



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



IMAA Chapter 782

President—Frank Maskowitz
Vice President—Tony Quist
Treasurer—Gene Peterson
Secretary—Rusty Fried
Editor—Bob Purdy
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MARCH 2011

*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 Marty Jones showing Steve Harmeyer float plane flying off Cave Buttes Lake????.....DEAD BEAT LIST!.....AZ Electric Fest photos.....Hazel Sig article...Are you READY?.....AMA Large models update.... SVF members photos.....AMA Letter sent out??.....Prez report.....Minutes..... B'Days & Treasurer ReportGunsmoke, One Eight Air Force Event Flyers.....Videos.....*Much more, enjoy!*



THE PRESIDENT'S CHANNEL

Frank Moskowitz

Welcome to the March 2011 Slow Roll. Our first event of the year was the "SVF Pattern Championships". This was a great event despite the poor weather conditions. Rusty Fried as CD kept the contest moving and certainly made the best of the poor conditions. Thanks to the SVF members who endured the cold and rain to help out at this event. By the time you read this edition of the Slow Roll, the Phoenix Helicopter Fly-In would have already just taken place. I thank those of you who volunteered for Kitchen and Gate Fee duties at this event. There will be a few weeks before the next event which is the Cactus Classic IMAC Contest. For those of you that are weekend flyers, you'll still have the first three weekends in March to yourselves. The IMAC event is the weekend of March 26th – 27th. We could use some volunteers as usual. We are also looking for additional volunteers to help as spotters for full size aircraft approaching our field. Maybe 2 hour shifts at a time. Although there is no formal height restriction at our field, the "see and avoid" policy is always in affect. Full scale airplanes win all the time. We will be discussing our policy on "callers" at the next meeting.

Note: Last year we had the field closed to sport flying on Friday before the contest from 12:00 am till dark. We will do this again this year and from now on for both Pattern and IMAC. We have a lot of guys coming from out of town for these contests and this will avoid any confrontations that may arise from sharing the field.

The piles of GSA material that you see piled up will soon be spread out to continue our road (for dust control) through the parking lot. That's it for now. See you at the field!

Please join us for the March 2nd club meeting. We will have many raffle prizes and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. Meetings start at 7:00 pm. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Have fun out there!

Frank Moskowitz
President

**SVF MEETING
MARCH 2, 2011
7:00 PM @ D V AIRPORT**

GUNSMOKE 2011
RADIO CONTROL SCALE MODEL AIRCRAFT CONTEST

MARCH 4 - 6, 2011
SUPERSTITION AIR PARK, MESA, AZ

SCALE MASTERS QUALIFIER
Competition in five classes:
Expert, Team, Advanced, Open, Fun Scale
Friday: Static Judging - 10AM to 3PM
Sat & Sun: Flight rounds - 8:30AM to 3PM
Parking Donation \$8.00 per Vehicle
Food Concession available Sat & Sun

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MARCH 19 AND 20, 2011
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43RD AVENUE SOUTH OF PINNACLE PEAK RD
A GOOD TIME FOR EVERYONE

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 11425H

NO DOG SCALE LIMIT
STRICT 800 FOOT CEILING

AMA 25-A WILL BE ENFORCED - NO ID FLYING ALLOWED
ALL TYPES OF SCALE AIRCRAFT WELCOMED
PARKING \$8.00 PER DAY

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COMMANDER: Howard Kennedy 902-901-8472 hokyleh@14141.com

www.oneeighthairforce.org



Sun Valley Fliers Club Meeting Minutes
Date, February 2, 2011

The meeting was called to order at 7:00 pm by President Frank Moskowitz. There were 29 members in attendance.

Guests: Bill Powers

New Members: none

New Solo Pilot: none

Secretary's Report: Rusty Fried. Voted as published in the Slow Roll and approved.

Treasurer's Report: Gene Peterson. Motion made and seconded, voted and approved. 272 paid members for 2011, 67 have not renewed as of this meeting.

Safety Officer Report: Ken Justice our new safety officer; Said some members have a cavalier attitude about safety rules. Guys are not flying with spotters. We need to be self policing regarding safety rules. The Heli guys are not abiding the club rules.

Old Business:

1. Dan Jacobsen borrowed our old Honda Generator. He will be returning it soon.
2. All club members should review club bylaws and safety rules each year.
3. Field will be shut down at noon on Friday Feb 18, 2011 for the Pattern contest visitor practice.
4. Run way cracks; Frank Moskowitz had a meeting with The owner of Marham Construction Co. to review what repairs were needed just after the last repaving of our runway, they were receptive and were willing to work with us no final outcome as of yet.

New Business:

1. As of this meeting Craig Guest will replaced Dan Jacobsen on the board.
2. **Nomination committee is now being set up for the election in May. If someone is interested talk to Tony Quist about being on this committee.**
3. Gene Peterson will publish a list of people who have none renewed for 2011.
4. We now have several club trainers. John Geyer is heading up that project.
5. Clifford Wise donated some airplane stuff to be sold and Jack Jasperson's stuff was donated as well all profits go to the club in Jack's memory.

