



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



IMAA Chapter 782

President—Frank Maskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Jim McEwen
Editor—Bob Purdy K9JNB
rcbobsvf@aol.com

AUGUST 2012

*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.....Float Fly photos.....Building Part 7.....
Bend Balsa.....Heat Wave.....SVF members photos.....Videos.....Monsoon.....Safety.....OEAF
& Warbird flyers.....Prez report..... B'Days & Treasurer ReportFrank's Hobby House Sale
.....**MANY GREAT VIDEOS.....Much more, enjoy**

SVF AUGUST 1st, MEETING AT 7 PM



THE PRESIDENTS CHANNEL

Frank Moskowitz

AUGUST 2012 SLOW ROLL PRESIDENTS LETTER

Welcome to the August Slow Roll.

Now I know why it's called the lazy days of summer. By mid-day our field looks like a ghost town. For those lucky enough to arrive at the crack of dawn, the temperature and wind conditions are excellent. By mid-morning you have to deal with 100° plus temperatures, high humidity and really high dew points. We typically have until mid-September for the end of the Arizona Monsoon season. Until then arrive early and enjoy the morning flying conditions.

I'm very pleased at how well our members are using callers and watching out for low flying airplanes. The "see and avoid" method appears to be normal for us now. This new attitude within our membership will keep us from any future incidents involving DVA. I thank all of you again for your cooperation.

We are still looking for flight instructors. As our membership grows, we need to offer the services that our club is known for. Especially being the friendliest and most forward thinking club in the valley. If you are interested in this position, just inform any club officer or board member. That's if for this month. Enjoy the heat.

Remember our next meeting is **Wednesday August 1st 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). Lots of great food and a smoke free environment.** The Club meetings get better every month. 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

Last minute update: Someone broke into our shed sometime Sunday evening (July 29th) and stole the Gator. Fortunately no other damage was reported. Please keep your eyes and ears open for any activity from Craig's list or local flyers for a possible quick sale of our Gator. Nothing is sacred anymore and with our 300 plus membership, there could be a few rotten apples.

SVF MEETING AUGUST 1, 2012 @ 7 PM

There was no July SVF Meeting, no minutes to report



Sun Valley Fliers Club Meeting Minutes
Date, June 6, 2012

The meeting was called to order at 7:03pm by **Frank Moskowitz**. There were 22 members in attendance.

Guests:

- **George Irwin and Art Irwin**

New Members:

- **Brian Riveras** (joined on 5/1/12) is our newest member

New Solo Pilots:

- **Steve Sample** (instructor Howard Kennedy) received his solo certificate.

Secretary's Report - Bruce Bretschneider (last minutes with Bruce as Secretary)

- The report was accepted as published in the Slow Roll.

Treasurer's Report - Gene Peterson

- We currently have 292 paid members. A total of 46 people were removed from the membership list for non-payment but there were three renewals. All members are asked to let Gene know of any address changes.
- There were four large transactions last month. We received the payment from the OEAF event.
- The report was accepted as published in the Slow Roll.

Safety Officer Report - Ken Justice/Frank Seminara

- Ken is out of town
- Frank reported everything has been OK; there have been no incidents.

Old Business:

- The Slow Roll provides the minutes to the May BOD meeting with details regarding our altitude policy and "See and Avoid". All members are asked to read the minutes and make themselves aware of "See and Avoid". The club has adopted a zero tolerance policy towards people ignoring the "See and Avoid" rule.

New Business:

- Engine start up area – **Wayne Layne** will put together a proposal
- Pilots grouped together in middle rather than spread out at each station – This has been adopted at the recent events. Club members are encouraged to start standing in the center to fly. We vote on implementing this as a rule at the next meeting.
- There will be no club meeting in July due to a conflict with July 4th. There will be a BOD meeting
- There will be an auction at the club field this Saturday June 9th at 9am. Gene will send out an email to all members.

Community Awareness – John Geyer

- A church in Chandler is doing a vacation bible school the second week of June. The theme is aviation and the club has been asked to give a demonstration/display of RC airplanes on Friday June 15th. There is enough room to fly a foamie and taxi around a larger aircraft. Please contact John if you would be able to come down to the event with your plane.

Door Prize Winners:

- **John Wanner** - 2 cell 2200mah LiPo pack, **Howard Kennedy** - 1 gallon of glow fuel, **Russ Thomas** glow fuel, **Val Roqueni** glow fuel, **Tony Quist** glow fuel

50/50 – Russ Thomas

Show & Tell:

- None

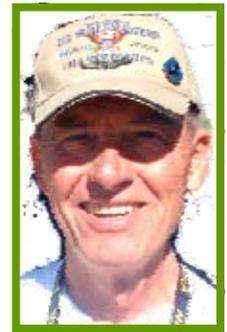
The meeting adjourned at 7:40pm.

Respectfully submitted,

Jim McEwen - Secretary

No July Minutes. Repeat of the June minutes

§ TREASURERS REPORT § with *Gene Peterson*



Treasurer's Report August 2012

Maybe the heat wave will be out by the time you read this but July sure was hot. August is always better.....ha Better flying days are here soon.

Fall Events to get on your calendar.....

One Eight Air Force Fly In.....October 20-21,

Event this fall is at the AMA Field in Mesa. Brown and Meridian..

Electric Fun Fly.....November 10., Cave Buttes Field

We should have the T-Shirts, hats and such available at the field soon, so find a board member, particularly on weekends and he should be able to help you spend some money. Thanks for your patience in this one.

Not much else going on the treasurers section this month, but I am getting ready to send out renewals pretty soon.....save up your money.

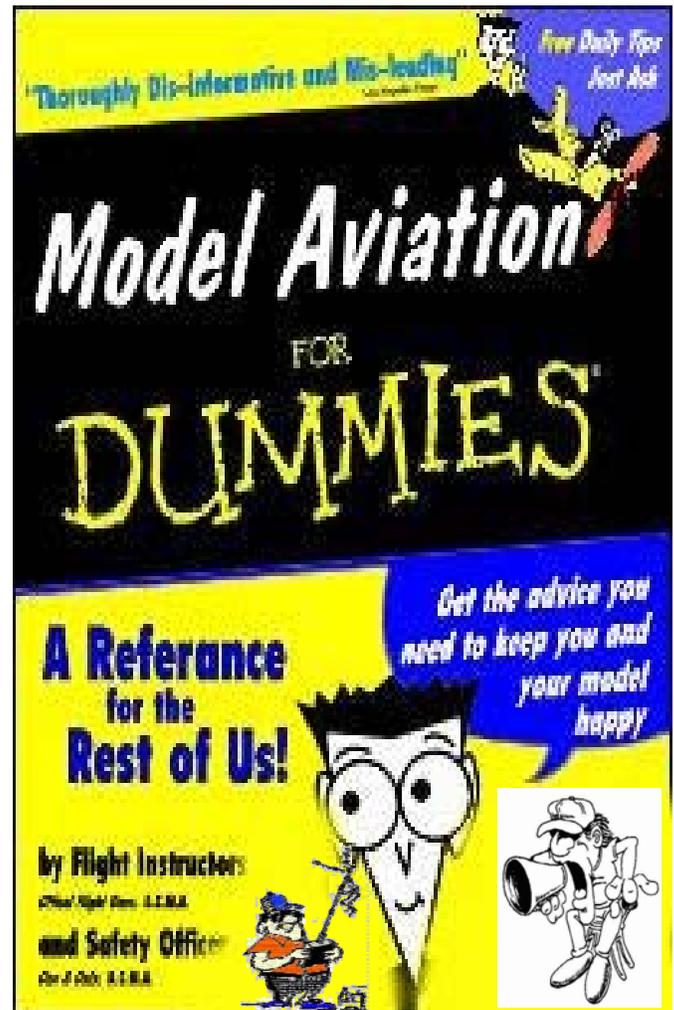
Get out there and FLY.....

