



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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

MARCH 2008

Editor—Bob Purdy
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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 and flying of radio control aircraft*



Inside this issue: Cover Photo by Bob Purdy ...Prez report...Meeting Minutes..... B'Days & Treasurer Report.....SVF Members photosPattern contest results.....Event Flyers ...10 cents kits



THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ



Welcome to March's Slow Roll. I will spare you the two page letter that I normally write and just mention a few items. Last month I wrote about the Park Flyers Program and that the Board had voted not to allow those with the reduced rate AMA cards to fly at our field. Well after some careful scrutiny of the issues your wonderful Board of Directors has rescinded that judgment and now will allow Park Flyers to become members of SVF. The only stipulation is if they have the reduced (Park

Flyer) AMA card, they must fly in the area south of the latrine. It's not a punishment, just a protection for the reduced insurance they carry. Of course when they upgrade to the full AMA membership they will have all the flying privileges we all have.

I hope you had a chance to visit the field during the Pattern Contest February 23rd and 24th. The pilots were all quite excellent. Rusty did his usual great job as CD. Thanks also to Troy Newman for his participation and help. A special thanks to Kathy Powers for her excellent ability in keeping score for the two days. I helped a little. That's it for now. See you at the field!

Remember we are still looking for volunteers for the upcoming 12th Annual Phoenix Helicopter Fun Fly. You should have received by email a volunteer signup sheet. If not please let me know and I will email you the form.

Don't forget to mark the first Tuesday of each month on your calendar for our club meetings. Our next meeting is **Tuesday March 4th 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

President

Aviation History: Charlie Brown's Story

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he had never seen an airplane in such a bad state. The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained airplane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180°. Franz escorted and guided the stricken airplane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the control operator that the airplane had been shot down over the sea, and never told the truth to anyone. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He has never talked about the incident, not even at post war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now—all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, British Columbia, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

From the Portland Area Sailplane Society, Gresham, Oregon



Sun Valley Fliers Club Meeting Minutes Date, February 5, 2008

The meeting was called to order at 7:33PM by President Frank Moskowitz. There were 31 members in attendance.

SVF Auction will be held May 4, 2008. Details will be forthcoming.

Officers in attendance: President Frank Moskowitz, Vice President Tony Quist, Treasurer Gene Peterson, Secretary Rusty Fried.

Board Members: Howard Kennedy, Charles Beverson

Guests: None

New Members: *Doug Dennis & Norman Pilcher.*

New Solo Pilot: *Ron Long soloed*

Secretary's Report: Read by Frank Moskowitz, Voted and approved.

Treasurer's Report: Voted and approved.

We had 12 new members join in the last month.

We have 269 members pay 2008 dues. We have 55 people who have not paid there 2008 dues. [SEE FEB.SR](#)
Safety Officer Report: Tony Holden, No safety report.

Old Business:

Our Use permit is now completed we are good for another 5 years minimum. The City of Phoenix has no money for Cave Butts recreational area that means we are there for the distant future.

The SVF gave the rancher money to repair our fences to keep out the cows from our property.

Beware the convicts are coming to the SVF field to due damage to our weeds rocks and trash! They will arrive April 12 for field clean up.

We will be painting the remada as soon as it is warm enough. [Dan Jacobsen](#) has volunteered to do this task give him a big hand. *Editor: Dan I'm sure you will need some help. Let Dan know you will help.*

New Business: [Rusty Fried](#) talked about people free loading at our field. We see a number of people using our facility and not wanting to join our club. This is a bad Policy to allow it to happen. All members are responsible to stop free loaders. All a person has to due is ask the free loader to either join the club or please leave. If your are given any crap, get the guys AMA number and name and turn it over to club officer and we will take from that point. *Editor: How did they get the lock numbers?? Ex Members that won't renew?? Is it time to change the lock numbers??*

The SVF board agreed not to let anyone with the AMA park flyer card fly at the SVF field. We will only recognize the regular green AMA card. *Editor: Read PREZ report.*

Before the next SVF general meeting we ask all members to review the AMA safety rules and club By-laws. Frank will review the safety rules and bylaws at the next meeting. This is required to be done



February 5, 2008 page 2



Before the next SVF general meeting we ask all members to review the AMA safety rules and club Bylaws. Frank will review the safety rules and bylaws at the next meeting. This is required to be done yearly.