Door Prize Winners: Chargers Bob Purdy, Screwdriver cordless Lou Pfeifer, Hinge slotter Frank Moskowitz, Fuel pump Ken Justice, Gloves Lou Pfeifer Sr., Fuel Bruce Bretschneider, Fuel Tony Quist, Torque wrench Joe Balabon, Cutting tools Bernie Frank, Torch Mike Peck, Gasket seal Norm Pilcher, Clamps Walter Angus, Smart stripe Ron Petterec, Parts tray Ray Beliveau

50/50 Drawing Winner: \$55.00 won by Frank Moskowitz.

Show & Tell: none

Meeting adjourned at: 7:40pm

Rusty Fried, Secretary

\$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report MARCH 2011



This month we have posted in the Slow Roll, Members that have not signed up for 2011 and as of February 28, 2011 will be dropped from the Membership List. *Editor: That list is somewhere!*

If you see your name and you think you signed up for 2011, email me (az49er@cox.net) or call (602) 579-0925 and lets talk.....

The same would apply for seeing you name and just forgot to resign, the dues are just \$50 for Seniors and \$75 for Regular Members.

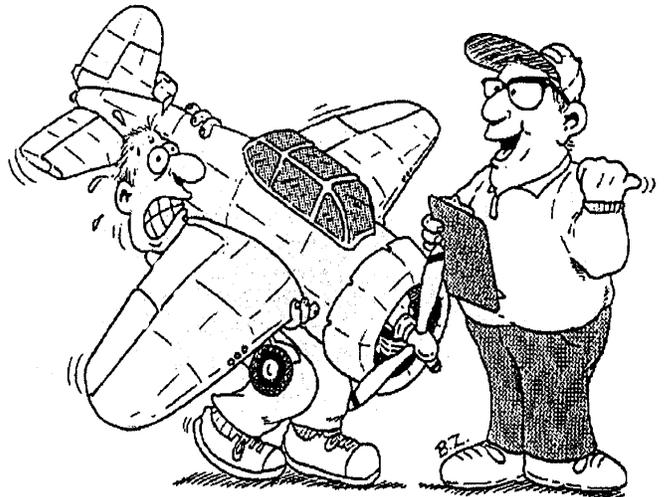
If you are sponsoring a Junior and you see his name, the same would apply, and Juniors of course are free, we just want to keep them on the active rolls.

Thanks and have Great Flying in March.

Regards, *Gene Peterson, Treasurer*

MARCH 2011 SVF BirthDay Boys

First name	Last name	Member type	Dob
Oscar	Diaz	Regular	03/01/1949
Jerome	Druen	Regular	03/01/1942
Troy	Newman	Regular	03/02/1972
Eric	Sauley	Regular	03/03/1967
Jim	Godziela	Regular	03/03/1965
Gary	Kertson	Senior	03/07/1935
Jeffrey	Bean	Regular	03/08/1947
Michael	Vivian	Senior	03/10/1937
Karl	Kohnke	Senior	03/11/1941
Ken	Moore	Regular	03/11/1960
Ray	Olsen, Jr.	Senior	03/14/1939
Mike	Schmidt	Regular	03/16/1960
Dan	Ford	Senior	03/16/1939
Daniel	Wojtak	Regular	03/16/1974
Wallace	Balfour	Senior	03/17/1945
Marty	Knopf	Regular	03/17/1956
Henry	Zyck	Regular	03/19/1943
Leon	McCormick	Senior	03/19/1938
Steve	Harmeyer	Regular	03/19/1975
Dagley	Reeves	Regular	03/20/1954
Robert	Farmer	Regular	03/23/1977
Dan	Blackwell	Regular	03/24/1978
John	Nansen	Senior	03/26/1944
John	Geyer	Regular	03/28/1955
Edward	Ochmann	Senior	03/28/1937
John	Flynn	Senior	03/29/1940
Joseph	Balabon	Senior	03/30/1943
Bob	True	Regular	03/30/1963
Mike	Austin	Regular	03/30/1954
David	Brown	Regular	03/31/1982



"Oh, the Giant Scale check-in? ... It's that way 'bout half a mile, ... Top of the hill."



"I won't be coming into the office today. I'll be out in the field doing research."