Happy Flying in August

Regards *Gene Peterson, Treasurer*

AUGUST 2012 SVF BirthDay Boys

First name	Last name	Member type	Dob
John	Boccia	Regular	08/01/1963
Ron	Marshall	Regular	08/02/1961
Edward	Andres	Senior	08/04/1928
Tony	Guyer	Regular	08/04/1956
Frank	Moskowitz	Regular	08/05/1954
Paul	DeLawder	Regular	08/07/1958
Zac	Bern	Regular	08/07/1980
Chuck	Arquette	Senior	08/08/1932
Jane	Lee	Regular	08/08/1988
Colin	Markwart	Junior	08/11/2003
Stephen	Sample	Senior	08/12/1945
Jackson	Furedy	Regular	08/13/1952
Bill	Pearse	Senior	08/14/1941
Gary	Hedges	Regular	08/16/1943
Dustin	Young	Regular	08/16/1981
Richard	Hartman	Senior	08/19/1940
James	Musser	Senior	08/21/1937
Ronald	Thomas	Regular	08/21/1949
Russell	Thomas	Regular	08/21/1955
John	Harpenau	Regular	08/22/1965
Bob	Corley	Regular	08/23/1950
Darrin	Jeffries	Regular	08/24/1969
Frank	Seminera	Senior	08/25/1941
David	Hurst	Inactive	08/26/1948
Jonathan	Colner	Regular	08/27/1949
Dan	Smith	Regular	08/27/1978
John	Zayas	Regular	08/27/1962
Rick	Baltman	Regular	08/28/1970
Ray	Fulks	Regular	08/30/1947
Tim	Godsey	Regular	08/30/1959



SVF MEMORIES



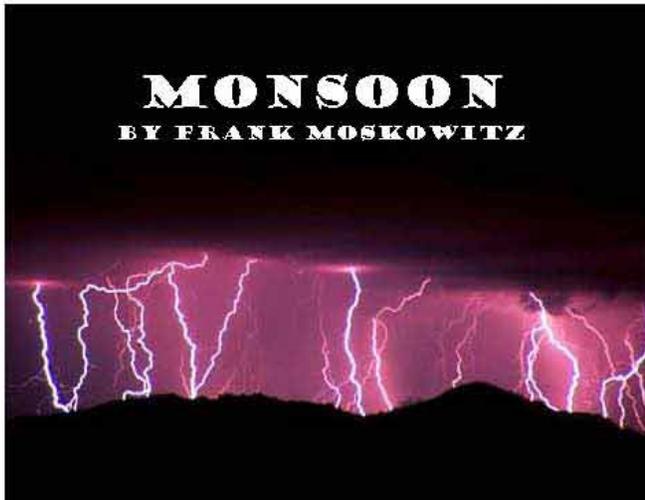
John Neilson
September 25, 1936 July 3, 2012



John was a SVF Member For 35 years



THE SAFETY BOX



Welcome to the August edition of the Slow Roll. Since a major topic of conversation at the field this month is our Monsoon type weather, I have done a little research to help educate our members on just what a monsoon is.

In Phoenix, the monsoon is considered to have started when we have three consecutive days when the dew point averages 55 degrees or higher. (It has already started!) The 55 degree threshold should be viewed as a guideline for the beginning of the monsoon...and not a hard and fast rule. The average start date of the monsoon in Phoenix is July 7, while the average ending date is September 13.

Correct definition of Monsoon: Any wind that reverses its direction seasonally.

Wrong definition of Monsoon: Thunderstorms that occur in Arizona during the summer are called monsoons.

The best example of a monsoon on earth occurs over the Indian sub continent. During the months of April through October...a southwest wind brings heavy rains to this region, while a dry northeast wind is prevalent during the remainder of the year.

In North America...a similar situation occurs over much of Mexico. For example, in Acapulco, rainfall averages 51.8 inches during the months of June through October, while only 3.3 inches falls during the remainder of the year.

In the United States, Arizona and New Mexico are located on the northern fringe of the Mexican monsoon. For most of the year, winds aloft over the southwest U.S. are west to northwest. During the summer, winds turn to a more south to southeast direction, importing moisture from the Pacific Ocean, the Gulf of California, and the Gulf of Mexico.

As this moisture moves into the southwest...a combination of orographic uplift (air being forced to rise by the mountains), daytime heating from the sun, and weak upper level disturbances moving across the region causes thunderstorms to develop across the region.

Watching an Arizona storm from the safety of your own home can be an awe-inspiring experience, but if you're caught outdoors during one, here are some safety tips:

1. If you see a sign that says "Do Not Cross When Flooded," take it seriously. If you are caught in a wash, try to climb out on the roof of your vehicle and wait for help. Use your cell phone, if available, to call 911.
2. If you're driving when it's raining, slow down. Remember that the beginnings of rain storms in the area are the most dangerous times since that's when oils and other automotive fluids are being washed off the roads causing unusually slick conditions.
3. If your visibility is impeded by heavy rain or blowing dust, slowly pull off to the side of the road as far to the right as possible, turn off your car, turn off your lights, and keep your foot off the brake pedal.
4. Otherwise, drivers may come up quickly behind you assuming that you're still in motion.
5. To avoid being struck by lightning stay away from open fields, high land, trees, poles, other tall objects, standing bodies of water including swimming pools, and metal objects including golf clubs and lawn chairs.

Heat Wave Exposure

Alex Szemere, Tri-County R.C. Club, New Jersey

I hope that all pilots are cautious about heat wave exposure. Here are a few suggestions to guard you against heat stroke and/or heat exhaustion. The best advice—do not fly during close to 100° weather!

Following is the OSHA source of information regarding heat-related health problems. Although this is for workers, the same thing applies when we are out there flying our RC models in a potentially hostile environment. I changed it from worker to “pilot” designation.

Heat-related illnesses and first aid

Heat stroke, the most serious form of heat-related illness, happens when the body becomes unable to regulate its core temperature. Sweating stops and the body can no longer rid itself of excess heat. Signs include confusion, loss of consciousness, and seizures. Heat stroke is a medical emergency that may result in death! Call 911 immediately.

Heat exhaustion is the body’s response to loss of water and salt from heavy sweating. Signs include headache, nausea, dizziness, weakness, irritability, thirst, and heavy sweating.

Heat cramps are caused by the loss of body salts and fluid during sweating. Low salt levels in muscles cause painful cramps. Tired muscles—those used for performing work—are usually the ones most affected by cramps. Cramps may occur during or after working hours.

Heat rash, also known as prickly heat, is skin irritation caused by sweat that does not evaporate from the skin. Heat rash is the most common problem in hot environments.

The chart below shows symptoms and first aid measures to take if a pilot shows signs of a heat-related illness:

Illness	Symptoms	First Aid*
Heat stroke	<ul style="list-style-type: none"> ● Confusion ● Fainting ● Seizures ● Excessive sweating or red, hot, dry skin ● Very high body temperature 	<ul style="list-style-type: none"> ● Call 911 <p>While waiting for help:</p> <ul style="list-style-type: none"> ● Place pilot in shady, cool area ● Loosen clothing, remove outer clothing ● Fan air on individual; cold packs in armpits ● Wet individual with cool water; apply ice packs, cool compresses, or ice if available ● Provide fluids (preferably water) as soon as possible ● Stay with individual until help arrives
Heat exhaustion	<ul style="list-style-type: none"> ● Cool, moist skin ● Heavy sweating ● Headache ● Nausea or vomiting ● Dizziness ● Light headedness ● Weakness ● Thirst ● Irritability ● Fast heartbeat 	<ul style="list-style-type: none"> ● Have the pilot sit or lie down in a cool, shady area ● Give person plenty of water or other cool beverages to drink ● Cool the pilot with cold compresses/ice packs ● Take to clinic or emergency room for medical evaluation or treatment if signs or symptoms worsen or do not improve within 60 minutes. ● Do not return to the field that day

continue

Heat cramps	<ul style="list-style-type: none"> • Muscle spasms • Pain • Usually in abdomen, arms, or legs 	<ul style="list-style-type: none"> • Have pilot rest in shady, cool area • Pilot should drink water or other cool beverages • Wait a few hours before allowing pilot to return to flying • Have pilot seek medical attention if cramps don't go away
Heat rash	<ul style="list-style-type: none"> • Clusters of red bumps on skin • Often appears on neck, upper chest, folds of skin 	<ul style="list-style-type: none"> • Try to get in a cooler, less humid environment when possible • Keep the affected area dry
<p>* Remember, if you are not a medical professional, use this information as a guide only to help fellow RCers in need.</p>		

Recognizing Club Officers

AMA clubs use their club officers in numerous and varied ways. You are required to have a **club safety officer**, but it's up to your individual clubs what other offices work best for your specific situation.