A calendar of events will be published in the Slow Roll. *Editor: See FEB. SR*

Pattern contest:

Mark Bemire has offered to help on Sunday with food.

There was a large quantity of modeling stuff, it was at the meeting. People were asked to take the stuff home at no charge. This stuff was donated. [See what you miss by not attending these meetings!](#)

Door Prize Winners:

We had a large quantity of door prizes many were left over from our Christmas party.

The drawing went so fast I was no able to record there names and prize.

50/50 Drawing:

Won by Howard Kennedy.

Amount won \$39.00

Show & Tell:

Rick powers brought a new Futaba 7C FASST System. Futaba will be releasing the 9C soon. The Issue a very few systems had was a coding problem Futaba fixed all dealer stock systems. **If you have one of the early systems take it to Hobby Bench at 43rd AVE. and Bell and see Rick Powers he can test your system on the spot. Call before you show up.**

Rick brought a Hanger 9 B-25 with an 80" wing span it was very nice.

Meeting adjourned at: 8:17pm.

Rusty Fried, Secretary

Plane for Hire??

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small airplane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough a small Cessna air plane was waiting.

He jumped in with his equipment and shouted, "Let's go!"

The tense man sitting in the pilot's seat swung the airplane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes."

"Why?" asked the nervous pilot.

"Because I'm going to take pictures," yelled the photographer.

After a long pause, the pilot replied, "You mean, you're not my instructor?"

From the Windom Eagles, Windom, Minnesota

\$ TREASURERS REPORT \$ with *Gene Peterson*

HELP-----HELP-----HELP



Lots of events going on this month and the events need you to help.....We need some body's to take tickets at the gate, help in the kitchen, etc. etc. Find a day when you can help and call a member of the board, and let him know. Plan on a day, 9-3 kinda thing.....**Helicopter Event, March 7-8-9**.....Saturday is the big day. **IMAC Event, March 29-30** Get out there and help.....

Lots of New Members in our club since Jan 1. Say hi and make them welcome.

Chris Brey, Paul Crofts, Shea Hedler, Yuri Higuchi, Ray Kemp, Marty Knopf, George Metro, Brandon Pearce, Norman Pilcher and Mike Rauchle.

We're up to 333 members on our list as of end of February. 279 renewed for 2008, so we'll lose about 50 members in March that haven't renewed.

Have a nice March, (We ordered nice weather from AMA) and see you at the Field

Regards,

Gene Peterson, Treasurer

Please Renew your AMA License

March SVF BirthDay Boys

First name Last name Member type Dob

Oscar Diaz	Regular	03/01/1949
Rich Temen	Regular	03/01/1951
Troy Newman	Regular	03/02/1972
Eric Sauley	Regular	03/03/1967
Noah Harpenau	Junior	03/05/1997
Gary Kertson	Senior	03/07/1935
Jeffrey Bean	Regular	03/08/1947
Brian McKelvey	Regular	03/09/1964
Michael Vivian	Senior	03/10/1937
Karl Kohnke	Senior	03/11/1941
Ray Olsen, Jr.	Senior	03/14/1939
Mike Schmidt	Regular	03/16/1960
Dan Ford	Senior	03/16/1939
Wallace Balfour	Regular	03/17/1945
Marty Knopf	Regular	03/17/1956
Jimmy Moore	Senior	03/18/1938
Henry Zyck	Regular	03/19/1943
Leon McCormick	Senior	03/19/1938
John Dyer	Senior	03/22/1935
Anthony Pugh	Regular	03/27/1957
John Geyer	Regular	03/28/1955
Edward Ochmann	Senior	03/28/1937
John Flynn	Senior	03/29/1940
Joseph Balabon	Regular	03/30/1943
Mike Austin	Regular	03/30/1954
David Brown	Regular	03/31/1982