The names listed on the right have not renewed their 2011 SVF Membership



August Antognetti
Jim Ball
Bradley Baltman
Evan Baltman
Mark Bernier
Dale Bolen
Jordan Bruno
Peter Bruno
Len Clements
Brian Clermont
Alexis Corral
Paul Crofts
Andrew Darling
Darren Dugan
Roger Eastman
John Erickson
Robert Farmer
Dan Ford
Walter Freese
Gregg Gardner
Stephen Gay
William Gioia
Ken Giordano
Paul Goldsmith
Chris Grier
Russel Gundlach
Stephen Hanrahan
Bryce Hatfield
Marvin Jones
Joseph Kiszczak
Thomas Klinect
Gary Kurtzman

Charles Liebich
Virgil Marchis
Kevin Marks
Richard Mesh
Thomas Minick
Dave Morales
Michael Moses
Morton Muntner
Bob Niven
Gene Nusbaum
Carl Ramsay
Barry Rhonemus
Gustavo Rios
Alex Rios
Sami Salem
Eric Sauley
Mark Simpson
Brett Smith
Ron Stephens
Dennis Suding
Dick Summersgill
Jay Tenison
Jay Tenison. Jr.
Gary Thompson
Dave Wartenberg
Andrew Wartenberg
Tim Wartenberg
Peter Wijatyk
Jerry Wright
Scott Zeller
Ash Zeller

Hand propping an airplaneOUCH !!!!

Aviation is inherently a very dangerous activity when you don't pay attention... even when you are still on the ground!!!

This is what happens when you are not careful enough when hand propping an airplane!



GUNSMOKE 2011

RADIO CONTROL SCALE MODEL AIRCRAFT CONTEST



MARCH 4 - 6, 2011
SUPERSTITION AIR PARK, MESA, AZ

SCALE MASTERS QUALIFIER

Competition in five classes:

Expert, Team, Advanced, Open, Fun Scale

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Sat & Sun: Flight rounds - 8:30AM to 3PM

Parking Donation \$6.00 per Vehicle

Food Concession available Sat & Sun

HOSTED BY:

ONE EIGHTH AIR FORCE

Contest Director: Austin Goodwin ★ 480-215-5446 ★ N4351X@aol.com

Commander: Howard Kennedy ★ 602-361-8475 ★ bushpilot1443@yahoo.com

Vice Commander: Mike Peck ★ 623-853-7630 ★ peckster1@msn.com

www.usscalemasters.org

www.oeaf.org

www.azmodelaviators.com



ONE EIGHTH AIR FORCE SCALE MODEL FLY-IN

MARCH 19 AND 20, 2011

**ADOBE MOUNTAIN PARK PHOENIX, AZ
43RD AVENUE SOUTH OF PINNACLE PEAK RD
A GOOD TIME FOR EVERYONE**

**SATURDAY NIGHT DINNER AT THE FIELD
OEAFF'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES**

REGISTRATION STARTS AT 7:30 AM SATURDAY

AMA REQUIRED

AMA SANCTION 11-0235

100 DB SOUND LIMIT

STRICT 400 FOOT CEILING

AMA 520-A WILL BE ENFORCED NO 3D FLYING ALLOWED

ALL TYPES OF SCALE AIRCRAFT WELCOMED

PARKING \$5.00 PER DAY

INFO: CD John Geyer 602-810-1767 jegeyer@cox.net

COMMANDER: Howard Kennedy 602-361-8475 bushpilot1443@yahoo.com

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SVF MEMBERS PAGE

Photos by SVF Members

Steve H.



Ricky Baker



Marty J.



Art Gambino



Mike & Jack Dolan



Dan Blackwell & Son



SVF MEETING MARCH 2, 2011 @ 7 PM

Your Letter to Congress

Did you get your letter out?

ROBERT, thanks for taking action on behalf of Academy of Model Aeronautics. Your messages are on the way.

An individual copy of your letter will be sent to each official:

February 26, 2011

Dear Representative Quayle,
Dear Senator Kyl,
Dear Senator McCain,

I am pleased the U.S. Senate has adopted an amendment to the FAA reauthorization bill exempting the operation of model airplanes from unnecessary federal regulations. Nevertheless, as one of your constituents and a member of the Academy of Model Aeronautics (AMA), I'm writing to urge you to ensure that this amendment is included in the legislation when it is sent to the Executive branch for signature.

The Federal Aviation Administration is currently developing new regulations aimed at enabling the operation of commercial and public use unmanned aircraft in the National Airspace System (NAS). And, while I fully believe in a safe and coordinated system, the inclusion of model airplanes in the new regulation for small Unmanned Aircraft Systems (sUAS) is absurd and flies in the face of a recent Executive Order to improve the regulatory process and a commitment to curbing unnecessary and burdensome regulation. Model aircraft are distinctly and decidedly different from the sUAS platforms developed by the defense industry and now being used in the civil environment. As a proven and strictly recreational endeavor, model aviation is far from adding to the problems posed by the growing number of unmanned aircraft currently being developed for the commercial sector.

Model aviation has operated safely and harmoniously in the NAS since before manned flight and has achieved an impeccable and truly enviable safety record through AMA's oversight, self-governance and common sense. With 140,000 members in more than two thousand communities nationwide, AMA represents a community of responsible and conscientious aeromodeling enthusiasts. Now, however, it appears this proposed regulation will place unnecessary restrictions on the hobby that may, in turn, devastate our modeling community, curtail our youth programs and science-related educational projects, destroy an established seeding ground for aviation, and will almost certainly create a debilitating burden on a \$1 billion-a-year industry.

