



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

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

## SEPTEMBER 2009



**Editor—Bob Purdy**  
[rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

*The Slow Roll is published by the Sun Valley Fliers  
By and for its membership to all others interested in the  
building and flying of radio control aircraft*



**Inside this issue:** Cover Photo by Joe Balabon, more inside ... Prez report...Minutes.. September-B'Days & Treasurer Report ...+SVF Members photos...3-D article....Scale Master Seminar photos... D'Pits....OEAF Flyer...Jet Flyer & MORE...ENJOY!



SVF Guest, Dave Morales and his PBJ-1J



# THE PRESIDENTS CHANNEL

**FRANK MOSKOWITZ**

## SEPTEMBER SLOW ROLL PRESIDENTS LETTER



Welcome to the September Slow Roll.

The weather will soon be cooling down and that means more of us flying at the field. You might want to brush up on your safety and field rules. Our safety officer **Joe Balaban** is out on patrol during the week and on weekends. Joe is quite excellent at finding infractions to our rules. The ultimate goal of course is to keep you safe from injuries. We all tend to get lax and sometimes need a gentle reminder about the proper safe way to have fun flying. Thank you Joe for your diligence in trying to keep our members injury free. Our safety and field rules can be found on our website [www.sunvalleyfliers.com](http://www.sunvalleyfliers.com) under the link called "SVF Field Rules" located on the left side of the home page. Joe has also posted flying limit signs showing how far to the east we can fly. With Cave Creek Road as our eastern boundary, we need to avoid fly over's there. Hopefully the Sheriffs chain gang will be at our field during a Saturday morning in September to do our historical cleanup. We will let everyone know at least two weeks in advance to the cleanup. We encourage all members to join us that day for additional help in keeping our field as pristine as possible. Of course we will serve lunch to all who attend. No poking sticks at the chain gang members!

One final note is about the **Jet Rally in October**. **Ron Long** and **Tony Quist** will keep us informed on the event and also as to what help we will offer during the rally. The date's are **October 16-17-18** which is Friday through Sunday. More to come on this event. *Editor: See Jet Rally Flyer in this SR.*

I hope to see some more members at our next club meeting **Wednesday September 2<sup>nd</sup> at 7:30 pm. Location is Deer Valley Airport Restaurant. (7<sup>th</sup> avenue and Deer Valley Road).** Remember in order to use the room free of charge each month we need to purchase some food items off the menu. So **arrive a little earlier** and enjoy some of their great food choices. **Lots of great food and a smoke free environment.** 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**



**Sun Valley Fliers Presents**  
**SUN VALLEY JETS**  
October 16-18 2009 dawn to dusk  
Cave Buttes RC field at Cave Creek and Jomax Rd  
Food onsite catered by Sig 'n Whistle BBQ  
Saturday night awards dinner at the field  
Spectator parking \$5 per car No overnight camping  
Registration information is available at  
[www.sunvalleyjets.com](http://www.sunvalleyjets.com)

**ONE EIGHTH AIR FORCE**  
**SCALE MODEL FLY-IN**  
OCTOBER 24 AND 25 2009  
SUPERSTITION AIR PARK MESA, AZ  
ON MERIDIAN RD JUST NORTH OF BROWN  
A GOOD TIME FOR EVERYONE  
FRIDAY EVENING HOSPITALITY HOUR WITH PIZZA & WINGS  
SATURDAY NIGHT DINNER AT THE FIELD  
OEA'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES  
REGISTRATION STARTS AT 7:30 AM SATURDAY  
AMA REQUIRED AMA SANCTION 95  
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ALL TYPES OF SCALE AIRCRAFT WELCOMED  
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**SVF MEETING SEPTEMBER 2, 2009 @ 7:30 P.M.**



## Sun Valley Fliers Club Meeting Minutes Date, August 5, 2009

The meeting was called to order at 7:32 pm by President Frank Moskowitz.

There were 35 members in attendance.