What works for small clubs may not be the way to go for larger clubs. Perhaps you want to add a **president**, a **vice president**, a **treasurer**, a *field marshal*, an *event coordinator*, a *chief training instructor*, a *membership coordinator*, a **newsletter editor**, a **webmaster**, or some other position that makes sense for your club. You can establish a formal plan for succession or not. It is up to you. You might be surprised at the talents and skill sets your members have in filling these positions. Remember that club officers often times dictate the direction your club takes in being a viable progressive organization.

Sometimes we forget that our club officers are volunteers and spend many hours fulfilling their duties to make your club more enjoyable. If some are frustrated about the performance of a club officer, keep in mind that they have raised their hand to help out and are to be commended for doing so.

You may want to consider some form of recognition for past club officers. Recognize them at a club meeting. Perhaps you want to establish a recognition event and invite the club officers, some of which you may have not seen for some time. Get some treats and make a party out of the event. Everyone likes to be recognized and appreciated.

Recognition of club officers is a morale builder and adds the element of enthusiasm to your club. That is a key element in keeping your club pointed in a positive, progressive, and enthusiastic direction!

SVF PILOTS HALL OF PLANES

Allan Flowers

SIEMENS SCHUCKERT SSW D.III



Extensive use of aluminum lithoplate was used to simulate the metal skins, cowl and spinner are hand made fiberglass parts, Fabric covering is custom printed cotton/polyester material, in upper and lower lozenge patterns based on Dan-San Abbott color references, All fabric was applied with a multicoat Nitrate and Butyrate dope process, Fuselage is balsa skinned construction, with all panel joints and under construction duplicating the real airplane, wood finish is Minwax stain and Polycrylic varnish, The Three-View Drawing is by Dick Bennett, dummy engine, made from modified Williams Bros. parts, etc., Custom made wheels are made from plywood with automotive heater hose tires, The model is powered by a Saito 72 four-stroke engine, with an APC 15-4W propeller. An onboard glow system is utilized. The radio system and servos are Spectrum DX-7 and JR. First flights were made with an RCV60SP engine, which proved difficult to cool in this model - resulting in a crash on the second flight. It was replaced by the Saito for the subsequent (successful) flights. This model has been donated to the San Diego Air & Space Museum and is now in their WWI exhibit.



SVF MEMBERS PAGE



While in Sandpoint, ID we visited the Quest Aviation Factory. The Quest Kodiak on Floats



The attached photos are of me and my brother (June 2012 SVF solo graduate Dennis W. Lamb and brother Terry) with his GP ARF Cub on floats. The location is near Sandpoint, Idaho July 20-22 2012. The fiberglass floats proved to be to fragile for my learning curve, leaking substantially after a few hard landings, and leading to instability in flight. Duck tape, draining after each flight, and minimum taxi time enabled continued flights.

Sun Valley Flyers @ Watson Lake



Last Saturday morning a few of us trekked north to beautiful Watson Lake in Prescott for a day of float flying. We had a few sprinkles on the way up, but the rest of the day was beautiful with the high temp in Prescott at just about 80 and some overcast most of the day. A big relief from the valley heat.

Dave Linne, Carl Ramsay, Kenny Rhoads, Val Roquini, John Deacon, Bill Powers and I went up thanks to an invitation from Ken and Cole Thornton. We flew all day from about 8 AM until about 4 PM with many good flights and a couple of mishaps and one casualty. Ken and his family were gracious hosts and fed us lunch that they cooked there at the lake. Besides the great flying and getting together with old friends we also got to make some new friends with some of the flyers from the Cottonwood area that came over to join us.

The next trip will probably be on a week day to avoid the considerable kayak traffic that was there. I am told that it is usually not too bad on the weekend, but we did have to wait for the kayaks to in or out a few times. I will send out a notice when another trip is scheduled, hopefully in the not too distant future.

Thank you to the Thorntons for a great day.

Howard Kennedy

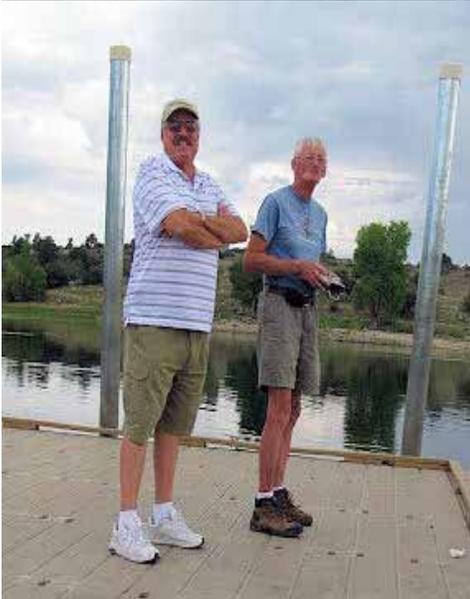


Mr./Mrs Thornton & grandson



Cole Thorntons

Sun Valley Fliers @ Watson Lake



SVF MEMBERS PAGE

Photos by SVF Members



Jets Over Kentucky 2012

BY Jim McEwen, SVF Secretary

With our local temperatures passing 110 degrees, I try to follow the Phoenix Summer Survival Guide Rule #1: Get out of Phoenix in the summer. For the last three years, I've made the trek to Bluegrass Country to attend Jets Over Kentucky Week. The event is held at Lebanon-Springfield Municipal Airport, mid-way between the towns of Springfield (pop 2800) and Lebanon (pop 5700). Jets Over Kentucky (JOK) hosts approximately 160 pilots from around the world in what is dubbed "The World's Grandest Jet Event". This event is a boom to the local economy, and the event enjoys the support of the Mayor, Chamber of Commerce, and the Tourism Bureau. Hotels within a 25 mile radius of the airport were pretty much sold out ten months in advance and the occasional cancellation was quickly filled.



The airport features three main hangars and is the home of a few small private aircraft, an EMS helicopter, and a corporate jet. The corporate people schedule their jet to be away during the event and we are able to store the models overnight in the hangars. With most pilots bringing at least two jets, there are usually about 400 jets (worth about \$4 million) on site.

There's also lots of room for RV parking (I counted 28 RV's) either next to the hanger or on the aircraft parking ramp, trailers, BBQ's, and even wading pools in which to cool off. Three 200' x 40' tents shade to the pit areas on either side of the main taxiway. This year there was also a 40' x 40' air-conditioned tent in which to cool off.

In theory, the event runs from Sunday to Saturday, but people arrive as early as the Thursday before the event and some stay until the Tuesday after the event. The flight line was busy with typically two or three people in the air at all times. For each flight, pilots receive a raffle ticket for merchandise donated to the event. The prizes include four radio systems, kits, and some very nice accessories.

I'd had shipped a jet to the event via FEDEX and was disappointed to discover that it had been damaged during its journey. A quick trip to Walmart for some fiberglass cloth and CA solved the problem and I was back in business a few hours later. The jet had its maiden flight later in the day and I flew it about twenty times during the week.