I trust you share my concern for the future of model aviation, will act on our behalf, and urge the FAA to focus on more pressing aviation issues.

Sincerely,

Mr. ROBERT PURDY
Thanks again for taking action, and keep this email for your records.

Also, be sure to visit <http://amagov.modelaircraft.org/> for more important action items.

F3A World Championships Coming to Muncie!

The F3A World Championships for Aerobatic Model Aircraft are being held at the International Aeromodeling Center in Muncie, Indiana, from July 24-August 2, 2011. Opening ceremonies will take place Monday, July 25, at 5 p.m. on Site 1. Competition begins on Tuesday.

We currently have 31 teams registered with at least 90 pilots competing:



ARIZONA ELECTRIC FESTIVAL

January 2011



ARIZONA ELECTRIC FESTIVAL January 2011



Large Model Aircraft Program

On January 25, 2011, AMA's Executive Council (EC) approved an update to the Large Model Aircraft program. This program includes some significant changes.

One of the most prominent changes is the weight increase to 125 pounds for prop-driven models (LMA) and 100 pounds for turbine-powered models (LTMA). There are four classifications referenced within the program: LMA-1, LMA-2, LTMA-1 and LTMA-2.

Another important change is that classifications LMA-1 and LTMA-1 (55 pounds to 77.2 pounds) will allow for a self-inspection by the owner of the LMA. It will require two demonstration flights in front of two observers. The owner can serve as one of the observers, as long as he/she is not the pilot of the model. The other observer has to be an AMA Contest Director (CD), Leader Member (LM) or Large Model Aircraft Inspector (LMAI).

As an LM or CD, you can reduce the travel time and coordination required of an LMA-1 owner. While it is a voluntary action, if you are asked to help with observing a test flight, it would be helpful for your fellow modelers and the AMA staff if you could accommodate the request. You would not be inspecting—just verifying that the test flight was completed successfully.

Classifications LMA-2 and LTMA-2 will require inspection by an LMAI, followed by demonstration flights observed by the inspector.

To review the complete program go to <http://www.modelaircraft.org/files/520-a.pdf>.

Safety & Member Benefits Department

2010 SVF Electric Fly-In

Proceeds from the **SVF Electric Fly-In** and contributions from the SVF general fund were again donated to the Boys and Girls Club of Metro Phoenix.

Sun Valley Fliers Director of Community Relations **Mr. John Geyer** presents a check to **Brad Kuluris**, COO of the Boys and Girls Club of Metro Phoenix. **Mr Kuluris said " Once again, we appreciate so much what the Sun Valley Fliers do to support our kids". "This will feed hundreds of of them and we are so grateful".**

Sun Valley Fliers, Inc. is a 501(c)(3) non-profit recreational Radio Control model aircraft club dedicated to promoting, introducing and training model aircraft flying to interested people of all ages in the community. They provide this activity in affiliation with the City of Phoenix Parks and Recreation Department in Phoenix, Arizona, and are chartered by the Academy of Model Aeronautics as a Gold Leader club.



HAZEL SIG BY Joe Godfrey, 2002

Hazel Sig-Hester was born March 3, 1922, in Grinnell, Iowa. Her family lived on 3rd Street, Hazel was the third child, and Grinnell was the third town her parents had lived in, so it's easy to see what her lucky number is. Hazel's father took a ride with Charles Lindbergh when he passed through Iowa giving rides, and her father took Hazel for her first airplane ride when she was -- you guessed it -- three months old. Hazel's father was an auto mechanic who loved to race, and was killed racing when Hazel was 17. After Hazel graduated from high school she worked as a dental assistant. As she puts it, "Glen Sigafoose came roaring into town on his Indian motorcycle in 1942" and they began dating. Glen was a Linotype operator for the



Montezuma [Iowa] Republican and Hazel learned the trade by watching Glen. They married in 1943 and planned to buy the *Republican* someday. Eventually Glen -- whose nickname was Poncho -- became the paper's shop foreman and Hazel became the fastest Linotype operator in the state. While they waited for the paper's owner to sell, Glen and Hazel opened an Indian motorcycle dealership. Glen designed a set of custom aluminum wheel discs for Indians and a mold to spin them. They sold a lot of them until the Korean conflict cut their aluminum supply entirely. Hazel and Glen both built model airplanes and in 1951 started selling balsa to other model makers. Their little mom-and-pop business grew to become [Sig Manufacturing Company](#), selling remote-controlled kits and supplies to model builders around the world. Hazel learned to fly in 1958, and flew aerobatic shows with Glen and their friend and fellow model builder Maxey Hester. Glen was killed during a performance in Centerville, Iowa, in 1980. Hazel stopped flying air shows but continued to fly, and continued to operate the R/C business with Maxey. She married Maxey in 1981 and they sold the business in 1998. At 80 years young she still flies her clipped-wing Cub and the single-place, tail-dragger Spacewalker which she and Maxey built. And her Corvette will go at least 140 miles an hour when she can find the right road to let it go.