Guests: none

**New Members:** We have two new members; **Sami Salem and Keith Hoffman** welcome to both of you from all of the SVF.

**New Solo Pilot:** None

**Secretary's Report:** Rusty Fried. Voted and approved as published in the slow roll.

**Treasurer's Report:** Gene Peterson. Approved and voted as read at the SVF club meeting.

Gene Peterson announced that he will be closing the SVF Field Improvement bank account.

**Safety Officer Report:** none

**Congratulation to Frank Moskowitz for reaching his 55<sup>th</sup> birthday and sharing it with all of us.**

**The cake was very good.**

**Congratulation to Charlie Beverson on receiving the highest achievement award the SVF can bestow.**

**This award was given for all the years Charlie has served the SVF. Many thanks.**

### **Old Business:**

1. The **IMAA** has asked the SVF if we wanted to be a charter club. This group represents large scale and non scale Model Aircraft. The sanction fee is \$25.00 per year.
2. We will be putting up new netting in front of the concert flight stations.
3. **Charlie Beverson has recarpeted 2 of the tables.**
4. It is a must that if you are flying a liquid fuel aircraft you must use a drip container while you fueling or working on your aircraft when it is on the tables.

**Carl Ramsay** was injured while working on his model. It was an electric model and he bumped the throttle and it bit him causing the need for a number of stitches.

### **New Business:**

1. The DVT pilot association has asked the SVF membership if we would put on a static demo during there yearly\_Picnic. The dates are November 14, 2009. **Editor: Nate informed me that I put a hold on a SR article.** Sunday August 16 SVF will be hosting a scale seminar. They will be talking about flight maneuvers and what scale is all about, it will be held from 7:00am to 11:00am.
2. The SVF community affairs officer **John Geyer** delivered a check for \$400.00 to the Boys & Girls Clubs. The money was from the fall electric fly. They were very happy and want to do more charity events with the SVF.
3. The Jet Rally is scheduled for October 16, 17, 18<sup>th</sup> of 2009. The event directors are working on the web site so guys can get Event information.

**Door Prize Winners:** Shirt-John Neilson, Shirt-Ron Long, Shirt-Bruce Bretschneider, Shirt-Joe Lieberman  
Shirt-Lou Pfeifer, Shirt- Mike Schmidt, Shirt-Dave Linne, Shirt-Eric Sauley, Shirt-Bob Wainman  
Fuel-Val Roqueni, Fuel-Ron, Fuel-Frank Moskowitz, Fuel-Paul DeLawder

**50/50 Drawing Winner:** **Ron Long won \$39.00.**

### **Show & Tell:**

Dave Linne did a demo on how to make wing tube sockets with a minor amount of simple tools.

Meeting adjourned at: 8:12pm.

*Rusty Fried, Secretary*

# \$ TREASURERS REPORT \$ with Gene Peterson

TREASURERS REPORT September 2009



Well, the summer is almost over and flying and sweating can hopefully be done at different times. Been a hard summer as there didn't seem to be any breaks with a few days of monsoon rains and cloudy days.

The board has approved the SVF to make application to the IMAA to be a charter club, so I'll be pestering all members to find out who is already a member of the IMAA, promoting membership in the IMAA, and so on. We may even get an IMAA section in our Slow Roll, huh Bob? *Editor: Who ever becomes the officer, then can pass on the info they need in the SR.* It'll be a fun addition to our club and hopefully our members will get some benefit from this. Member ship dues notices will be out later this month or early in October. Couple things related to that is will be the gate code change will be given to you when your renewal letter comes back to you with your 2010 sticker. Assuming of course you pay the bill..... Also, beginning with 2010 members who have not paid their renewal will be posted at the field starting with 1/1/2010. So best to get your renewal in before 12/31 so you get the new code for the gate, (Starts 1/1/2010) and you don't get on the "list". Please make a note for that... Have a nice September flying and see you at the field.