For New Pilots

Here's a flying tip for new pilots:

Something to pay attention to when learning to fly is control reversal. Control reversal is when the inputs on the transmitter sticks must be reversed when your airplane is flying toward you, rather than away from you. When flying away from you, there is no problem; just move the stick in the direction you want to turn. Many new pilots become dis-oriented when their airplane is approaching them. To help with this, move the stick in toward the low wingtip. This will level the wing when your airplane is coming toward you, avoiding a sharp bank and possibly a crash.

Example: Say your airplane is coming toward you, and the right wingtip is low, as if banked to the right. Move the stick to your left, toward the low wingtip. This will bring the airplane's right wingtip up, and level the wing. I also recommend getting Real Flight G2 if you do not have it. Practice on that before you fly an airplane or helicopter for the first time or if you have been away for an extended period of time. It will save you money and heartaches in the future.



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

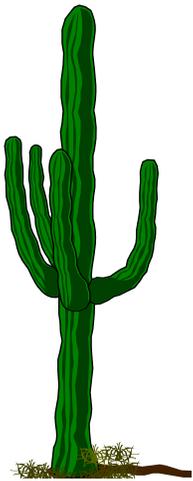
2018 E. Daley Ln.

Phoenix, AZ 85024

Tel. (480) 502-6745

E-mail: e_stevens@cox.net

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



SVF MEMBERS PAGE



Ron P. & Frank M.

Frank M. new Yak 50cc



Howard K. smoking it!



Gene P. Super Sportster & SV26cc



Howard K. & Jerry W.



Jerry W. setting up his new Stearman

While the pilot is waiting for Jerry, he's eating the Doughnuts.



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.

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



John W. Aircraft



Rusty F. Aircraft



Dan J. Tony Q.



Bob Ritchie / Sponsor



Rusty Tony Q.



Recently at this event Rusty had a mid-air with another aircraft while they both were performing their rounds. Rusty aircraft hit the other with his landing gear and lost his wheel and wheel pants as shown in the photos. The damage to the other aircraft is seen on the right.

Photos courtesy of SVF John Wisniewski



Sun Valley Fliers

presents

CACTUS CLASSIC 08

Aerobatic challenge

MARCH 29-30 2008

Classes flown;

Basic, Sportsman, Intermediate, Advanced, & Unlimited
Unknowns Sunday morning for all classes but basic.

Preregistration required

Sponsors include



QuiQue's
Aircraft Company



Preregister online at
www.letsflyrc.com

Just What Was a 10¢ Kit?

Economical would be the first thing to mention in answer to the question above. The 10¢ kit became popular in times when a thin dime was not easy to come by in a society recovering from the Great Depression. But, this is not what concerns us as model builders today. Today, the Comet Kid has wrinkles and gray hair. One of a vanishing breed that would like to relate the endearing and enduring charm those unsophisticated kits infected many of us with.

10¢ kits were mostly renditions of contemporary full-scale airplanes, or war planes from the Great War of 1914-1918, with a few historically significant types included. More than half were American civil airplanes. Of course, no kit company would omit at least one stick model and sport model from its line.

Were they accurate scale models? Well, let's say they were identifiable to one degree or another. Most seem to have been drawn from photographs of their full-scale counterpart. Even those, which upon first impression seemed quite accurate, were not. If one took the primary dimensions of the full-scale airplane and converted them to model size, this became evident.

For example, models by **Comet** simply had longer than scale wingspans. Why? Perhaps to meet the advertisement ballyhoo and still be able to fit the rest of the drawing on the desired plan-size paper. For scale fidelity, none came close to the line of **Cleveland Kits**, the cost of which usually reserved them as birthday or holiday gifts to the boy modeler. (There were very few girls who found interest in the hobby then.)

