path are encouraged to fly south of the wash, or west of the helicopter ramada and hover pad. Use of Hi-Starts or launch winches will normally be in these areas. No flying of any kind is permitted over any part of the parking lot or ramada. Central frequency control applies to all aircraft flown at the SVF facility, regardless of location.

Revised: May 8, 2007

\$ TREASURERS REPORT \$ with *Gene Peterson*



Thanks for all who renewed for membership for 2008. We're up to 263 renewed members out of 326 current shown on the member list. I have a few more to process so if your name is on the **"Not Renewed List"** and your pretty sure you mailed in your dues, please email me (az49er@cox.net) or call me direct (602) 579-0925 and we can check.....We normally lose about 50 members a year for various reasons, and sign up new members in the same amounts so we right about where we usually are. We are a little higher in current members at 326, so we have grown a little.

Spring Flying Events are getting ready so be prepared if you're planning on flying in one of them. The Arizona Camac Calendar is posted on the home page of the web site so you can download and print it.

We have some door prizes left over from the Christmas Bash, so we'll have some extra door prizes this month at the Membership Meeting. See you there.

Have good Flying Day.

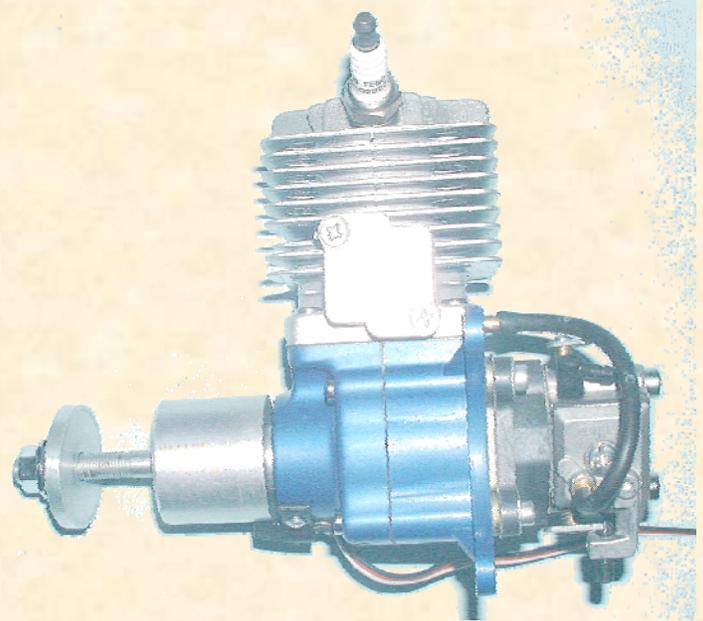
Regards,

Gene Peterson, Treasurer

Please Renew your AMA License

February SVF BirthDay Boys

<u>First name</u>	<u>Last name</u>	<u>Member type</u>	<u>Dob</u>
Michael	Peck	Regular	02/02/1948
Matt	Jacobson	Regular	02/03/1986
Chris	Brey	Regular	02/03/1974
Mike	Dolan	Regular	02/04/1956
Edward	Schaber	Senior	02/06/1934
Joe	Corral	Regular	02/06/1961
Walter	Tessier	Senior	02/08/1936
Walter	Freese	Regular	02/10/1954
Thomas	Minick	Senior	02/10/1941
Ollie	Smidt	Senior	02/10/1939
Scott	Curtin	Regular	02/11/1954
Richard	Shogren	Senior	02/13/1934
Kurt	Sowle	Regular	02/13/1967
David	Faigle	Regular	02/13/1959
Ray	Kemp	Regular	02/13/1956
Josh	Fivecoat	Regular	02/15/0980
Scott	Theobald	Regular	02/16/1958
Samuel	Johnson	Regular	02/17/1944
August	Antognetti	Senior	02/21/1929
Mark	Doan	Regular	02/21/1959
Dan	Crum	Regular	02/22/1945
Jim	De Veuve	Senior	02/23/1922
Len	Clements	Regular	02/25/1958
Richard	Clark	Senior	02/26/1929
Tom	Guca	Regular	02/26/1942
Eric	Stevens	Regular	02/27/1969



SUN VALLEY FLIERS NOT RENEWED YET!