Regards, *Gene Peterson, Treasurer*

## SEPTEMBER SVF BirthDay Boys

First name	Last name	Member type	Dob
Craig	Early	Regular	09/01/1954
Brandon	Feils	Regular	09/01/1979
Paul	Nelson	Regular	09/01/1965
Jon	Bowers	Regular	09/03/1943
William	Jenkins	Regular	09/03/1964
Dave	Uhlving	Regular	09/03/1953
Ronald	Petterec	Regular	09/05/1945
Walt	Turansky	Regular	09/05/1948
Jim	McGrath	Senior	09/08/1937
Gene	Peterson	Senior	09/08/1942
Arthur	Gambino	Regular	09/08/1958
Marvin	Jones	Senior	09/11/0937
Brad	Beedy	Regular	09/11/1976
Raymond	Przybylski	Regular	09/12/1947
Kriss	Trunkett	Regular	09/13/1964
Robert	Acton	Regular	09/13/1958
Gary	Gregory	Regular	09/22/1945
Charles	Brooks	Senior	09/23/1938
John	Lowther	Regular	09/23/1953
Christian	Kasprowicz	Regular	09/23/1977
Bernard	Knorra	Regular	09/25/1954
John	Neilson	Senior	09/25/1936
Carl	Gotch	Senior	09/28/1934
Derek	Micko	Regular	09/30/1976



"Birds? Couldn't find one to save his life. Model Planes..... Now that's a different story!"

**Dave Morales displaying his PBJ-1J at SVF field.**

*Photo by SVF Members*



**Page one feature. Well done Dave!**

# One Eighth Air Force Scale Seminar



Photos by SVF Members



President Frank Moskowitz,

26 pilots turned out Sunday to the One Eighth Air Force Scale Seminar. Veteran former champions, flight judges and head judges all with an incredible wealth of knowledge and experience were on hand to instruct. Special thanks to Bob Frey, Kent Walters, Kenny Kear, Rick Powers and Mike Peck for their presentations. We learned how to prepare flight routines, what the judges look for, scoring rules and many of the "inside tips" on competing in scale contests. Flight demonstrations were also performed by seasoned competitors Rick Powers, Jay Stewart and Bob Frey. Our sincere thanks to all the Sun Valley Members for the use of their field.

Best regards, Jerry Wright Commander OEAF



# SVF MEMBERS PAGE



Photos by SVF Members

Adrienne & Marty Jones



Is Adrienne at the end of the Rainbow??



Rusty Fried



Look it's a bird, plane, no it's, nope not him!



# SVF MEMBERS PAGE



## The Heliport



Good shot Eric from your pad!

## **How to Receive \$300 for Public Relations About Your Club**

By Erin Dobbs, Programs Coordinator

AMA launched the Club Recognition and Reward Program in 2008. This program is to reward clubs monetarily who receive positive media coverage either by print (newspaper or magazine), radio, and television. It was a complete success for the clubs who participated.

During 2008, AMA's budget for this program was depleted and AMA is proud of the clubs that received the funds for *their positive contributions to charities and their communities*.

We would like to see this FREE money given away to more clubs this year. Time is running out! If your club participates in a charity event or donates its time to benefit the community, you will receive \$100, \$200, or \$300 respectively if the event receives media coverage.

The application can be downloaded from our website at the following address [www.modelaircraft.org/files/716.pdf](http://www.modelaircraft.org/files/716.pdf).

If you have any questions about the program please contact Erin Dobbs at [erind@modelaircraft.org](mailto:erind@modelaircraft.org).

Thanks and we look forward to rewarding your club!