The quality of many of the planes at the event was just incredible. Greg Wright brought his BVM F-100 painted in the USAF Thunderbirds scheme. The F-100 is a difficult plane to finish because the full scale's titanium skin in the rear fuselage would be discolored due to heat from the engine. Typically modelers replicate this by painting about 7 layers of different colors of paint in this area and sanding the paint down to achieve the desired effect. Greg solved the problem by covering the rear fuselage with 0.005" thick titanium that he'd heated with a blowtorch. The rest of the plane is covered in Flite-Metal and the result is superb.



During the demonstration flying on Saturday, three BVM F-100's performed a high speed low pass in formation with about 40 feet of separation. It was some of the most incredible flying I've ever seen.

Another spectacular aircraft was Lance Campbell's SR-71. The plane is approximately 13 feet long, weighs 80 pounds with two gallons of fuel on board, and is powered by two Jetcat P120 turbines. Lance spent nine years scratch-building the airplane and it is truly amazing to watch it fly.

Boli Muentes had brought a whole fleet of aircraft but the crowd pleaser had to be his Comp-ARF Tucano. Boli placed third in Pro-Am Sportsman at Top Gun in May with this plane. The smoke system is very effective and really adds to the spectacle.

Fly Eagle Jets had a full crew at the event including three 1/7 scale F-14 Tomcats; two of the planes were turbine powered and one had been converted to electric power. At one point, all three F-14's took to the air together and swept their wings back.

Ali Machinchy, one of the best pilots in the world, had some of the busiest thumbs at the event. Folks were basically lining up to have him fly their jets. Ali and Pablo Fernandez put on a few demo flights of them both flying camo Hawks in formation. Their flights were realistic, precise, and spectacular.



The gong rang out for Bob Klenke who'd brought a fleet of jets and a PCM Models L-1011 airliner. This plane is a bear to fly but Bob did a great job, right up to the point of final approach and landing. Debris littered the runway but Bob was a great sport about earning the Gong Award.

The last official jet flight of each day is performed during sunset by Larry Kramer with his gorgeous KingCat fitted with a complete light package and a high output smoke system. The flights against the dusk sky are just spectacular.

While temps the preceding week were as high as 108F with matching humidity levels, we caught a break and the temps were typically in the high 80s (with matching humidity). Storm clouds threatened for much of the week but most of the rain went around us. An exception to that occurred during a flight of my Gripen.



Conditions were fine at start up (see the sky in the photo below) and take-off but only a couple of minutes later a giant black storm cloud developed and by the time I was able to land, there was a 45 degree crosswind blowing at 30 knots. Two minutes later, the rain was coming down in buckets.

The rain did cool things off a bit and gave everyone a chance to do maintenance or even have a nap. A few brave folks decided to fly when the rain dropped to a light drizzle. Jake Bottita discovered the clouds were a bit lower than they appeared when he went IFR into a cloud while inverted during a

split-S. He calmly waited for his Bandit to emerge and finished the maneuver with an inverted low pass. Jake won the Future Young Superstar award. The rain cleared and people were itching to fly. At one point, all six flight stations were full and there were 12 planes lined up on the taxiway ready to go.

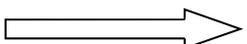
Saturday, the final day of the event, was certainly the busiest. The opening ceremonies included CD Lewis Patton (a retired high school music teacher) playing the National Anthem on his trumpet while Ali Machinchy flew an 18 foot wingspan turbine powered aerobatic glider. The flight included descending into valley on the far side of the runway and out of sight of the spectators then reappearing in a doing a full power climb followed by a rolling circle. The turbine later broke free of its mounts and tumbled to the ground just as the trumpet rang the final note. Ali finished the flight in glider-mode and did a perfect spot landing.

The ceremonies continued with flights of similar/identical models. Eight Hawks flew together, followed by four F100's, a half dozen Kingcats, several Ultra Bandits and Lightnings, and about eight Boomerangs. I flew with ten other Bandits and Flashes; it was pretty intense to fly when there were eleven jets in the air together and the spotters did a great job maintaining separation.

Shelby Storrie, the daughter of flyer Chuck Storrie, was a new pilot "trainee" at the event. Under Larry Kramer's expert instruction, she put in 70 flights of a Boomerang Elan (plus other non-turbine flights after hours) using a Bluetooth wireless buddy box. She'd never flown a jet before but was a natural and, by the end of the event, she was doing the landings. Well done!

Saturday night brought the awards ceremony. There were a total of 28 awards for everything from furthest distance travelled to best lights, to best military, best performance, Top Gun, and even a "Bowl of Spaghetti Award for the messiest install. Some of the award winners are shown in the photo below.

All in all it was a fantastic time at Jets Over Kentucky and I will definitely be headed back next summer. My lady, Nancy, also attended the event. The ladies organized some day trips to sights around the area (Jim Beam factory, a Hamish community, and some sight-seeing) or just hung out at the event and made their own fun. We are looking forward to JOK Week 2013; come on and join us there!

More Photos 

Jets Over Kentucky Photos



SVF *FLIGHTLINE SAFETY*



Welcome to the August 2012 “*FLIGHTLINE SAFETY*”! I decided to rename my “*Safety Corner*” to maybe better reflect my column’s message! After this past weekend’s weather, it’s apparent that our 2012 Monsoon Season is in full swing! It’s HOT and HUMID (by Phoenix’s standards) and it affects our body’s ability to function properly...as well as our RC Aircraft and Helicopters’ ability to fly compared to our cooler months of flying! This performance factor is called **Density Altitude** (DA and this doesn’t mean the RC engine manufacturer). Simply stated... **Density altitude (DA) is defined as the pressure altitude corrected for non-standard temperature variations.**

And while this is a correct definition, my definition is perhaps more

appropriate: DENSITY ALTITUDE IS THE ALTITUDE THE AIRPLANE THINKS IT IS AT, AND PERFORMS IN ACCORDANCE WITH THIS COMPUTED VALUE. Density altitude is basically a measure of actual altitude conditions you will be flying under with factors calculated that include mean sea level barometric air pressure, temperature, and dew point. Full scale pilots are trained to be aware of this performance enhancing or degrading factor. Pilots are usually aware of this “flight factor”...most of the time. But there are a lot of “full-scale” aircraft performance issues and accidents attributed to this, especially out west in HOT, mountainous areas.

The **lower the DA is, the better aircraft performance and flight characteristics will be.** Well, a **high DA will adversely affect our RC aircraft also**, especially if you have a marginally powered RC aircraft to start with! Even the high power to weight ratio 3-D aircraft can be affected! I was thinking about this a couple of weeks ago sitting around “hangar flying” in the shade under our covered Ramada with a few other RC and Full Scale pilots. A couple of RC aircraft had some “issues” when they came into land. Normally not an issue for these aircraft or pilots, but both had rather “hard” landings at speeds that they normally land at, resulting in some aircraft damage. The plane(s) just seemed to drop or quit flying before the pilot(s) normally thought they would, resulting in a hard landing (s)! They both made the comment “that they needed more speed” for their landing. But why, you might ask? The **HIGH DA was a contributing factor!!!** Our SVF field sits at approximately 1500 Feet MSL (mean sea level). However, when I calculated the density altitude for early morning flights, the DA was pushing 4700 feet compared to a typical winter morning of 900 feet! (yepper, below our actual field elevation thus giving greater performance in the winter!) There is a big difference in how this affects your RC aircraft performance, just like full-scale aircraft! So beware of this and adjust accordingly while flying in these hotter months. Adjust your speeds a little with higher take off and approach/landing speeds, along with other flight profile speeds to avoid that “mushy or mashed potato-feeling” flight controls and loss of control! If you have any questions about this, feel free to contact me anytime and we can discuss this issue! Here is a link to an online DA calculator http://wahiduddin.net/calc/calc_da.htm Try a couple of calculations of our “typical summer day” (altitude 1500’, 105 degrees, 29.89 altimeter, 69 degree dew point) versus “typical winter day” (1500’, 45 degrees, 29.99 altimeter, 12 degrees dew point) and reflect on how this affects your aircraft’s performance!