Economy was not limited to the purchaser. One of the chief characteristics of the 10¢ kit model was sparse structure, wing rib spacing especially. The less structure, the less wood cost to the manufacturer. Being able to cover a complete model with the tissue provided in the kit took nothing short of wizardry. Placing the wing and tail on the tissue sheet in any manner regardless of grain direction, one then saved each and every scrap in hopes of being able to cover the entire fuselage with what remained.

Common pins, not provided in the kit, were often called out to serve as wheel axels and motor pegs. "Stiff paper" was not provided either. "Make windows from candy wrapper" was another way of keeping cost down. There was no plastic other than cellophane, celluloid, and Bakelite, so propellers were usually machine-cut balsa blanks. Some companies used sheet balsa blades from the print wood. **Guillow** hardwood wheels looked more like wooden buttons than wheels. Maybe **Paul K. Guillow**, former naval aviator, hit on a bargain carload of them.

Ease of production was also a consideration. One company defined the color scheme of its model thus: "cover wings and tail one color, and the fuselage and rudder the other," eliminating the need to package specific colored tissue. When **Comet** designed its 10¢ ROG model, the Phantom Flash, it was done so the kit parts would not differ from the standard used in the rest of the line. Landing gear legs were sheet balsa rather than wire. Another piece of sheet balsa spanned the gap between the legs and held the usual kit nose plug. The rear hook was a bent pin. In another clever move, the outer and inner face of wheels pants were made of paper cut from the plan.

In order to cut all the strip balsa one size (1.16 sq.,) **Comet** had you glue two strips if 1/16 by 1/8 strips were needed. In order to limit the sheet wood in the kit, some companies had you form strip wood curves by rolling them under a pencil, or in the case of sharper curves, wet and kink the strip wood repeatedly with the fingernail.

Burd kits had the darkest, fuzziest balsa ever seen by anyone! There must have been a carload bargain in this also. Most kits included a hardwood nose plug, while some simply told you to push the propeller shaft through the balsa nose block! **Comet** instructed you to remove the rubber eraser from a pencil and rotate the ferrule to cut the nose plug hole in the nose block.

One company called for a straightened paper clip to be used as a propeller shaft. The bonus in **Comet** 10¢ kits was the wire propeller shaft with hook ready bent, which was packaged by sticking it diagonally through the upper left corner of the plan. It was tough for a kid to bend a hook on the end of a piece of wire, especially without a pair of round nose pliers! Glass beads and brass washers to reduce friction were reserved for the more expensive kits regardless of who made them.

Did they fly as designed and built according to plan? Seldom. Most stabilizers were too small. No true view layouts were there to construct any of the landing gear or struts for biplanes and parasols. Consequently, the models sat close to the runway with biplane wing gap that was too little or too great. "Well gee I dunno.

continued

Just What Was a 10¢ Kit? Part 2

"Well gee I dunno. That's the way it come out," was the inevitable reply from the builder if questioned on the strange appearance of his model. Incidence, decalage, and down thrust were unknown to us. Sometimes a plan would give instructions about CG location. Most times it was simply, "If model stalls, bend flippers down. If model dives, bend flippers up."

So, why is it we want to build these quaint models of models, for that is what they are. For older Flying Aces Club [members] (FAC), it may be to make the changes allowable and needed to see them fly as they never did in their first childhood. To younger FACs it might be relaxing, for they are not very demanding. After all, they are not supposed to be FAC Scale models with a 16-inch span limit, nor were they intended as such. But, at an altitude of 25 feet or so, the visual effect is about the same.

The desire to have worked as a designer for one of those kit companies denied us by Father Time has brought about the Pseudo Dime Scale modeler who can travel into the past while at his drafting table. Many of these FACs have faithfully made their layouts in the same format as the **Comet** plans conformed to. Some have picked up on the features mentioned above, as well as the sketch of the broken razor blade to be used in cutting parts. (Back in those days a razor blade could be snapped without bending it.)

The earliest ad the author has found in which 10¢ kits were shown was that of **Donald E. Duncan, Inc.** of Chicago, Illinois. Although many model companies produced simple unsophisticated kits prior to this, their cost was high by comparison. It was by cutting the contents in the kit that the cost could be reduced.