### **FROM THE PITS**

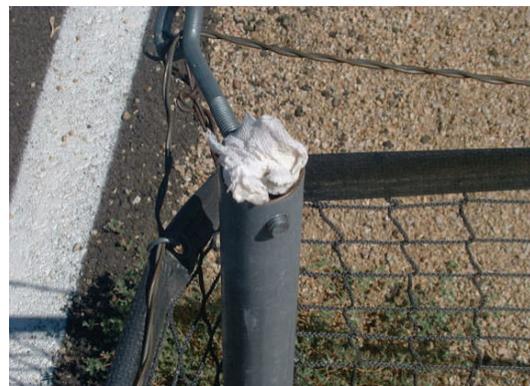
*With D. Pits*

*Mr. Pits I've recently notice one day at the field that there were more cigarettes butts on the ground then I've notice before. I didn't see any other pilot smoking that day at the field. At the pad I got upset on what I saw and took some pictures and I'm hoping you will put them in your column. Thanks K.T.*

Hello K.T. After I saw the photos I can see why you and I can get upset, plus others when they see them. It amazes me that up on the pad we see butts in the conduit. Its just simply laziness on the smoker part to do this. And the paper stuff in the pipe is no excuse either. Come of people we can do better! I suggest if we catch a person doing this, we give them 100 latches with a wet noodle.

We got the butt cans, garbage cans there for you members.

Maybe we can have the board get some signs made up. Something like" Please Place Your Butts Where They Belong". So please help keep our field clean. Thanks K.T. ( Kick Teeth?) for the photos.  
*D.Pits*



# SVF MEMBERS PAGE

Photos by SVF Members.



# Learning to 3-D and 3-D Well: A building blocks approach.

By Jeremy Chinn

Radio Controlled Aerobatics has always been one of the most exciting elements of the RC airplane hobby. This discipline combines the challenge of coordinating all the available inputs of your airplane correctly and precisely to ensure that it does exactly what you want at exactly the correct time. Get one of those inputs wrong or out of order and the result is ugly, and often disastrous.

As the hobby progressed through the years, so did the complexity of the aerobatic maneuvers. Modelers spent countless hours attempting to emulate their full-size counterparts and their movements through the air. IMAC competition even goes so far as to require that you fly a model of a full-sized aerobatic competition airplane. Modelers were always trying to get their models to perform at the same level as their full-scale counterparts—most of the time they were short of success.

Then at one of the final installments of the Tournament of Championships, QuiQue Somenzini pushed RC Aerobatics to another level entirely. QuiQue flew a model that greatly outperformed its full-sized counterpart and flew maneuvers that full-scale pilots could only dream of. With that, the seed for 3-D aerobatics had been planted and nothing would hold it back.

3-D aerobatics is now the most popular form of flying in the RC hobby. Manufacturers frequently throw the moniker “3-D” at any and every airplane they sell. Competitions just for 3-D have cropped up around the country and many specialists have popped up that spend all their time flying 3-D aerobatics. Videos flood the internet on a weekly basis of some pilot flying 3-D with his new “uber-wonder-plane.”

With all that interest, the hobby has a very large number of people trying to learn to fly 3-D. These students of 3-D are trying very hard to learn to fly one or more of the cool new maneuvers they’ve seen some sponsored pilot fly at a competition or on a YouTube video.

Unfortunately, many of these pilots are finding limited or no success. Broken airframes are common and heading home from the field with a multicolored bag of broken airplane parts is often the name of the game for the new 3-D pilot.

So what are the keys to success for the aspiring 3-D pilot? What is needed to ensure that a pilot can find success in learning to fly 3-D and do so without breaking the hobby-money bank? In no particular order, they are:

## **Strong knowledge of basic aerobatics.**

Use of a structured approach to learning each of the 3-D maneuvers.

Use of a simulator to help speed the learning process.

Proper 3-D “trainer” to learn each of the maneuvers.

**Why is a strong knowledge of basic aerobatic maneuvers necessary?** So many times when I get asked by a friend at the field or at an event how to do a rolling harrier, I quickly find out that the person asking cannot fly a proper slow roll or even a four-point roll. It’s this basic aerobatic knowledge that helps to provide the right understanding and muscle memory to handle unusual flight attitudes and situations. In many ways, it is similar to wanting to learn to run before you learn to walk.

I won’t spend a lot of time trying to describe how to learn basic aerobatics—there are many more qualified pilots out there to do that, but here are a few good tips:

Participate in a local AMA Pattern or IMAC competition. The skills you build while practicing even the basic or sportsman routines will be invaluable to your future aerobatic and 3-D efforts.