First name	Last name	Last update	Member type
Kevin	Arquette	12/08/2006	Regular
Mike	Austin	10/21/2006	Regular
Daniel	Baugh	05/24/2007	Regular
Robert	Bitteker	11/02/2006	Regular
Kirk	Calvert	12/26/2006	Regular
Steven	Cameron	11/25/2006	Regular
Edwin	Caraway	10/13/2006	Senior
Brian	Chamberlin	12/19/2006	Regular
Scott	Chambliss	12/08/2006	Regular
Kurt	Clink	09/15/2007	Regular
Mark	Czebiniak	11/14/2006	Regular
Ken	DeMarcus	11/25/2006	Regular
Oscar	Diaz	10/17/2006	Regular
Mark	Doan	10/17/2006	Regular
Donald	Epley	11/09/2006	Regular
Ryan	Finley	04/01/2007	Junior
Robert	Goossen	03/29/2007	Senior
Russel	Gundlach	06/12/2007	Regular
Michael	Harris	11/02/2006	Regular
Bryce	Hatfield	11/30/2006	Regular



Glowplug Problems

Today's glow plugs are well made products and they should give you good service. Although the life of a glow plug is unpredictable, you should reasonably expect a dozen or more flights out of one. It's always best to follow the manufacturer's specific glow plug recommendations, but if you have an engine that seems to eat glow plugs, the probability is that it is suffering from one of the following three causes:

Overheating: A glow plug coil will melt if it gets too hot. Reasons why this happens vary. Sometimes the combination of running an engine wide open with a lean setting before you take the glow plug heater off is too much for the element. Quite often people use a power panel which has a built-in surge feature, which sometimes results in a momentary over-voltage to the plug when the power is first switched on. When a glow plug fails because of overheating, the end of the element wire has a tear drop shape at the break. Sometimes a microscope is needed to see this affect.

Vibration: If the engine is soft mounted the element is shaken from side to side with tremendous force. This literally fatigues the metal until it breaks. When you look at the end of the element wire break through a microscope it has a jagged, rough type appearance. The only solution is to increase the rigidity of your engine mount.

Shockwave: Most model engines use a steel or brass liner mounted on top of a cast aluminum case. As the engine gets older, the liner flange works its way down into the case and lowers the head with it. When the piston clearance gets too low the increase in compression forces air out of the squish band area with supersonic velocity and the action on the glow plug elements is like when a jet plane zooms over your house and knocks out the windows. The cure here is to raise the head with another head gasket.

Less often reasons why glow plugs sometime fail are:

Cranking the engine when it's flooded sprays raw fuel onto the plug and the droplets beat the element over to the side of the housing where it shorts out.

Another problem that occasionally occurs is that engines sometimes wear abnormally, causing a crankshaft to crack, bearings to fail, or a connecting rod to chew metal off the crank pin. Of course, when this metal goes up and deposits on the plug element, the plug burns out. →

From the Camarillo Flying Circus, Camarillo, California

12th Annual Phoenix RC Helicopter Fun Fly

March 7th, 8th, and 9th, 2008

Phoenix, Arizona

Located at the Sun Valley Fliers club field

Open Flying, Contests

On site vendors and concessions

AMA Sanctioned Event # 08-0168

2008 AMA Card Required

All Frequencies Available

50/53 MHz show current FCC License

Events For Novice, Intermediate, & Expert

Night flying on Saturday night

North facing flightline with 9 stations with 150 foot spacing, and 1 hovering only station. Easy access to highways, hotels and dining.

Well known pilots including Jason Krause are expected

Sponsored by the Arizona Rotary Modelers Society and the Sun Valley Fliers

Some of the contributing Sponsors:

Aero-Model, Align USA, Callie Graphics, CanopyFX, Dunca's RC, Horizon Hobby, Kyosho America, MTA Hobbies, Modefo's Heli's

Event opens at 8:00am Friday with registration.

Pilots meeting each day

For mailed information packet containing additional details,
General agenda, map to flying site and area motels call or write.

C.D. Eric Stevens

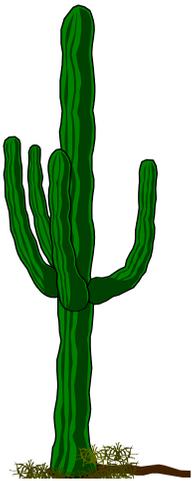
2018 E. Daley Ln.