That’s it for this month! Stay hydrated and remember “**Safety Is An Attitude**” and...

Safety is everyone’s responsibility!

Ken Justice

SVF Safety Officer

How to Bend Balsa

Quite frequently in building with balsawood we need to bend balsa into a curved surface. For curves with fairly large radii, this can be done without any problem. When it comes to convincing balsa to bend around complex, varying, and tight curves (such as tail planes or wingtips), balsa has to be assisted into making these curves without crimping or snapping.

The reason why we choose to bend balsa around such curves is for a couple of reasons:

Strength: Balsa is strongest when the grain runs the length of the wood.

Finish: Sanding with the grain produces a smoother surface.

Economy: It's cheaper to make a wingtip out of a strip of balsa than to use up a much larger sheet of balsa and having to discard the bulk of it.

The available methods of getting balsa to bend more can be broken down into sections: laminating, one-sided moisture/heat, chemicals, long soak.

With all bending operations it's suggested that you start out with the most flexible piece of balsa that you can obtain, typically this is referred to as A-grain balsa. Do not attempt to use C/quarter-grain balsa as it'll tend to split very quickly.

Stage 1: Getting the wood flexible

Laminating: The process of using laminating to make balsa curve around corners is based on the principle that a thinner sheet of balsa can be curved at a tighter radius. The radius of curvature limit varies between materials, but essentially it represents a percentage of compression (or tension), caused by the difference in curve radii between the inner and outer limits of the balsa. Thinner balsa will be able to be bent tighter before the same critical difference of curvature occurs.

Using the laminating process can be a fairly tedious one, but it does produce an appealing (to some) visual appearance. Laminating produces the strongest, but also heaviest, resulting form.

One-side moisture/heat: If you take a sheet or strip of balsa and dampen one side you'll see that in a few seconds that the balsa starts to curve away from the dampened side. Conversely, if you apply a hot iron to the sheet of balsa, the balsa will curve toward the heated side. The reason why this occurs in both cases is because of a difference in moisture content in the balsa wood cells. The more moisture in the cell, the more it expands.

In the damp application, the damp side of the balsa expands causing the sheet to curve away. With the iron application, the moisture is driven out of the balsa cells on that side to contract and causing the balsa to curl in.

Chemicals: Sometimes you really need to get a piece of balsa around things are already too thin for laminating practically—the solution can sometimes be to chemically adjust balsa to bend. Clouded ammonia (water with ammonia in it) or Windex will make balsa especially flexible. The action by which this occurs is the breaking down of balsa cell walls. Interestingly some people have reported that using vinegar also works, the key appears to be to soak the material in a non-neutral pH substance.

For clouded ammonia, use a 50/50 mix with water. Caution: use this mix in a well-ventilated area. Ammonia can suffocate you. If you would rather not take the potential risk, consider using the long-soak method.

Long soak: If using chemicals such as ammonia or vinegar isn't your idea of a pleasant experience, you can soak the balsa in hot/warm water for an hour or more (depending on the thickness). The heat is useful to accelerate the absorption of the water into the cell structure.

Stage 2: Setting the shape

Once you've made your balsa flexible, you can commence to shape it to your needs. For simple curves, such as cylinders, cones and such, you can simply apply the wood to the formers or suitable shape holder (having a good selection of tins, tubes, and rods help here) and tape/hold the balsa to the required shape and allow to dry.

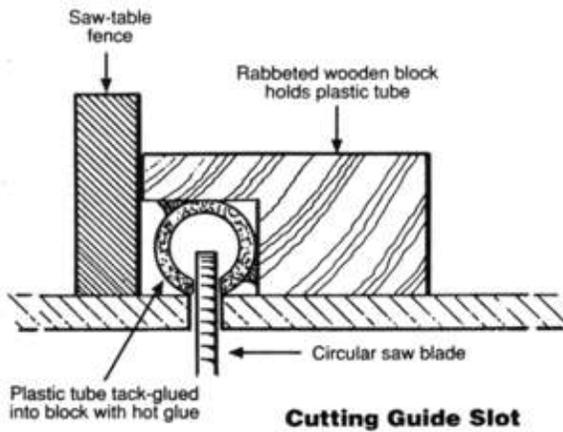
Even if you're using the framework itself to form the curve, do not attempt to glue the balsa at this stage. Wet balsa and glue do not work together. Wait until the balsa is completely dry. Be forewarned that this sometimes can take a day or two in the cold weather. When you remove the balsa from its former shape holder, you'll notice that it tends to spring back a little bit, that is okay, it's normal. You can now glue your balsa to the air-frame.