Learn to fly all the basic maneuvers such as four-point rolls, rolling circles, and loops in both directions.

Even the best pilots have a bias toward rolling one direction or the other, however, they have practiced until that bias is invisible to the spectator. Always practice your worse side more.

Learn to trim the airplane properly as part of your basic aerobatic learning. A properly trimmed airplane is easier to fly while doing aerobatic maneuvers from the most basic to the most complex. This same reasoning applies to flying 3-D as well.

The book *Learning to Fly Basic Aerobatics* by Scott Stoops is an excellent read on the subject.

**A structured approach is the next item on the list.** Again, this is similar to learning to walk before learning to run. By learning each fundamental maneuver, you will have a better chance at finding quick success as you learn to fly 3-D. The next article in this series will begin to cover the details of an excellent “building block” approach to learning to fly 3-D.

Simulators are one of the most underrated tools and developments in the RC hobby during the past 10 years. Quality and reality of simulators has increased with the same quantum leaps that computers have under-

### 3-D continued part 2.

Quality and reality of simulators has increased with the same quantum leaps that computers have undergone. There are many simulators out there, and each has its own pluses and minuses. To try and discuss that subject would be many articles in and of themselves. Rather than try to cover that, I'll try to suggest some tips to help you get the most out of your simulator and a training method that can be used with most any simulator to learn quickly and efficiently.

#### Some basic tips that will help you get the most out of your simulator:

Don't obsess over flying a particular airplane in the simulator. Instead, try to get an airplane that flies well in the simulator and tune it to your liking. Don't decide you're going to learn to fly 3-D in the simulator with an F-14, but at the other end of the spectrum, don't worry if the Extra 300 in your simulator flies better than the Yak 54; fly what works!

In general, larger simulator models fly more realistically in the simulator than smaller models do. This is a generalization, but has proven true with every simulator I've experienced.

Learn how to "tune" your models in the simulator to fly more like your real models. Almost all simulators allow you to edit the characteristics of the models included in the simulator package to suit your needs and to make them fly more like real life. Do not select an airplane in the simulator that is too easy to fly. It is supposed to be a challenge.

Learn to use the "time" functionality in your simulator to slow things down. This ability to slow down simulator life when compared to real life is one of the best features of flying in a simulator.

Fly your model in the simulator just like you would fly your real model. Go through your same take off routine and landing procedures just as you would in real life.

As mentioned earlier, the ability to "slow time down" is one of the most valuable features of the simulator. Slowing down the time function in the simulator allows you to fly maneuvers at a slower pace. Flying at a slower pace allows you to think through each of the required stick movements and corrections as you learn the maneuver. More time to react to incorrect movements is always a good thing as well.

When you decide to learn a maneuver on the simulator, start by turning down the time function to approximately 50% of real time. Practice the maneuver over and over until you feel comfortable with it. Once you feel comfortable at that speed, bump the speed up in the simulator by 10% and practice more. Continue this cycle until you are actually flying the maneuver 10% faster than normal speed. By the time you have accomplished this, you will have built the muscle memory necessary to ensure you provide the correct inputs at the correct time to fly your model. You are now ready to try it out in the real world!

Another key to 3-D success is getting the right airplane to learn with. If you've followed along so far with this article, then you've practiced up on the simulator and you are ready to try out the maneuvers in real life. Unfortunately, having the wrong airframe will mean many will fail at this point and won't progress any further.

The right airframe has to do many things. It must be tough for the unintentional mishaps that will happen, it must be simple to repair, and above all, it must fly 3-D very well. The two airplane types that fit this bill very well are foamies and .40-size profiles. Both types of airplane have a relatively low cost to build and, as a result, a relatively low cost to repair. Those factors alone mean you'll spend more time in the air than repairing at the workbench. Finally, there are countless examples of both type of airplane which fly exceptionally well. If you are put off by the appearance of a profile, get over that issue and use one to learn to fly 3-D, then sell it to a buddy so he can do the same.