Phoenix, AZ 85024

Tel. (480) 502-6745

E-mail: e_stevens@cox.net

Or visit <http://www.phoenixfunfly.com>



SUPERSTITION CHALLENGE January 18-20, 2008 Apache Jet. AZ



John W. setting up



Ryan 1st Advance

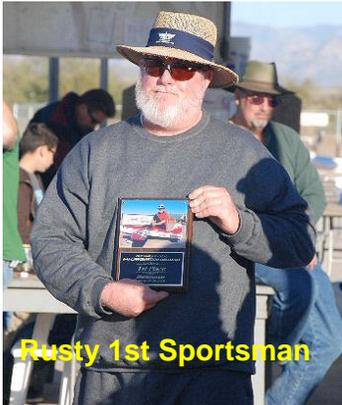


John W. landing

Photos from the
**EAST VALLEY
AVIATORS**
Website.



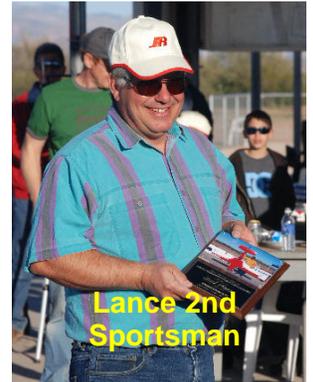
Dan J. aircraft



Rusty 1st Sportsman



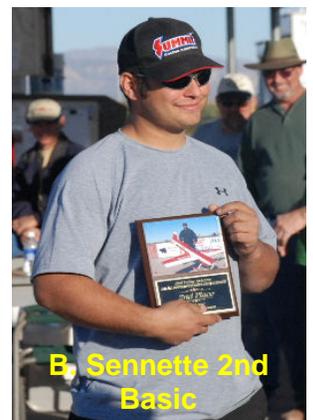
2008 IMAC Superstition Challenge



Lance 2nd Sportsman



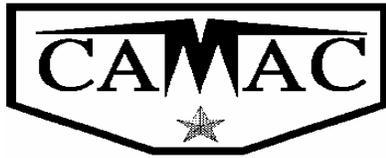
Dan 3rd Intermediate



B. Sennette 2nd Basic

SVF Fliers at this event were,
Rusty Fried, Dan Jacobsen, Ryan Archer,
John Wisniewski, Lance Sennette Jr.,
Tony Quist, Bill Pearse, Mark Doan.