I don't suppose you remember your first flight? No I don't, since I was only three months old. We moved to Montezuma when I was six, and I do remember the mail planes passing through. There was one beacon east of town and another west of town, and whenever one of the planes had something wrong with the engine my father would work on it, and sometimes the pilots. The first house we lived in in Montezuma was across the street from a vacant lot. We played on that lot when we were kids, and in 1951 Glen and I built our building on that lot. would take us for a ride. I was about 17 when I got my first chance to fly an airplane. It was the beginning of the war and three guys in my high school class were going to take flying lessons, and I tagged along. I got about half an hour of instruction. When I was about 30 or so a friend of mine -- who had flown P-51s during the war -- became a flight instructor in Sigourney, Iowa, and Poncho and I rode our Indian Motorcycles down there for flying lessons. The first time up he taught me to fly by talking me around, and when I landed he said "You'll never make a better landing." We started on the Fourth of July and I had my private in October.

Which airplane was that? We bought a Champ and that's what we learned in. About a year later we bought a Cessna 140, and after I got my instructor's rating I instructed in it. I had a problem on takeoff when I was learning to fly because my instructor never made it clear what happened to the tail on takeoff. When I was instructing in the 140, I taught students that after an aileron or a rudder input, they couldn't just leave it there, they had to neutralize again. I noticed that students who learned in Cessna 150s soloed faster than my students in the 140, so I sold my 140 and taught in the 150. They may have soloed faster, but I think the pilots who could fly the 140 were more skillful pilots.

What attracted you to teaching? We enjoyed flying ourselves, and Poncho said there weren't going to be any more pilots in the area until one of us got an instructor's rating, and I was elected. I got my commercial rating -- and at that time you weren't required to have an



instrument rating to teach -- but I did have some hood time. I instructed a group here in Montezuma, and did some instructing in Ottumwa and Fairfield, Iowa. I taught a lot of college kids. I taught my students to hedgehop. We were careful and we knew the land, so it wasn't a daredevil attitude, but I wanted them to be able to fly low confidently in case they ever got caught in weather. One time Maxey was out flying low with his brother, and his brother said "At least when you're down here you don't have much traffic to worry about," and Maxey said "You just have to worry about Hazel coming up underneath you."

Hazel Sig Page 2

Recently -- in the last few years -- a tall, good-looking guy came to one of our model contests and said he was an airline pilot flying international routes and that I had taught him to fly. It was quite a thrill.

When did you start flying aerobatics? Back then -- in the late 50s -- there weren't a lot of aerobatic instructors around. I flew out to western Nebraska to take some lessons. We flew three hours in the morning, broke for lunch, and three more hours in the afternoon. He said he'd never seen anybody who could take that much aerobatics in one day. He taught in a clipped-wing Cub, and when I got back home that's what I wanted. I found a regular Cub -- the blue-and-white one that we still have -- and converted it to a clipped-wing Cub.

I bought Duane Cole's book and taught myself aerobatics. I read it before I went up and took it with me and read it while I was flying. I couldn't do any inverted flight because I didn't have the fuel system -- and it's a good thing because I found out later Cubs only fly for a few seconds after they're inverted.

Maxey found a single-hole Pitts Special for sale in Council Bluffs and I sold my Cessna 150 and we got the Pitts. Maxey and I learned to fly the two-hole Pitts -- and once you've flown the single-hole the two-hole is really easy -- and I won the toss on flying it back to Montezuma. They had told me to stay off pavement for a while and I was kind of sweating the landing, but it was fine. It was just another taildragger. We started using a slip maneuver for landing so we could see the runway, because the visibility is so bad in the single-hole Pitts.

I had a Smith Miniplane for a while. It had an interesting problem with the brakes. The heel brakes were too far from the rudder pedals, and you couldn't use them both at the same time. A couple of those landings were a wild ride, until we moved the brakes closer to the rudder pedals.

They tell me that after Pitts flew a Smith Miniplane he designed the double-aileron Pitts. It was quick -- the first time I did a snap roll in the Smith I got a snap and a half.

Let's go back to Cubs for a minute. Are all clipped-wing Cubs the same?

No. Ours was a Reed conversion. We began with a regular Cub and took out about 40 inches at the wing root. There's another conversion where they clip the outboard, and those are rarer. I flew it down to Ottumwa and took the wings off myself. When the mechanic uncovered the wing we discovered quite a bit of mouse damage -- a large section of the spar was chewed away -- on the main spar. It really was a wonder it didn't break when I was doing snap rolls. So we fixed that, and I brought the wings back to sew them in the basement of the plant. When I went to install the wings, I found that the mechanic had rigged the control cables backward, so I would've been getting right aileron when I wanted left aileron. He was convinced he was right but I had taken it apart so I knew how it should go back together. I finally convinced them I was right before we recovered it.