These early kits contained nearly everything needed to build the model. Some even had the tissue printed with the stripes, lettering, or insignia required. Pins, thread, brass washers, glass beads, formed wire parts, ready-made **Paulownia** wood propellers, vials of glue and banana oil, rubber etc. Typical of these were Ideal and National, to mention two.

If you decide to join the ranks of pseudo ten cent kit designers, why not take a few minutes to study the plans of the genuine renditions. Look over their shoulder as the designers sat at their drafting boards. Copy their style. You are sure to get more enjoyment out of your own work. Drawing your plan will take on a new meaning that will elevate it from being a task.

When you present your ship and plan to some wrinkled, gray haired CD or judge for a rules compliance check, his smile—or is it a grunt?—of satisfaction will be felt by your inner self as well. Who knows, he might even be the **Comet Kid**. →



"WE, OF THE SAFETY COMMITTEE, HAVE FOUND THE PERFECT AIRPLANE TO MATCH YOUR FLYING ABILITY."

Safety Is Everybody's Business!



The 27th annual Sun Valley Fliers R/C Championships

by Rusty Fried

The 27th annual Sun Valley Fliers R/C Championships are now in the books. With 32 entrees from US, Canada and Mexico. We had 3 people from Canada and one constant came from North Carolina another came from Mexico. Our weather was perfect on Saturday while we had a little sprinkle on Sunday morning. The winds were light both days, the pattern Gods smiled upon us.

The SVF had a great showing with Robert Beaubien took 2nd in Sportsman, in Advanced our Ken Melbye took 1st, Brad Schrimsher took 3rd in Advanced, in Masters Rusty Fried took 2nd, in FAI Troy Newman took 2nd while Greg Frohreich took 4th.

The contest was a Hugh success due to the help of the SVF members. Jack Jasperson , Karl Kohne and Mark Beamier..

These guys worked tireless all day many thanks. Thanks to David Borrow for getting the giant sandwich. Many thanks to our club president Frank Moskowitz for the excellent scoring help and thanks to Kathy Powers for the scoring help. Thanks to Ken Melbye for all his help and to the rest of the club for the support.

I thank you one and all.

Horizon Hobbies gave the club a DX7 radio and JR hats as prizes, Bob of Smart Fly donated 7 high quality regulators. We had some NSRCA DVD's and 2007 team shirts we used as prizes. Everyone got a prize. Thank you Troy and Tony Quist for the prizes.

Sportsman: 1st Greg Meierhoff 3990. 2nd Robert Beaubien 3097 3rd Wayne Lovett 3801 4th William McKinley 3414 5th Lary Field 3338

Intermediate: 1st Tony Watkins 4000.00 2nd Mike Greear 3835 3rd Ricardo Arcibar 3331 4th Chris Johnson 2659 5th Jerry Plyler 2276

Advanced: 1st Ken Melbye 3989 2nd Jarvis Johnson 3940 3rd Brad Schrimsher 3781 4th Jack Keiser 3712 5th James Brown 3157

Masters: 1st Jerry Budd 4000 2nd Rusty Fried 3968 3rd Dennis Suding 3601 4th John Contreras 3510 5th Bill Sheets 3506 6th Bruce Brown 3390 7th David De Hart 3347 8th John Wisniewski 3289 9th Lynn Burks 3250 10th Loe Kitila 3089 11th Ralph Depalma 2153

F3A P09: 1st Jason Shulman 4000 2nd Troy Newman 3944 3rd Chad Northeast 3817 4th Greg Frohreich 3679 5th Nedim Bek 3110 6th Robert Venables 3089

F3A F09: 1st Jason Shulman 2000 2nd Troy Newman 1863 3rd Chad Northeast 1840 4th Robert Venables 1319 5th Nedim Bek 569 6th Greg Frohreich 551