AEROMODELING ACTIVITIES 2008 CAMAC CALENDAR OF EVENTS

REV. A

<u>EVENT</u>	<u>LOCATION</u>	<u>HOSTED BY</u>	<u>DATES</u>
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 19,20,21
LAKE PLEASANT FLOAT FLY	LAKE PLEASANT	KFERC	JAN 19
IMAC CONTEST	SUPERSTITION FIELD	EVA	JAN 19,20
WINTERFEST QUICKIE 500 RACE	SPEED WORLD	SWRCF	JAN 19,20
ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 24,25,26,27
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 26, 27
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	FEB 2
DESERT STORM JET RALLY	SPEED WORLD	SWRCF	FEB 8,9,10
ED SOUTHWICK MEMORIAL CL STUNT Contest	AVONDALE FRIENDSHIP PARK	CACLC	FEB 9,10
SOUTHWEST CLASSIC SOARING CONTEST	SCHNEPH FARMS	CASL	FEB 16,17
SVF PATTERN CHAMPIONSHIPS	CAVE BUTTES PARK	SVF	FEB 23,24
Q40 CLASSIC RACE	SPEED WORLD	SWRCF	FEB 23,24
PRESIDENTS CUP (free flight)	ELOY	PMAC	FEB 24
GUN SMOKE/SCALE MASTERS QUALIFIER	SUPERSTITION AIR PARK	AMA	MAR 7,8,9
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	MAR 7,8,9
MARCH MADNESS COMBAT CHALLENGE	ESTABAN PARK	CACLC	MAR 7,8,9
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 12,13 14
TUCSON JET RALLY	TUCSON MODELPLEX PARK	TIMPA	MAR 14,15,16
LAKE PLEASANT FLOAT FLY	LAKE PLEASANT	KFERC	MAR 15
SPRING BREAK (free flight)	ELOY	PMAC	MAR 15
SPRING RC PRO WARBIRD RACE	SPEED WORLD	SWRCF	MAR 22
1/8 AIR FORCE SCALE FLY-IN	ADOBE MOUNTAIN PARK	1/8 AF	MAR 29,30
CACTUS CLASSIC IMAC CONTEST	CAVE BUTTES PARK	SVF	MAR 29,30
CABIN FEVER	TUCSON C. COLUMBUS PARK	CACLC	APRIL 4,5,6
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	APRIL 5
WINGS OVER THE DESERT BIG BIRD FLY-IN	TUCSON (TRCC)	TRCC	APRIL 12,13
I-10 CHALLENGE (free flight)	ELOY	PMAC	APRIL 20
WINGS OVER ARIZONA SCALE GIANT FLY-IN	SUPERSTITION AIR PARK	AMA	MAY 2,3,4
SVF ANNUAL AUCTION	CAVE BUTTES PARK	SVF	MAY 4 (8:30 AM)
HOT STUFF (free flight)	ELOY	PMAC	MAY 17
BEAT THE HEAT FUN FLY	FLAGSTAFF (on Leupp Rd.)	FF	JULY 26,27
SOARING IN THE PINES GLIDER FLY	FLAGSTAFF (on Mountaineer Rd)	FF	AUG 31
FALL KICK OFF (free flight)	ELOY	PMAC	SEPT 14
KARL MARSCHINKE MEMORIAL	TUCSON C. COLUMBUS PARK	CACLC	SEPT 27,28
TUCSON AEROBATIC SHOOT OUT	TUCSON MODELPLEX PARK	TIMPA	OCT 8,9,10,11,12
1/2A MULTI-ENGINE-PROFILE SCALE (CL)	TUCSON C. COLUMBUS PARK	CACLC	OCT 12
GHOST RIDERS (free flight)	ELOY	PMAC	OCT 25
1/8 AIR FORCE SCALE FLY-IN	CAVE BUTTES PARK	1/8 AF	OCT 25,26
CARRIER PLUS X	AVONDALE FRIENDSHIP PARK	CACLC	OCT 25,26
AMA FALL AUCTION	SUPERSTITION AIR PARK	AMA	NOV 1 (8:00 AM)
RED FLAG COMBAT	ESTABAN PARK	CACLC	NOV 1,2
SVF ELECTRIC TURKEY FUN FLY	CAVE BUTTES PARK	SVF	NOV 8
TURKEY SHOOT (free flight)	ELOY	PMAC	NOV 16
20 TH ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 21,22,23
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 29,30
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	DEC 6
ARIZONA FF CHAMPS (free flight)	ELOY	PMAC	DEC 6,7

Latest updates of this CAMAC Calendar and other Arizona aeromodeling activities may be found at: www.flycamac.com
See flying site location descriptions and host club contact information below on next page or at: www.flycamac.com



CHARTERED

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL

SVF MEMBERS PAGE

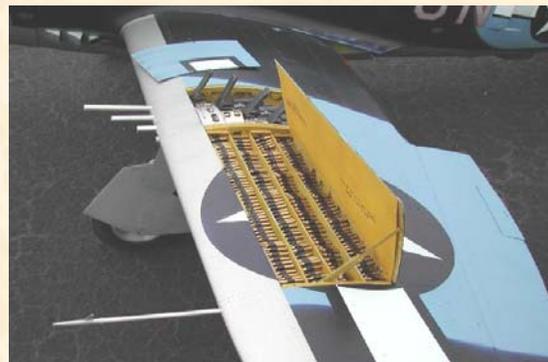


Here are a couple shots of my new model....'**Fire Ball**'. There are a few things that make this plane and these pictures unique. First off, this is a very late model P-47M and although it operated in the famous 56th Fighter Group in the 8th Air Force, the two tone blue color scheme was very unusual. The flying shot also shows the 215 gallon drop tank which was also unique to the late M models.