Since you flew it to Ottumwa you had a chance to fly it before and after the clip. How did the clip change the performance?

I had done solo aerobatics before we clipped the wings, too. A regular Cub with big wings is pretty slow but it glides better. In a clipped-wing Cub, you had better turn a tight base, because it glided like a brick. All the maneuvers were cleaner in the clipped-wing Cub. Snap rolls were tighter.

I flew my clipped-wing Cub on at least two long trips. Once out to Doylestown, Pa., when the International Model Airplane Contest was held there. Poncho and Maxey flew my Cessna 150 and I trotted along behind them in the Cub. At one time on the way out the visibility got really hazy and I had to use the 150 for an artificial horizon.

The airplane was put in a big hangar out there and the model airplanes were impounded with it. Pictures of the Cub and the models were featured on a magazine from England, merely saying the the Cub belonged to Hazel Sig. There was a fellow pilot who looked in my cockpit, noting the lack of navigational instruments, turned to me and said "You trucked it out." Hah!

The weather turned really bad and we had to ride back in the company van. Poncho and I took a commercial flight back out later to fly both planes back. We got as far as Hershey, Pa., and the weather put us down overnight. The next morning was supposed to be bad so we didn't get up early, then we discovered the weather was good all the way home. We refueled the last time at Davenport, Iowa, on the Mississippi River and I took off as soon as I got my gas -- it was getting very late -- and I was flying along Interstate 80 and the sun was going

Hazel Sig Page 3

sun was going down and I called Poncho on the radio, "Take off your sunglasses." There was a little silence, and then a soft "Oh."

I reached our field and landed into the wind, to the north, and Poncho came in and landed south, just as I turned off the runway. I was wearing a pair of yellow glasses that my doctor had loaned me and as I was taxiing in I pulled them off and discovered it was really dark! Made me a believer.

One other time I flew the Cub to Amarillo, Texas. Maxey was flying the Bonanza with me -- gear down, flaps down. Sometimes he would get tired and pour on the power after cleaning her up and fly circles around me for awhile.

My Dutch grandfather -- not to mention my German editor -- would probably kick me if I didn't ask you about that last name -- Sigafoose.

As near as we can tell the Sigafoose name is German. The closest translation I've heard is "fleet of foot." When we started the business we realized no one would be able to spell it or pronounce it if they saw it spelled, so we shortened it to Sig. I was the first "Sig" because the belt I wore when I rode a motorcycle -- one of those fancy wide kidney ones -- had a design on the back out of studs that spelled "SIG." I have been known as Hazel Sig so many years that when Maxey and I were married I

found out I could have any name I wanted so I kept the "Sig" part and added "-Hester." Had I known how much trouble the hyphen would cause with computers, I would have left off the "-Hester" part and just kept the "Hazel Sig." The computer at the hospital where we go cannot handle the hyphen and I come out "Sighester" -- and you can probably figure out how they pronounce that.

Did you and Glen and Maxey fly a three-airplane show?

Glen had smoke on his Pitts Special so he would lead and he would roll inverted with Maxey and me as wingmen, and we'd fly over the town that was having the air show to help attract a crowd. Other than that we flew separately.

What happened on the day he crashed?

We had friends visiting from New Jersey, so he flew them over in his Bonanza, dropped them off, and came back to get his Pitts. He flew to Centerville and arrived in town in the Pitts with his smoke on to advertise the show. Maxey had traded his Pitts for a Super Decathlon, and he was the first of us to fly that day. He called back down and said "Boy, this air is thin. We need to move everything up." It was hot so the density altitude was about 5,000 feet at a 1,000-foot [MSL] airport. We were also flying against the wind, which was pushing us back toward the crowd we weren't allowed to fly over. Maxey moved up, and when I flew I moved up, too. Glen was so proud -- that's the only word that describes it -- of his flying and didn't move higher and didn't change his routine. He had recently added a double snap roll on top of a loop, and he fell out of it and went into a spin. He did everything right -- kept the nose down and stopped the spin -- and was turning back towards the field, but he was still coming down fast. He was headed for a row of airplanes so he pulled back on the stick, did a high-speed snap, went over the top and spun into a cornfield.

He was alive when they got him out, but he died at the hospital. He had internal injuries, head injuries, both arms and both legs were broken. There was nothing they could do for him.

My friends wouldn't let me fly my airplane home, so someone gave me a ride home, and a friend flew my airplane home. My insurance company said they wouldn't cover me if I flew it, so that was that. I sold it.

I'll bet you had a tough time choosing between flying Cubs and riding Indians?