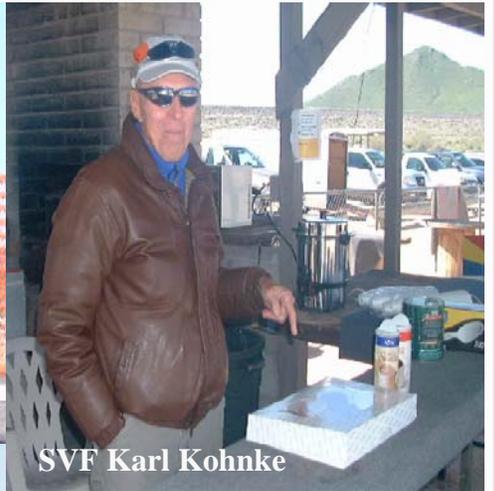
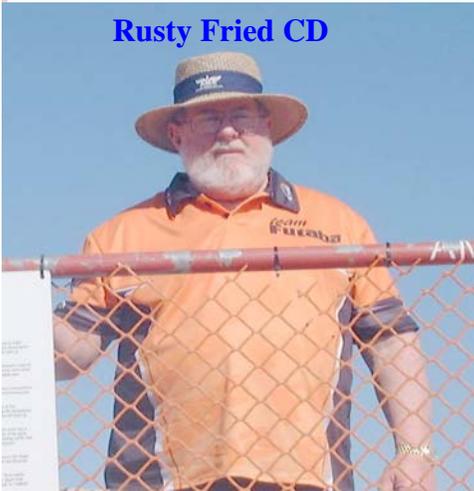
PART 1 of 3 Photos on next 2 pages

Got fuel-soaked balsa?

Fuel leak from the fuel tank all over the tank compartment? If so I have the solution! First, remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24-48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours.

THE 27th ANNUAL SUN VALLEY R/C CHAMPIONSHIP

February 23&24, 2008



27th ANNUAL SUN VALLEY R/C CHAMPIONSHIP



N. CAVE CREEK RD. & E. TOMAX RD.



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3A \$40.00.
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ONE EIGHTH AIR FORCE SCALE MODEL FLY-IN

MARCH 29 AND 30, 2008

**ADOBE MOUNTAIN PARK PHOENIX, AZ
AMPS FIELD ON 43RD AVE S. OF PINNACLE PEAK**

A GOOD TIME FOR EVERYONE

FRIDAY EVENING HOSPITALITY HOUR WITH PIZZA & WINGS

SATURDAY NIGHT DINNER AT THE FIELD

OCAF'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES

REGISTRATION STARTS AT 7:30 AM SATURDAY

AMA REQUIRED AMA SANCTION #08-0170

\$10.00 ENTRY PER PILOT 100 DB SOUND LIMIT

ALL TYPES OF SCALE AIRCRAFT WELCOMED

PARKING \$5.00 PER DAY DRY CAMPING AVAILABLE

FOR MORE INFO:

CO: HOWARD KENNEDY 602-361-8475 bushpilot1443@yahoo.com

COMMANDER: AUSTIN GOODWIN 480-357-1816 n4351x@aol.com

www.oneeighthairforce.org

WINGS OVER ARIZONA



Sponsored by:

The Arizona Model Aviators

1st ANNUAL GIANT SCALE FLY-IN

MAY 2nd, 3rd, 4th, 2008

Location: Superstition Airpark, Mesa AZ

IMAA Guidelines apply to all aircraft.

80" Monoplane, 60" Biplane or True Quarter Scale

Just come, fly and have a good time.

Food will be available Friday, Saturday and Sunday.

Pilots Raffle will be drawn Sunday at noon.

Prizes for Pilot's choice and People's choice.

Planes must fly to qualify for any prizes.

Entrants must be present Sunday to win the

Land

My name is Paul Goldsmith and I am the CD for Wings Over Arizona. The AMA Club is sponsoring this event to try to build up some interest in giant scale airplanes. This will be just a fly in with no agenda or requirements other than the size of the airplane. They will have to conform to IMAA restrictions. Monoplanes have to have an 80" wingspan, Biplanes 60" wingspan, Jets must have a total of their fuselage length and wingspan be 140" and any true 1/4 scale airplane can fly. The airplanes do not have to be modeled after a full scale airplane. We just want to get together and have a good time and shoot the breeze about big airplanes.