#### A few types of airplane to avoid for learning to fly 3-D:

Giant Scale airplanes are very bad 3-D trainers. Most Giant Scale airplanes are easier to see and fly somewhat slower than smaller airplanes. However their higher cost and higher complexity adds significantly to the fear that many pilots will have when flying them. It is difficult or impossible to learn a new skill when you are faced with constant fear of hurting the airplane.

.40-size full fuselage airplanes also make poor 3-D trainers. Most examples in this category have cost and complexity induced fear similar to giant scale airplanes mentioned above. Additionally, they typically have very high wing loadings when compared to a same sized profile airplane. The result is an airplane that flies poorly and is difficult to repair when damaged. Again, a bad combination for someone who wants to learn to fly 3-D.

Small, full fuselage electric airplanes. This category of airplane has become extremely popular with the increased availability of good quality electric gear, motors and batteries. Unfortunately, the comments for the two airplane types mentioned above apply very strongly to this category as well.

So that is our starting point. Get the right gear and get ready for the next section.

# SVF MEMBERS PAGE

Photos by SVF Members



# SUN VALLEY JETS 2009



Come see 200mph Turbine powered Jets,  
Electric and Nitro Ducted fan jets

## **Sun Valley Fliers Presents SUN VALLEY JETS**

**October 16-18 2009 dawn to dusk**

**Cave Buttes RC field at Cave Creek and Jomax Rd**

**Food onsite catered by Pig N Whistle BBQ**

**Saturday night awards dinner at the field**

**Spectator parking \$5 per car No overnight camping**

Registration information is available at

**[www.sunvalleyjets.com](http://www.sunvalleyjets.com)**



# **ONE EIGHTH AIR FORCE SCALE MODEL FLY-IN**

**OCTOBER 24 AND 25 2009**

**SUPERSTITION AIR PARK MESA, AZ  
ON MERIDIAN RD JUST NORTH OF BROWN**

**A GOOD TIME FOR EVERYONE**

**FRIDAY EVENING HOSPITALITY HOUR WITH PIZZA & WINGS**

**SATURDAY NIGHT DINNER AT THE FIELD**

**OEAF'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES**

**REGISTRATION STARTS AT 7:30 AM SATURDAY**

**AMA REQUIRED**

**AMA SANCTION 09-1690**

**\$10.00 ENTRY PER PILOT**

**100 DB SOUND LIMIT**

**ALL TYPES OF SCALE AIRCRAFT WELCOMED**

**PARKING \$6.00 PER DAY**

**NO OVERNIGHTCAMPING**

**3D FLYING NOT ALLOWED**

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# ARIZONA MODEL AVIATORS R/C AUCTION

R/C KITS, ENGINES, AIRPLANES, BOATS, CARS,  
TOOLS, RADIOS, ETC.

**SATURDAY, November 7, 2009**

**SUPERSTITION AIRPARK  
MERIDIAN Rd. & LEVEE DR.**

MESA, ARIZONA

REGISTRATION AT 7:00 AM – STARTING TIME 8:00 AM

ADMISSION \$3.00 FOR BUYERS & SELLERS

**CLUB RETAINS 10% OF SALE PROCEEDS  
MINIMUM BID - \$35**

**SALE TABLES AVAILABLE FOR ITEMS UNDER \$35**

**Note:** This Auction brings a different format than previous auctions. All auction items will be picked randomly instead of selling all a persons items at one time. This will allow us to present the best possible program to both buyers and sellers.