by JIM NEWMAN

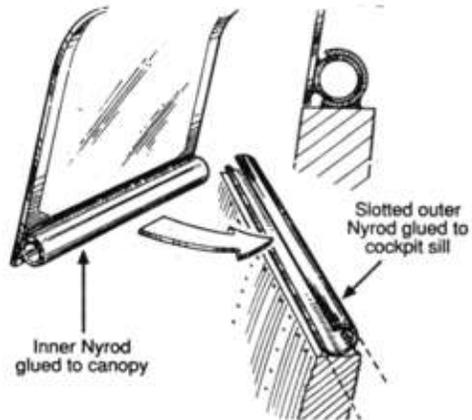
From the Drawing Board

20 SCALE BUILDING DETAILS AND IDEAS

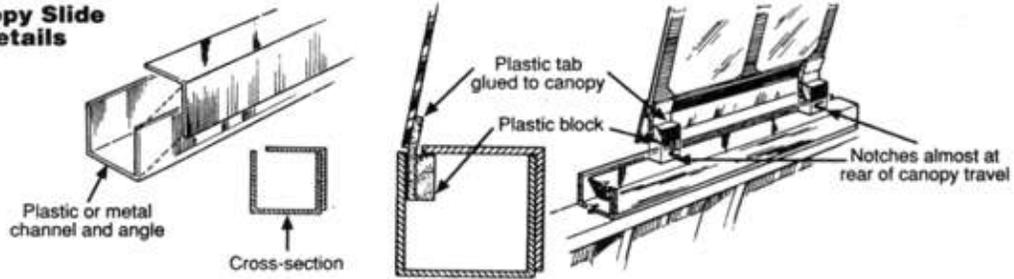
Sliding Cockpits



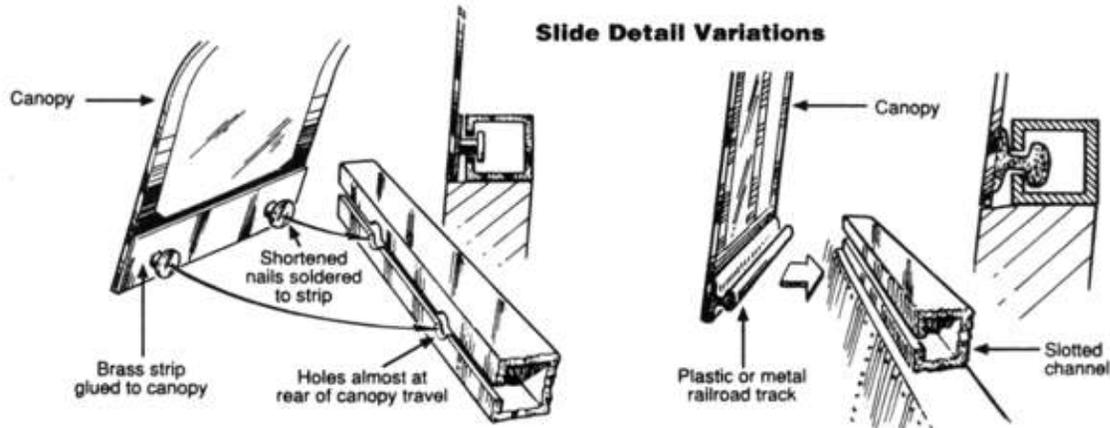
Guide Installation



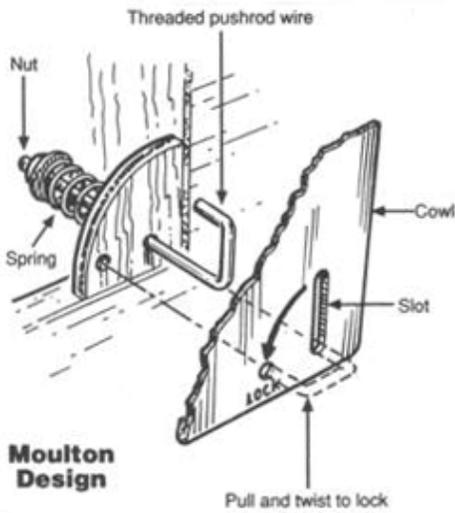
Canopy Slide Details



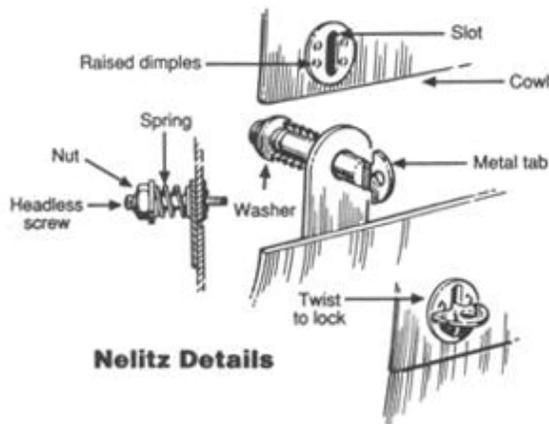
Slide Detail Variations



Cowl Attachments

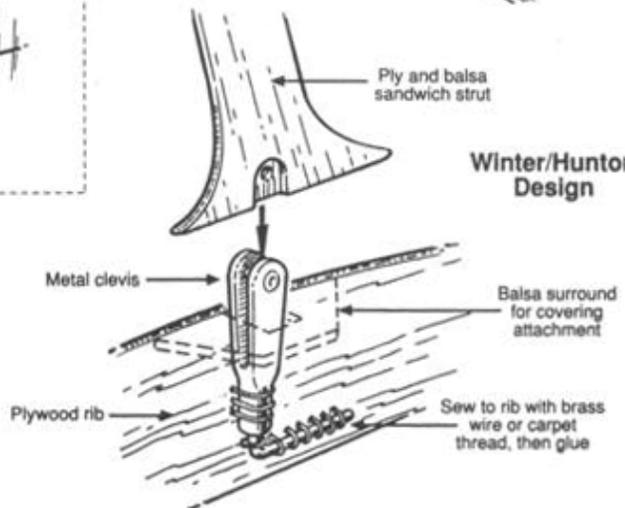


Moulton Design

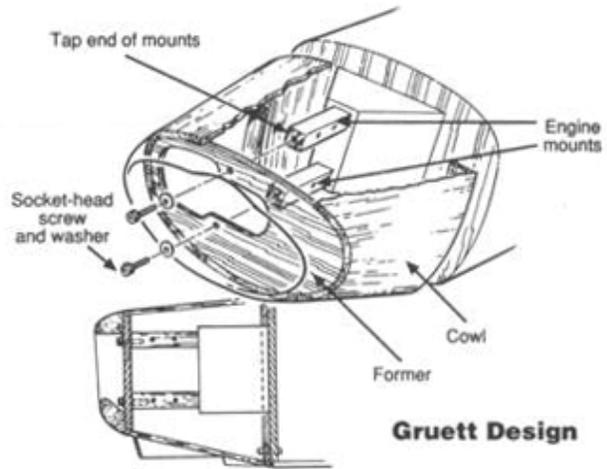


Nelitz Details

Interplane Strut Attachment



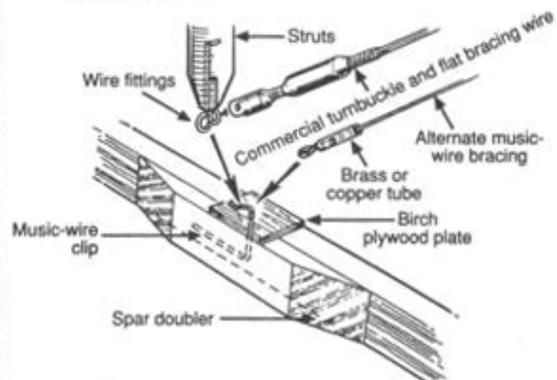
Winter/Hunton Design



Gruett Design

Attachment Details

Wing Struts



Next issue we wrap up the Scale Plans Building series with more from Jim Newman's drawing board and advice from Jerry Bates on building materials compatibility



Happy "100th" Birthday Arizona!



Here are some fun and fascinating Arizona Facts!

1. Arizona has 3,928 mountain peaks and summits—more mountains than any one of the other Mountain States (Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming).
2. All New England, plus the state of Pennsylvania would fit inside Arizona.
3. Arizona became the 48th state and last of the contiguous states on February 14, 1912.
4. Arizona's disparate climate can yield both the highest temperature across the nation and the lowest temperature across the nation in the same day.
5. There are more wilderness areas in Arizona than in the entire Midwest. Arizona alone has 90 wilderness areas, while the Midwest has 50.
6. Arizona has 26 peaks that are more than 10,000 feet in elevation.
7. Arizona has the largest contiguous stand of ponderosa pines in the world stretching from near Flagstaff along the Mogollon Rim to the White Mountains region.
8. Yuma, Arizona is the country's highest producer of winter vegetables, especially lettuce.
9. Arizona is the 6th largest state in the nation, covering 113,909 square miles.
10. Out of all the states in the U.S., Arizona has the largest percentage of its land designated as Indian lands.
11. The "Five C's" of Arizona's economy are: Cattle, Copper, Citrus, Cotton, and Climate.
12. More copper is mined in Arizona than all the other states combined, and the Morenci Mine is the largest copper producer in all of North America.
13. Clark Gable and Carole Lombard, two of the most prominent movie stars of Hollywood's Golden Age, were married on March 18, 1939, in Kingman, Arizona.
14. Covering 18,608 sq. miles, Coconino County is the second largest county by land area in the 48 contiguous United States.
15. The world's largest solar telescope is located at Kitt Peak National Observatory in Sells, Arizona.
16. Bisbee, Arizona is known as the Queen of the Copper Mines because during its mining heyday it produced nearly 25 percent of the world's copper and was the largest city in the Southwest between Saint Louis and San Francisco.
17. Billy the Kid killed his first man, Windy Cahill, in Bonita, Arizona.
18. Arizona grows enough cotton each year to make more than one pair of jeans for every person in the United States.
19. Famous labor leader and activist Cesar Chavez was born in Yuma.
20. In 1912, President William Howard Taft was ready to make Arizona a state on February 12, but it was Lincoln's birthday. The next day, the 13th, was considered bad luck so they waited until the following day. That's how Arizona became known as the "Valentine State."
21. When England's famous London Bridge was replaced in the 1960s, the original was purchased, dismantled, shipped stone by stone and reconstructed in Lake Havasu City, Arizona, where it still stands today.
22. Mount Lemmon, in the Santa Catalina Mountains, is the southernmost ski resort in the United States.
23. Rooster Cogburn Ostrich Ranch in Picacho, Arizona is the largest privately-owned ostrich ranch in the world outside South Africa.
24. If you cut down a protected species of cactus in Arizona, you could spend more than a year in prison.
25. The world's largest to-scale collection of miniature airplane models is housed at the library at Embry-Riddle Aeronautical University in Prescott, Arizona.
26. The only place in the country where mail is delivered by mule is the village of Supai, located at the bottom of the Grand Canyon.
27. Located on Arizona's western border, Parker Dam is the deepest dam in the world at 320 feet.
28. South Mountain Park/Preserve in Phoenix is the largest municipal park in the country.
29. Palo Verde Nuclear Generating Station, located about 55 miles west of Phoenix, generates more electricity than any other U.S. power plant.
30. Oraibi, a Hopi village located in Navajo County, Arizona, dates back to before A.D. 1200 and is reputed to be the oldest continuously inhabited community in America.
31. Built in by Del Webb in 1960, Sun City, Arizona was the first 55-plus active adult retirement community in the country.

continue

Happy "100th" Birthday Arizona!