The model was built by me and a fellow named **Dave Gianakos from Denver**. It is based on a Yellow International kit and has an 80" wingspan. Power is a DA50, JR 9303 Radio, Sierra landing gear. It has a power sliding canopy, operating cowl flaps and opening gun and ammo bays on the port wing. It weighs about 28 pounds. Also the fuse was modified for better outline. The plane was purpose built to compete at the highest levels. **We'll be there with it for Gunsmoke and at Top Gun in Florida in the Team Class.**

What makes the flight shot so unusual is that it clearly shows the port wing ammo bay door pulled up what appears to be at least 1/2". The original P-47 did not have fasteners to keep this door locked down along the lead edge. Instead it had a rotating dog lock down. So initially we did not use any screws along the lead edge of the hatch only relying on three screws in scale locations along the sides. Wrong! As you can see the door pulled up severely in flight. While this did cause some control problems, we didn't know what they were until John Laird of the AMPS suggested we tape the door down. All the control problems then went away and needless to say, scale or not, the lead edge of the door now has several screws to secure it.

Bob Frey



Gunsmoke 2008

Scale Master Qualifier

March 7th, 8th, 9th at Superstition Airpark

Hosted by The Arizona Model Aviators

www.azmodelaviators.com

Public Welcome

EXPERT---TEAM---ADVANCED---FUN SCALE

(Fun Scale does not qualify for Scale Masters championships)

US SCALEMASTERS 2008 RULES AMA Sanction #08-0030

SCHEDULE OF EVENTS:

- + **Friday March 7, 2008: Registration 9:00 am – Static judging with practice flying until 4:30 pm.**
- + **Saturday March 8th, 2008. Pilots meeting at 8:00 am sharp. Qualifying rounds begin at 8:30am until 4:30pm. Late static judging until the end of 1st round.**
- + **Sunday March 9th, 2008: Completion of Round Five. Score is based upon the average of the best three flying rounds plus static scores.**

Entry Fee: \$25.00 Before Feb. 25, 2008 \$35.00 After or Friday at the event.

Awards & Prizes: 1st, 2nd, 3rd place in each category, Peoples choice and Pilots choice. Top 30% in each event Expert and Team qualify for Scale Masters. Top 20% of Advanced Qualifies.

100db limit for gas engines, 103db limit for glow engines.

AMA sanctioned event, all pilots must have a current 2008 AMA membership card at registration. Turbine pilots must have a current waiver.

Contest director: Paul Goldsmith 4433 E. Carmel Ave. Mesa, AZ. 85206

E-mail: wiinger@aol.com 602-323-7753

Make checks payable to: Arizona Model Aviators

Parking Fee \$6.00 per car as required by Maricopa Parks Dept.

Parking pass will be included in pilot's registration package.

No overnight RV parking on site. Free parking is available nearby, no hookups.

R/C SWAPMEET SATURDAY FROM 8:00AM UNTIL 4:00 PM

\$10 per Space, bring your own table or use your vehicle

Hot Breakfast & Lunch will be available on site, Saturday & Sunday.

SVF MEMBERS PAGE



Charlie B. jet



Frank M. bipe

Tony Q. jet



Jay S. new scale plane



Ken & Dave



SV 26cc



THE SAFETY BOX

Safety is Everybody's Business

by Jim Rice

If you are an AMA member, you need to be concerned with safety at your flying field. *It is easier to take the heat from a fellow club member for correcting him or her for a safety violation than it is to take that same person to the hospital or the morgue.* I own a hobby shop and it used to worry me to stop people and correct them on safety issues but one day *it dawned on me that if one person creates a serious enough safety incident it could cost us a field*, which would really hurt my business. If that person maimed or killed another good customer/friend, I would be out a customer anyway. If they did any of that without me trying to intercede and make a difference, then I would probably never forgive myself.

So, the result has been that *I take safety to heart every day at every field* and I am as gentlemanly and tactful as I can possibly be so as not to aggravate a customer while at the same time fixing a problem at the field. *Generally it is not necessary to scream at or humiliate a person who is violating safety rules, a gentle reminder can usually do the trick.*

However, if it is really serious and a nudge doesn't do the trick, it may be necessary to take a more forceful approach or even call in assistance from your club's board of directors.

It is important that we all have the opportunity to fly in a safe environment. *I have seen pilots land, pack, and go home to avoid flying with or being around a pilot who is dangerous or drinking and flying.* That only allows the standard to be lowered.