WIN FABULOUS PRIZES

Help send **TEAM USA** to the
F4C WORLD SCALE CHAMPIONSHIPS
by supporting the

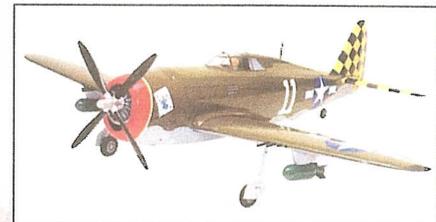
Super Raffle

Tickets \$5 (Three for \$10)

Raffle One Prize (Drawing March 31st, 2008):
Top Gun Package (courtesy of Frank Tiano Enterprises)
Two Nights Hotel Accommodations
Two All-in-One Passes
Two Awards Banquet Tickets



Raffle Two Prize (Drawing May 31st, 2008):
Futaba 7C 7-Channel FASST 2.4GHz System
Balsa USA 1/3 Fokker DVII
Horizon Hobby Hangar 9 P-47 (1.50-size)
+ many more!



For additional information and to purchase tickets, contact:

Bruce Betschneider
11522 North 76 Dr.
Peoria, AZ 85345
brucebr1@cox.net
(623) 334-4760

David Johnson
cocobear1313@netzero.com
(217) 531-1339

Raffle sponsored by:





WINGS OVER ARIZONA



Sponsored by:

**The Arizona Model Aviators
1st ANNUAL GIANT SCALE FLY-IN
MAY 2nd, 3rd, 4th, 2008**

Location: Superstition Airpark, Mesa AZ

IMAA Guidelines apply to all aircraft.

80" Monoplane, 60" Biplane or True Quarter Scale
Just come, fly and have a good time.

Food will be available Friday, Saturday and Sunday.

Pilots Raffle will be drawn Sunday at noon.

Prizes for Pilot's choice and People's choice.

Planes must fly to qualify for any prizes.

Entrants must be present Sunday to win the raffle.

Landing fee \$20.00

One time fee for as many planes as you bring.

Pre-registration is recommended.

Pilot's raffle ticket and Parking is included in the Landing Fee.

Public Parking is \$6.00 per car as per Maricopa Parks dept.

No Overnight Parking At The Airfield. Limited free parking nearby.

Proof of AMA membership required.

For Turbines, a waiver will be required.

Contact: Paul Goldsmith 602-323-7753 or winger@aol.com

Arizona Model Aviators web site www.azmodelaviators.com

AMA Sanction Number 08-0246

FRANK'S Hobby House

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PHOENIX, AZ. 85028 SAT. 10-5

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602-995-1755 Phoenix

M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

4240 West Bell Rd. 602-547-1828 Glendale

M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

Next Month Issue

March we got 4 big events around the valley for every ones interest. Helicopters, IMAC, Scale, 1/8 AF. Some thing for everyone. Take those photos and past them on to me. Don't forget the articles too.

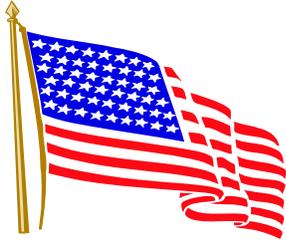
*Members please send in your photos/articles, don't be shy! Hope you will enjoy it. Bob
rcbobsvf@aol.com*

This Month Issue

The Pattern contest has finish and next will be the Helicopter event, then the Cactus Classic at our field. Helpers are welcome!

Did you forget to pay the SVF Club dues?

Remember to ZOOM the PDF page to see more.



THE SLOW ROLL

Club Officers
Frank Moskowitz, President
Tony Quist, Vice President
Gene Peterson, Treasurer
Rusty Fried, Secretary
Walt Freese,
Website Supervisor

Please check your
 Membership list for
 Phone numbers.



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Tony Holden '07-09
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