32. Petrified wood is the official state fossil. The Petrified Forest in northeastern Arizona contains America's largest deposits of petrified wood.
33. Many of the founders of San Francisco in 1776 were Spanish colonists from Tubac, Arizona.
34. Phoenix originated in 1866 as a hay camp to supply military post Camp McDowell.
35. Rainfall averages for Arizona range from less than three inches in the deserts to more than 30 inches per year in the mountains.
36. Rising to a height of 12,643 feet, Mount Humphreys north of Flagstaff is the state's highest mountain.
37. Roadrunners are not just in cartoons! In Arizona, you'll see them running up to 17-mph away from their enemies.
38. The Saguaro cactus is the largest cactus found in the U.S. It can grow as high as a five-story building and is native to the Sonoran Desert, which stretches across southern Arizona.
39. Sandra Day O'Connor, the first woman appointed to the U.S. Supreme Court, grew up on a large family ranch near Duncan, Arizona.
40. The best-preserved meteor crater in the world is located near Winslow, Arizona.
41. The average state elevation is 4,000 feet.
42. The Navajo Nation spans 27,000 square miles across the states of Utah, Arizona and New Mexico, but its capital is seated in Window Rock, Arizona.
43. The amount of copper utilized to make the copper dome atop Arizona's Capitol building is equivalent to the amount used in 4.8 million pennies.
44. Near Yuma, the Colorado River's elevation dips to 70 feet above sea level, making it the lowest point in the state.
45. The geographic center of Arizona is 55 miles southeast of Prescott near the community of Mayer.
46. You could pile four 1,300-foot skyscrapers on top of each other and they still would not reach the rim of the Grand Canyon.
47. The hottest temperature recorded in Arizona was 128 degrees at Lake Havasu City on June 29, 1994.
48. The coldest temperature recorded in Arizona was 40 degrees below zero at Hawley Lake on January 7, 1971.
49. A saguaro cactus can store up to nine tons of water.
50. The state of Massachusetts could fit inside Maricopa County (9,922 sq. miles).
51. The westernmost battle of the Civil War was fought at Picacho Pass on April 15, 1862 near Picacho Peak in Pinal County.
52. There are 11.2 million acres of National Forest in Arizona, and one-fourth of the state forested.
53. Wyatt Earp was neither the town marshal nor the sheriff in Tombstone at the time of the shoot-out at the O.K. Corral. His brother Virgil was the town marshal.
54. On June 6, 1936, the first barrel of tequila produced in the United States rolled off the production line in Nogales, Arizona.
55. The Sonoran Desert is the most biologically diverse desert in North America.
56. Bisbee is the Nation's southernmost mile-high city.
57. The two largest manmade lakes in the U.S. are Lake Mead and Lake Powell—both located in Arizona.
58. The longest remaining intact section of Route 66 can be found in Arizona and runs from Seligman to Topock, a total of 157 unbroken miles.
59. The 13 stripes on the Arizona flag represent the 13 original colonies of the United States.
60. The negotiations for Geronimo's final surrender took place in Skeleton Canyon, near present day Douglas, Arizona, in 1886.
61. Prescott, Arizona is home to the world's oldest rodeo, and Payson, Arizona is home to the world's oldest continuous rodeo—both of which date back to the 1880s.
62. Kartchner Caverns, near Benson, Arizona, is a massive limestone cave with 13,000 feet of passages, two rooms as long as football fields, and one of the world's longest soda straw stalactites: measuring 21 feet 3 inches.



Hope you enjoyed these fun facts.

VIDEOS and Websites Links
Click on to view video, website

Miniatur Wunderland 4:55

https://www.youtube.com/embed/ACkmg3Y64_s?rel=0

Aerobatic Sbach 342 - Midland Aviation 3:21

<http://www.youtube.com/watch?v=LMPTlh8Mn84>

jihadist_trainees.wmv 1:05

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

Drop Dead Gorgeous P-51

http://www.richardshouse.net/gallery3/index.php/The-world-of-transportation-as-I-see-it_0/album02/Drop-dead-georgeous-P-51

202.6mph! World's Fastest Electric Airplane 6:42

http://www.youtube.com/watch?feature=player_embedded&v=rNAPLxZtoPg

EAA 2012 AirVenture Oshkosh-Junkers JU52 5:34

<http://www.youtube.com/watch?v=wJDqvsHNcac>

2012 EAA AirVenture Oshkosh Piaggio Aero P-180 Avanti II 1:46

<http://www.youtube.com/watch?v=34TsYbylh0w>

C-5 Galaxy Taxi / Takeoff / Flyover - EAA AirVenture Oshkosh 2012 3:08

<http://www.youtube.com/watch?v=nqZUjJdKtOw>

AirVenture Storm Damage July 26, 2012 :40

<http://www.youtube.com/watch?v=q1KP7telTOs>



SVF Website Buy & Sell items.
<http://sunvalleyfliers.com/classifieds/classifieds.htm>



My thanks to those who passed this info on.

HOT AUGUST DEALS



Frank's Hobby House

Presents

THE RETURN OF THE RADIO TRADE-IN DEAL

Bring in your old transmitter, ANY brand, ANY model. (working or not)
with a matching receiver (working or not)

You can exchange them for a brand new Futaba 2.4G
Transmitter with its matching receiver:



4 Channel 4YF w/ R2004GF FHSS	\$75.00
6 Channel 6JA w/ R2006GS SFHSS	\$130.00
7 Channel 7C w/ R617FS FASST	\$230.00
8 Channel 8JA w/ R2008SB SFHSS	\$230.00
8 Channel 8FGAS w/ R6208SB FASST	\$400.00
10 Channel 10CAG w/ R6014HS FASST	\$520.00
18 Channel 18MZ w/ R7008SB FASSTest	\$2700.00

All of these Transmitter/Receiver Combos are BRAND NEW.

All come with FULL FACTORY WARRANTY.

4YF, 6JA and 8JA require 4 AA Batteries. (NOT included)

7C, 8FGAS and 10CAG come with Transmitter battery.

(Charger NOT included. Available for \$10.00 additional.)

18MZ Comes with transmitter battery and charger.

Simply pack up your old equipment and bring it in to the store.

We pioneered this program back in 1990 when the narrow band mandate took place.

Today it is an opportunity to update to the newest 2.4G technology!

COMING SOON:

Radio Deal pricing for Airtronics, Hitec, JR, and Spektrum Radios

Frank's Hobby House

12008 North 32 Street

Phoenix, AZ 85028

(602) 992-3495

Hours of operation

Monday 10-6

Tuesday 10-6

Thursday 10-7

Friday 10-6

Saturday 10-5

We are Closed Wednesday and Sunday

Since 1989 serving the needs of modelers from around the world!