I worked for a really smart Major General once who drilled into all of us the fact that if you walked past a problem and didn't correct it, you set a new standard and it was lower.

That same philosophy applies to our flying fields. *If any of us observes a problem and doesn't try to fix it, we have told the perpetrator that what they are doing is okay with us.*

Complaining to each other about the problem without confronting it only aggravates you and your friends while appearing to condone the activity. Find a way to bring it up or get someone else to do it but don't wait until the next club meeting or tattle to the Safety Officer. *It really needs to be fixed at the time of occurrence so it can be discussed, if necessary, between all parties present at the time.*

Every accident involving safety should be drilled into your mind and reviewed from every aspect to ensure that you know what caused it, what should have been done to avoid it and what you will do in the future to prevent recurrence.

I had a friend hit in the face with a Taurus and it buried the Enya .60 in his cheek all the way to the carburetor. As it turned out, the injured guy had gone dead stick and was walking across the runway to retrieve his airplane and the other guy was making a low, fast flyby. He was turned toward his airplane and could not see the first guy walking onto the runway behind him. He saw him only as his airplane collided with him. **CALL IT OUT!** It was all avoidable! Simple communication between pilots would have prevented the incident. I make sure I loudly call out "On the field" and make sure everyone in the air at the time acknowledges before I walk across the dead line and then yell "Clear" when they can use the runway again.

A second incident involved a man starting a G-62 with a starter and the assistant holding the large aircraft by standing in front of the horizontal stabilizer. As the starter was pressed against the spinner, the airplane moved backward between the holder's feet and simultaneously the engine started. As the man with the starter looked down to put the starter down, the airplane at a high idle moved back forward until it came to rest on the holder's ankles.

The man starting the engine just saw the airplane moving and thought his friend had released the airplane so he tried to reach over the propeller and grab the fuselage to stop the airplane. In the process, he got his forearm in the propeller and got several deep cuts in his arm requiring a trip to the emergency room and several stitches. I reviewed the incident with an eye toward ensuring it never occurred when I was holding an airplane. *The best answer is to kneel or crouch down and hold the airplane with your hands, however many of us are older, heavier, and lazier than others.*

What I do now is stand over the airplane with the leading edge of the stabilizer against one ankle and then I place the other foot forward so that the trailing edge of the wing is against the shin. That way, the airplane cannot move back as the starter is applied and cannot move forward when it starts.

If the airplane is big enough or is a biplane, I can stand with the stabilizer against both ankles then bend at the waist and hold the canopy or top wing to stop the airplane from moving to the rear. Restraints are good but they do not stop the airplane from moving back when the starter is applied.

Try to make something good come from every accident. Learn what caused it then plan to prevent it and educate others at the same time. .

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Getting Started in CNC... for the R/C Airplane Builder

By Richard Wildey, SVF

Revision 7.0

Updated: July 4th, 2007

Email: pilotjunky@hotmail.com

This article began life as my own personal research notes such that I wouldn't forget what I had learned along the way. Later, it was intended to be a series of forum articles on <http://www.rcscalebuilder.com>. Since I had gone to all the trouble of learning this, I figured it was worth sharing ☺. It has now evolved into something I hope can help others interested in hobby CNC, and CNC as it relates to, (but not limited to), R/C aircraft building. I hope this article accomplishes a couple things. First, I'm hoping it saves you some time by avoiding the pitfalls I had run into, and second I hope it inspires people to take it to the next level. Give it a read, and please email me with your own research and success stories, I'd be interested in learning from others also. As I contemplate venturing into other aspects of hobby CNC, such as a Sherline Lathe or Mill, I'm sure I will update the article over time.

Rich

Editor: The Slow Roll will not continue to finish Rich article. We felt for those that are interested in CNC it would be best to go to the website www.rcscalebuilder.com, tutorials and there you can download the whole article. You may also contact Rich at his e-mail address. We would have had to add 3 or 4 more issues of the Slow Roll to finish this excellent article on CNC.

Money not available for Cave Buttes park proposal

By Michael Clancy
THE REPUBLIC | AZCENTRAL.COM

NORTHEAST VALLEY — It is called the Cave Buttes Recreation Area, but not a lot of recreation goes on there.