We had a lot of fun with both of them. Poncho had a solo-saddle Indian but he had a small seat that sat up on the tank. When we rode together he sat in the tank seat and I sat in the back. Back then we had footboards, not pegs. There was a straight stretch of road just out of town, and I'd step off on the left footboard and he'd step off on the right one, and I'd swing over him and get up on the tank seat and he'd slide under me and get on the back seat. I'm sure we scared a lot of people rolling down the road doing that little trick.

It was a very solid riding motorcycle and you could do things like that. Poncho could stand on the seat and ride down the highway.

What are you flying now?

I'm still flying my clipped-wing Cub and my single-place taildragger Spacewalker which Maxey and I built. And



What are you flying now?

I'm still flying my clipped-wing Cub and my single-place tail-dragger Spacewalker which Maxey and I built. And my Corvette will go at least 140 miles an hour when I can find the right road to let it go.

When did you start building model airplanes?

I started building them when I was a little girl, and Poncho had been building rubber-powered and gas-powered models all his life. He came to town in 1942, and with the war on there weren't a lot of young people left in town. So he moved from Linotype operator to foreman, and I took over the Linotype, which I had learned just by watching him do it. We were still building models and we thought you ought to be able to buy balsa wood through the mail, so we started our business. We figured out some sizes and printed up a sheet which we offered for free in a tiny ad on one of the model magazines. Then we figured out that if we charged 10 cents for the sheet we actually sold more lists than we gave away for free.



We figured out some sizes and printed up a sheet which we offered for free in a tiny ad on one of the model magazines. Then we figured out that if we charged 10 cents for the sheet we actually sold more lists than we gave away for free.

What's the biggest market for R/C airplanes? We've always shipped all over the world. We probably shipped mostly to the eastern part of the U.S. and the Midwest -- New Jersey, New York, Pennsylvania, Ohio, Indiana and Illinois -- and have always shipped a lot to California, because the weather's better year-round. After Maxey started designing kits we shipped a lot of those, and just before I sold the business ARFs -- almost ready-to-fly kits -- became popular with people who don't have the ability or the time to build a plane from scratch.

What's the most popular model? The Kadet was a best-seller, and the Cub and the clipped-wing Cub were popular. So many people over the years have come up and said "You got me started in aviation." For instance, one of our customers was Burt Rutan. People have come up at Sun 'n Fun or Oshkosh and said "You're Hazel Sig. You and your models got me started flying."

The Club Corner

By Jim Wallen, *Insider Club Column Editor, sjwallen@tde.com*

Have you had difficulties finding members to raise their hands and volunteer to hold office for your club? Actually, I think the only officer required by AMA is a Safety Officer. Filling other positions adds bedrock to your organization and helps give it a sense of direction. Each AMA club should strive to add members to fill the different roles for their organization.

The president is the focal point for all club functions and activities. The vice president fills in when the president is not able or willing to preside. This is much the same as our national government, but the club should delegate some specific responsibilities to this position.

You need a treasurer. This position should be filled with a reputable individual who not only takes the dues, but ensures that the club funds are protected. There are several sad tales about inappropriate treasurer activities, so do not take this position lightly.

Designate a secretary to keep notes on club meetings so misunderstandings are minimized. Find an individual to keep the flying field in good shape and the mower blades sharpened. He can organize work crews with pizza to keep the site in good shape.

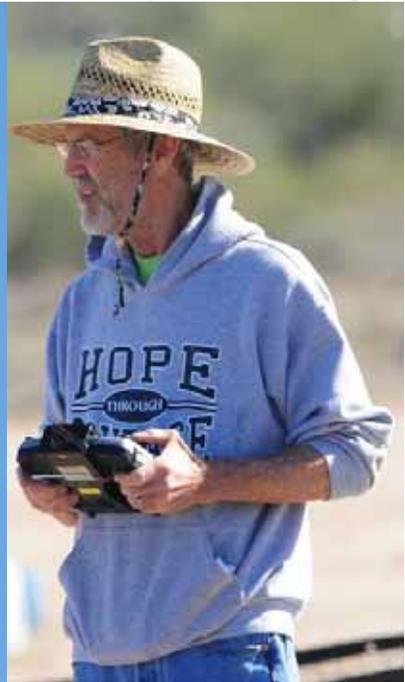
Find a person to organize training. This is one of the most important functions a club can define. It is an investment in the club's future and adds members to keep the club from stagnating. The safety officer is required and can help enforce site rules and keep members safe. A safe field is a fun place to fly. AMA can help with a wealth of information.

Creating club officer positions will assist in creating an atmosphere of ownership in the club. Granted, smaller clubs can probably not fill numerous officer positions, but the effort to involve more of the club membership has tremendous benefits.

I almost forgot ... A club social chairman can add a lot of "wow" to the club by creating an increased level of interest, not only to the members, but to the kids and spouses as well.