WARBIRDS

OVER THE ROCKIES

9TH ANNUAL



SEPT. 2012
28, 29 & 30
9 AM - 5 PM DAILY
JUST NORTH OF
DENVER

BANQUET GUEST SPEAKER
TUSKEGEE AIRMAN- COL. CHARLES MCGEE
HIGHEST 3 WAR TOTAL
OF FIGHTER COMBAT MISSIONS
OF ANY PILOT IN U.S.A.F. HISTORY!
P-51 RED TAIL
KITTEEN

BIG 3 DAYS

PREREGISTRATION \$50

\$60 At Field

- OPEN TO ANY WARBIRD WITH MILITARY PAINT SCHEME
- FULL-SIZED FLY OVERS
- VENDOR TENTS WITH LOTS OF GREAT STUFF!
- SIX FLIGHT LINES.
- PRIME RIB BANQUET SAT
- SPECTACULAR PYRO SHOW
- CAMPING.
- OVERNIGHT STORAGE TENTS
- 800X70 PAVED RUNWAY
- AMA SANCTION #12-0794

★ ★ ★ ONLINE REGISTRATION & EVENT INFO. ★ ★ ★

WARBIRDSOVERTHEROCKIES.COM

MODEL
Airplane
NEWS

Aero Works
Warbird Club Aircraft

ZAP

KMP
Kondor Model Products

robart

JR
DSM

WINGED
SCALES

HORIZON
H O B B Y

FTE
Frank Tiano Enterprises

9th Annual Warbirds Over The Rockies

September 28-30, 2012

Love Air RC is excited to announce that it will again be hosting Warbirds Over The Rockies, one of the nation's best warbirds events. More 125 pilots and many, many great aircraft are expected at Drake Field east of Ft Collins CO. In case you are a first time flyer at this event, the runway is 800 ft. x 70 ft wide and there are no obstructions.

Last year the event raised \$13,000 for the Colorado chapter of Mental Health America. Proceeds will again be donated to this worthy cause.

This event is designed especially for the warbird pilot. The landing fee of \$50.00 includes \$7.00 in "Warbird Bucks" that can be used for purchases at the Cool Stuff Store. Please note that the onsite fee is \$60.

All aircraft must have been used in the military and be in military paint schemes. Aircraft of any scale, including arfs, are welcome. This means lots of open flying without interference from flying lawn mowers or 3D planes.

The noon show will feature full scale fly-bys including a Mig, T-33 and more; the pyro show will be spectacular as always and there are openings for big bombers and fighters to participate. There will also be mass foamie warbirds launch. Oh by the way, did we mention the spectacular pyro show provided by Angel Light Pyrotechnics?!!!

Thousands of dollars of donated R/C merchandise will available as prizes or sold at auction during the Saturday night banquet.

Famous Dave's BBQ will be the official food vendor for 2012 including an expanded menu.

The banquet on Saturday night will be held at the Lory Student Union, at Colorado State University. The sit down dinner features prime rib, salmon or a vegetarian option with all the fixings, soft drink and dessert. Cost is \$40 per person. A no host bar will also be available. The banquet will be both entertaining and full of surprises. The guest speaker will be Col. Mac McGee of the Tuskegee Airmen who flew a P-51 called Lil Kitten. He flew more combat missions over three wars than any other American pilot. He is 92 and a true American hero.

Banquet tickets are available on-line or by mail; a limited number of tickets will be available at the field. Please buy your tickets early as seating is limited.

For complete information for pilots and vendors please go to: www.warbirdsovertherockies.com

Questions? Call: Brian, 720-937-3944 or Mike, 970-420-1309

Email: wotr@comcast.net or bomeara@omearaford.com

ONE EIGHTH AIR FORCE FALL SCALE FLY-IN

ARIZONA MODEL AVIATORS CLUB FIELD

LOCATED IN USERY PARK NEAR APACHE JUNCTION

1/2 MILE NORTH OF BROWN RD. ON MERIDIAN RD.

MCKELLIPS				X		
BROWN	SOSSAMAN	ELLSWORTH	CHRISMON	SIGNAL BUTTE	MERIDIAN	IRONWOOD
UNIVERSITY						
APACHE TRAIL						
BROADWAY						

US 60 / SUPERSTITION FREEWAY

DRY CAMPING AVAILABLE 1/2 MILE FROM AIRPARK

REGISTRATION STARTS SATURDAY AT 0730 HRS

\$20 PER PILOT REGISTRATION FEE

AMA REQUIRED

AMA SANCTION #12-1787



ALL TYPES OF SCALE

MODELS WELCOME

100db LIMIT

NO 3d FLYING!



www.oneeighthairforce.org

FEATURING

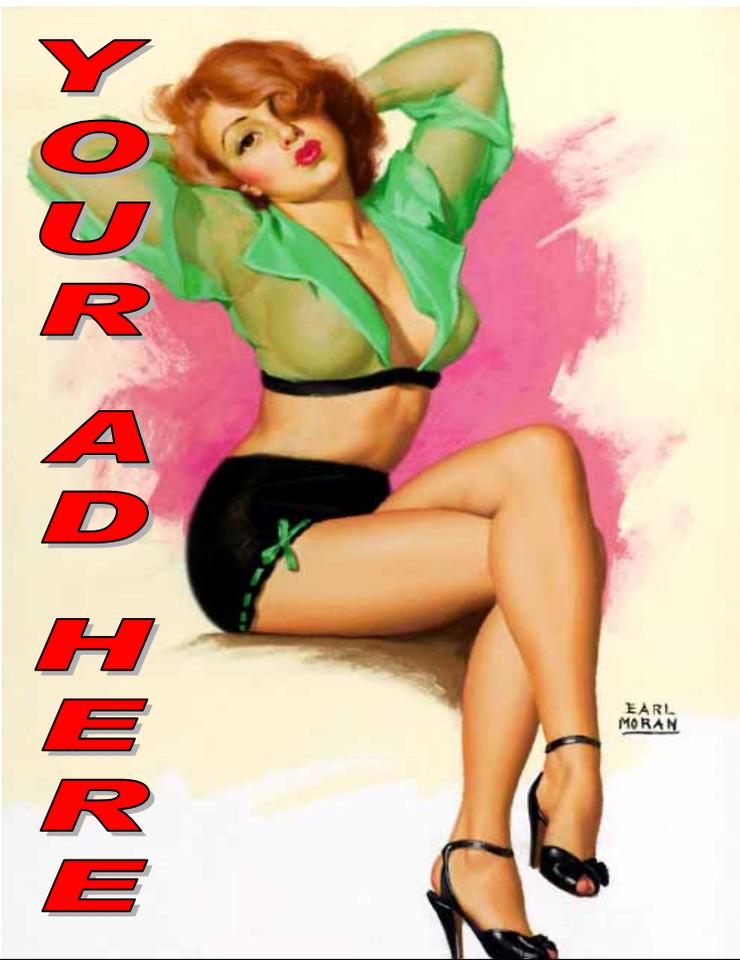
SATURDAY NIGHT DINNER AT THE FIELD

OFAF'S UNIQUE AWARDS IN MANY CATEGORIES

OCTOBER 20-21, 2012

CD JOHN GEYER 602-810-1767
jegeyer@cox.net

COMMANDER HOWARD KENNEDY 602-361-8475
bushpilot1443@yahoo.com



FRANK'S Hobby House



12008 N. 32 ST. M, T, F. 10-6
 Th 10-7
 PHOENIX, AZ. 85028 SAT. 10-5
 602-992-3495 Closed Wed & Sunday
 FAX 602-788-3440

8058 N. 19th Ave. 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

Hot days and Monsoon season is here. So keep cool and keep in the shade.



Your photos and articles are welcome.

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

AZ49ER@COX.NET

This Month Issue

Lots of good stuff this month and from KY Jets by Jim. Float fly photos, h'b'day AZ. Monsoon and heat wave, sounds cool.

Some good VIDEOS to watch. *GOOD stuff in this issue, MORE 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

Board of Directors

- Charlie Beverson '12-14
- Loren Counce Jr. '12-14
- Mike Peck '12-14
- Tony Quist '12-14
- Bob Bayless '11-13
- Wayne Layne '11-13
- Ron Thomas '11-13
- Ernie Mack '11-13
- Eric Stevens '11-13

Club Officers 2011-2012
Frank Moskowitz, President
John Geyer, Vice President
Gene Peterson, Treasurer
Jim McEwen, Secretary
Ken Justice, Safety Officer

Walt Freese,
Website Supervisor
Please check your
Membership list for
Phone numbers.



First Class Mail

SUN VALLEY FLIERS
P.O. BOX 31816
PHOENIX, AZ. 85046-1816

To:

WWW.SUNVALLEYFLIERS.COM



SINCE DECEMBER 1974