The 1,600-acre area, situated northwest of the intersection of Cave Creek and Jomax roads in northeast Phoenix, is locked off to the motorist by a wall of concrete. The area is all public land, although the city owns only a portion of it. The city has a long history of developing parks, and the Cave Buttes area is one of the most promising. The city already operates at the Rose Mofford Sports Complex near Metrocenter and the Papago Sports Complex in Papago Park.

But it could be a long time coming. The problem is money.

A few years ago, a master plan was developed, taking into account all the recreational amenities in the area.

A price tag was put on the plan. According to Chris Ewell, acting parks and preserves administrator for the

Parks Department, the estimate now is two years old, and it was never fully detailed.

The rough estimate came in at \$42 million.

Ewell said park development is not on any to-do list, and the money would have to be identified before any development could happen.

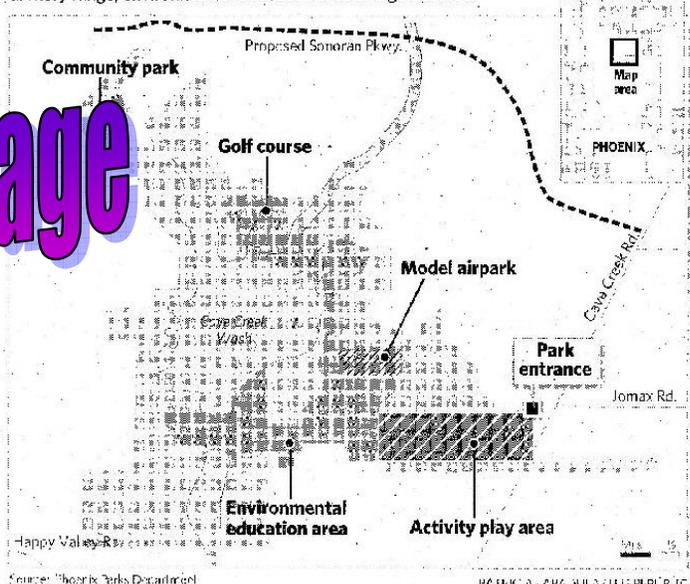
The Cave Buttes area is a promising site for a park. If the money is found, nothing will be happening in the area.

Located at Jomax and Cave Creek roads in northeast Phoenix, the area is owned by the Maricopa Flood Control District, which operates a dam and levees in the area. Two major washes converge on the 1,600-acre site, which is dotted with mountains.

The city's plan, developed in 2004, shows ballfields, a golf course, a dog park, an archery range, an environmental education center, miles of hiking trails and a separate city park on the northwest side.

Cave Buttes Recreation Area

Plans to develop the 1,600-acre site in the North Valley are on hold. The master plan for the recreation area includes play area with sports courts, dog park, picnic grounds, archery range, environmental-education area and golf course.



Source: Phoenix Parks Department

PHOENIX AREA WEEKEND EDITION

Article on next page

Cost keeps Cave Buttes from being developed

Michael Clancy Dec. 14, 2007 07:09 AM

NORTHEAST VALLEY - It is called the Cave Buttes Recreation Area, but not a lot of recreation goes on there.

The 1,600-acre area, situated northwest of the intersection of Cave Creek and Jomax roads in northeast Phoenix, is locked off to the motoring public, although hikers can utilize it all they want.

Just recently, another call to develop the area was made to the Phoenix Parks Board, when an outside consultant urged the city to proceed with the construction of a major new softball complex, dwarfing the ones the city already operates at the Rose Mofford Sports Complex near Metrocenter and the Papago Sports Complex in Papago Park.

But it could be a long time coming.

The problem is money.

A few years ago, a master plan was developed, taking into account all the recreational amenities in the area.

A price tag was put on the plan. According to Chris Ewell, acting parks and preserves administrator for the Parks Department, the estimate now is two years old, and it was never fully detailed.

The rough estimate came in at \$42 million.

Ewell said park development is no on any to-do list, and the money would have to be identified before any development could happen.

The Cave Buttes area is a gem waiting to be cut and polished.

The Phoenix Parks Department even has developed plans to bring the area to its full potential.

Nothing will be done just yet

But until money is found, nothing will be happening at the area.