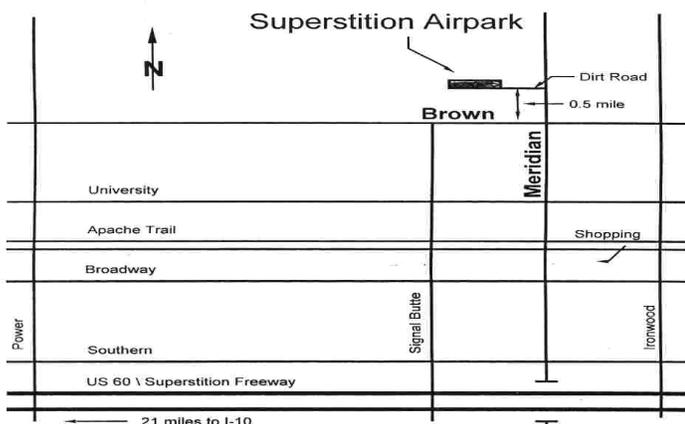
**HOT COFFEE, HOT CHOCOLATE & DONUTS WILL BE  
AVAILABLE ON SITE**

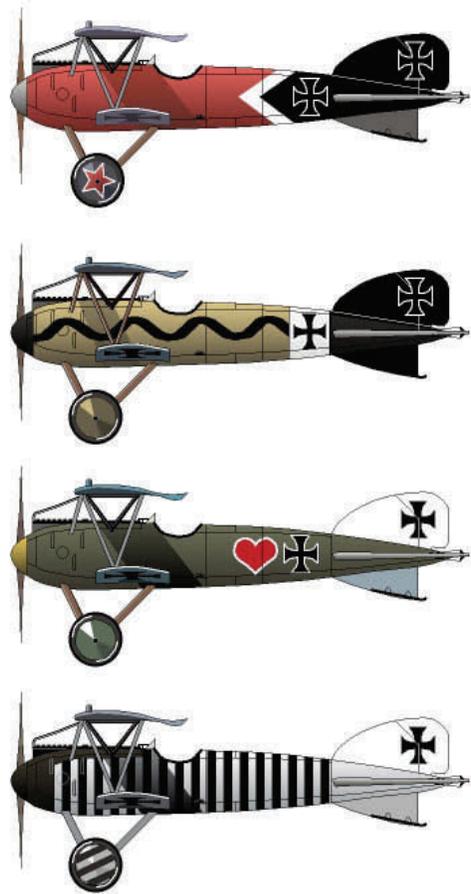
**FREE PARKING**

**FOR MORE INFORMATION CALL Art Ashenden AT:**

**480-314-0064**

The Arizona Modeler Aviator's flying site, *Superstition Airpark*, is at Usery Park near Apache Junction, AZ. Follow Route 60 until Signal Butte exit, go north until Brown Rd. then turn right. At Meridian (1 mile) turn left, then 1/2 mile past the Rodeo grounds to Levee Dr. Turn left to enter the club field. Look for the signs.





# FRANK'S Hobby House

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 4240 West Bell Rd. 602-547-1828 Glendale  
 M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

**Next month Issue**

***YEP! Its up to you members AGAIN. Its your news-letter.***

If you got something going let me know. Be the SR field reporter, great job and good benefits, like free fresh air. Maybe we can throw in some sun screen lotion & NEET. We'll give you COLD water too! See you then.

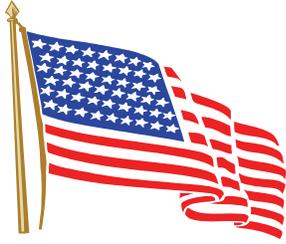
Would you like to be notified when the *SLOW ROLL* new issue is available? Give Gene your e-mail address.

**This Month Issue**

**We got a good 3-D artilce. A great model by Mr. Morales!! New Heliport page. OEAF,SV Jets, Turkey Fly In coming soon. *We would like to pass on our Condolences to Ray, at Frank's Hobby, on the death of his wife.***

**Send those articles and photos in!**

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



# THE SLOW ROLL

**Club Officers 2009-2010**  
**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.**



## Board of Directors

**Charlie Beverson '08-10**

**Bruce Bretschneider'08-10**

**Dan Jacobsen '08-10**

**John Geyer '08-10**

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**Paul Steinberg '09-11**

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To:

**34**



**YEARS**



**SINCE DECEMBER 1974**