SVF MEMBERS PAGE

Photos by SVF Members



From the Academy of Model Aeronautics

Clubs: Are You Ready for 2011?

By Ilona Maine, Safety & Member Benefits Director

By now all currently chartered clubs should have received a 2011 Safety Code poster. These were mailed mid-December to the designated contact we have on file for each club. If you are a club contact and have not received your poster, please contact us at clubs@modelaircraft.org.

We are currently getting the club charter renewal paperwork ready and your club should receive the information within the next few weeks. Although your current club charter does not expire until March 31, 2011, we strongly encourage you to complete the charter renewal and return it to us as soon as possible. This will assist tremendously in processing your renewal, as well as printing and mailing all club documents in a timely manner. And it will ensure that we can send updated flying site insurance certificates back to you before the current one expires!

Many new programs and initiatives are cropping up at AMA these days, and your feedback and participation are critical. Please note that AMA uses an e-mail service provider (Exact Target) for most of its direct e-mail communications to members and clubs. These e-mails are related to official AMA business only. It is very important that we have your current e-mail address on file to ensure that you will receive all pertinent information. You can update your e-mail address by accessing your web profile at www.modelaircraft.org and signing into your account.

If you have previously selected to unsubscribe from one of our Exact Target e-mails, you may have accidentally selected to unsubscribe from all our e-mails thereby preventing you from receiving important, timely information. Please consider updating your subscription status by contacting marketing@modelaircraft.org.

Please note that while we generally will send all club correspondence (i.e. Safety Code posters, club charter renewals) to the club contact, occasionally we will include various other club officers in our correspondence to share information that is important to the clubs.

We have received some inquiries pertaining to the changes of the 2011 Safety Code (www.modelaircraft.org/files/105.pdf). The following is a synopsis of the changes incorporated in the new code.

Due to the restructuring of the code, the bold typing was removed. We felt it would be easier to read and familiarize yourself with all of the "new" code, instead of drawing more attention to specific areas. We will clearly indicate any changes made in the future.

The differences between the 2010 and 2011 codes are fairly minimal. General items 1.(b) and 2.(d) were added. General item 2.(g) was modified to add new provisions (as outlined in document #555).

A statement similar to general item 2.(j) used to be in the code several years ago. At one point in time it was removed, and the turbine regulations merely added to the listing of "Specialized Documents." We felt it was important to add this back into the code to make sure it would be easy for turbine enthusiasts to see that there were special requirements for this specific aspect of the hobby.

RC item 1 was slightly modified (it used to only say unprotected people) to clarify the intent a bit better.

If you have any questions on the changes to the Safety Code for 2011, please contact the Safety & Member Benefits Department at safety@modelaircraft.org.

Announcing the First Annual Camp AMA!

We will be hosting our first Camp AMA All-Stars on June 6-9, 2011, for our youth members ages 13 to 18. Mark your calendars now! Registration will be open to the first 20 qualified participants. This is not for beginners—we're looking for the 10 best helicopter and 10 best aerobatic, fixed-wing pilots who want to learn from the best!

Watch *Model Aviation*, your e-mail, *AMA Today*, and www.modelaircraft.org for more details!



VIDEOS and Websites Links

Click on to view video, website

RED BULL

<http://www.hangar-7.com/en/the-flying-bulls/hangar-8/>

GE 777 Engine 3:40

<http://www.youtube.com/watch?v=Rac87fY6w-M>

USAF Museum

<http://www.cdsg.org/forums/viewtopic.php?t=381>

The Legendary Jim Walker Great Watch 101st Birthday

<http://www.americanjuniorclassics.com/>

SEAPLANES 6:03

http://www.aircraftowner.com/videos/view/seaplanes-of-lake-union_1624.html

SLOPE GLIDER at 468 mph 6:44

<http://www.rcgroups.com/forums/showthread.php?t=1383846>

BUFFALO AIRWAYS DC-3 8:26

<http://www.eaavideo.org/video.aspx?v=110918534001>

AMA EXPO

<http://amaexpo.com/2011/02/02/2011-picture-highlights/>



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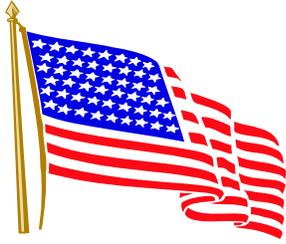


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Th 10-7
PHOENIX, AZ. 85028 SAT. 10-5
602-992-3495 Closed Wed & Sunday
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Next month Issue
Maybe some photos from the Gunsmoke. Will you be there?
Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.
AZ49ER@COX.NET
Hope you will enjoy it. Bob rcbobsvf@aol.com

This Month Issue
Boy oh boy the weather sure was lousy for the events that took place in Feb.. NO photos or articles for them, at least not for this month. Sorry on being late this month as I was holding back for the heli event photos. *Lots of stuff in this issue, many photos so enjoy!* Send those articles and photos in and for the SVF HALL of PLANES.! 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**

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