Located at Jomax and Cave Creek roads in northeast Phoenix, the area is owned by the Maricopa Flood Control District, which operates a dam and levees in the area. Two major washes converge on the 1,600 acre site, which is dotted with mountains.

The city's plan, developed in 2004, shows ball fields, a golf course, a dog park, an archery range, an environmental education center, miles of hiking trails and a separate city park on the northwest side. It is not going anywhere.

Ewell, the parks administrator, said the only active use currently is by the Sun Valley Flyers, a model airplane club.

Access to hot-air balloonists was cut off several years back because of dust problems. The dust issue accounts for the area being closed to motor vehicles, except for Sun Valley Flyers members.

The trouble with getting a park open, Ewell said, is cost.

\$42 million is estimated cost

A rough estimate of \$42 million would be needed to construct the park in full, Ewell said.

He said the park has been deemed ineligible for impact fees, which are generated by new development. Those typically would stay in the neighborhoods that generate them, being used to construct neighborhood parks.

The Phoenix Parks and Preserve Initiative, a sales tax of one-tenth of a penny set to expire in two years, largely is set aside for purchase of state land to add to the new Sonoran Preserve. Some of the money is used to develop and improve nine regional parks, and some is used to improve existing neighborhood and community parks. None of it has been identified for Cave Buttes, which when finished would become a regional park.

Another funding source is the city bond program, but the area has not been included yet in a bond issue. As a result, the area will sit. Ewell said he could not say what might trigger development.



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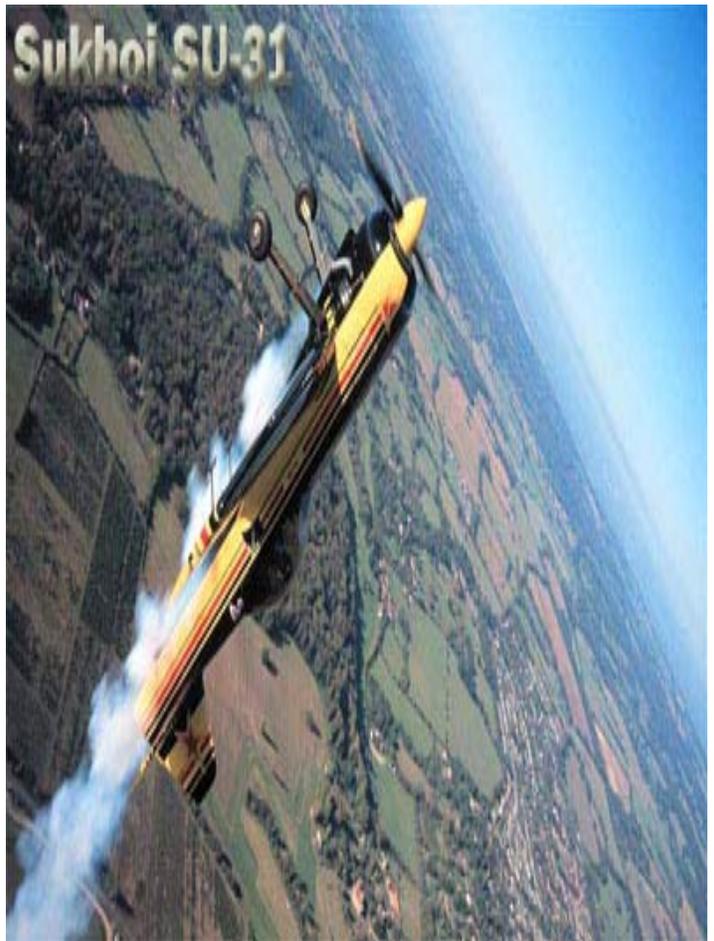


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4240 West Bell Rd. 602-547-1828 Glendale
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Next Month Issue

I guess we will have a lot of info on the events that took place, only if the articles/photos are sent to me in time.

*Members please send in your photos/articles, don't be shy! Hope you will enjoy it. Bob
 rcbobsvf@aol.com*

This Month Issue

Many events coming up and we have the flyers here in this SR issue. Park Flyer program needs to be look at. Ran the Safety page again from the Dec. issue as its worth reading again.

Did you forget to pay the SVF Club dues?

Remember to ZOOM the PDF page to see more.



THE SLOW ROLL

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