



THE SLOW ROLL

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Vice President—John Geyer

Treasurer—Gene Peterson

Secretary—Jim McEwen

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OCTOBER 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*



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IMAA Chapter 782



Inside this issue: Cover Photo by Joe Balabon of Mike Dolan Spitfire.....Warbirds over the Rockies photos....3D Vision.....Scale Building Part 8.....Cockpits.....Dist X Election.....SVF members photos.....Videos.....Pitts.....Safety.....OEAFF & Turkey flyers.....Prez report.....Minutes.....B'Days & Treasurer Report**MANY GREAT FANTASTIC VIDEOS.....Much more, enjoy**

SVF October 3rd, Meeting AT 7 PM



THE PRESIDENTS CHANNEL

Frank Moskowitz

OCTOBER 2012 SLOW ROLL PRESIDENTS LETTER

Welcome to the October 2012 Slow Roll.

First a newsbreak that I read in a June 14th AZ Republic article..... “**Speedworld in Wittmann must close, Maricopa County says**”

Speedworld is a 320-acre racing property off U.S. 60 and Jomax Road in Wittmann (northwest of Phoenix, Arizona). The track started as a drag strip and slot- and sports-car course in 1961. Today, it also includes a motocross course, off-road truck course and paintball range and a R/C model airport. There are 3 paved runways and a permanent Pylon Racing Course. The site is well-known in the racing community and each year holds nationally televised events. But county officials have had enough. They say Speedworld owner Dan Matthews has not secured the proper permits, and has continued to develop the site so they have asked him to close the northwest Valley track. The Arizona State Land Department, Speedworld's landlord, has not been involved in the permit proceedings with the county but is working with Speedworld about any concerns the state has with the facility.

Now you know why the SVF Board of Directors pays attention to anything we do regarding upgrades or improvements at our field. We always seek approval with Flood Control and get the necessary permits as needed. Even if it is to prevent dust on our roads. It pays off to observe the rules when dealing with your land lord!

Speaking of rules, I would like to clarify an issue that has come up regarding our “Spotter Rule”. While it is true that the letter we had everyone sign (in exchange for the key) states that Park Flier models and Helicopters are exempt from the rule, the “rule” we were referring to was the “penalty involved” if you fly without a spotter. We never retracted our original club rule that states:

PILOT SPOTTER: All SVF members and guests are required to fly with a Spotter assistant by their side. The Spotter's primary goal is to look out for full scale traffic and a secondary function is to watch out for the safety of the pilot while he/she is attentive to flying his or her aircraft and to assist the pilot in avoiding traffic that may constitute a risk of midair collision, runway access co-ordination, emergency procedures, etc. **Spotters must be AMA members.**

Helicopters typically fly one at a time so they are not the issue. But Park Fliers (airplanes under two pounds) do fly while others are flying. While they do not pose a problem regarding our 400 foot rule, they still can be involved in a mid-air and for that reason we require all pilots to have a spotter. We have posted the rules in this edition of the Slow Role for those that need a reminder. The rules are also posted at each flight station on the metal signs.

One last note is that Ken Justice is still the guy to go to for hats, jackets and T-shirts. We will be seeing cooler weather come in real soon. So if you want to order a windbreaker or jacket, now is the time to do it.

Please join us for our next club meeting **Wednesday October 3rd at Deer Valley Restaurant.** 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 OCTOBER 3 @ 7 PM



**Sun Valley Fliers Club Meeting Minutes
Date, September 5, 2012**

Meeting was called to order by Vice President John Geyer at 7pm.

Attendance 25 club members No Guests

New Members: Brett Crowther

Solo Pilot: Charlie Babich

Secretary Report Tony Quist *acting secretary* offered to read the minutes. The entire attendance was opposed and accepted the minutes as published in the Slow Roll.

Treasurer Report Renewals will be going out in the mail soon. We currently have 284 members

Safety Report Ken Justice reminded members to loudly announce Take Offs and Landings. There is a new first aid kit on order. Someone stole the kit last month.

Old Business

Good discussion on flight stations. John let the members know the benefits of all the pilots standing together on the flight line. Gene emphasized the importance of everyone flying the same pattern. See and avoid has been working well.

Wayne Layne has not had the chance to price out using pavers to assemble a motor run area.

New Business

Dan Bott wants the BOD to consider offering a Lifetime membership for SVF members. Our only Charter member in the room is open to discussing this.

Winter Warbirds will be a new event at Sun Valley Fliers. It will be held Jan 18-20. Military Marking are mandatory for all aircraft flown. We will be looking for volunteers.

Show and Tell

Bernie Frank of Frank's Hobby House brought a Eflite Taylorcraft at a reduced price.

Bob Bayless displayed custom seats he made for a Cub he is building.

Door Prizes

4 gallons of fuel were given to , Brett Crowther, Ron Thomas, Sam Foote, and Dave Uhlving.

50/50 Roger Miller won the 50/50 drawing.

Meeting adjourned at 8:04pm

Respectfully submitted by *Tony Quist*

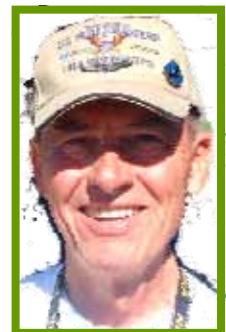
for

Jim McEwen - Secretary

\$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report October 2012

I am so happy to announce that the renewals for 2013 are in the mail. 285 members as of 10/1. Interesting is that we have 111 seniors for 2013 and 11 Juniors and the rest are regular members (163). Six people are noted as Inactive, as they are members and not flying right now. Not sure if these people are all seniors or some regular.



Please check your info when you renewing so we can update your address if you moved, changed phone numbers, and etc.....I sure could use a few birthdates. How can Bob embarrass you if we don't know the birthday.

New Stickers for 2013 will be mailed in December.

Don't forget the 1/8th Air Force Scale Fly In on October 20 and 21 at the AMA field in Mesa. Should be a good show this year.

General Membership Meeting is October 3rd at the Deer Valley Airport restaurant. See ya there.

Regards

Happy Flying

Regards Gene Peterson, Treasurer

SEPTEMBER 2012 SVF BirthDay Boys

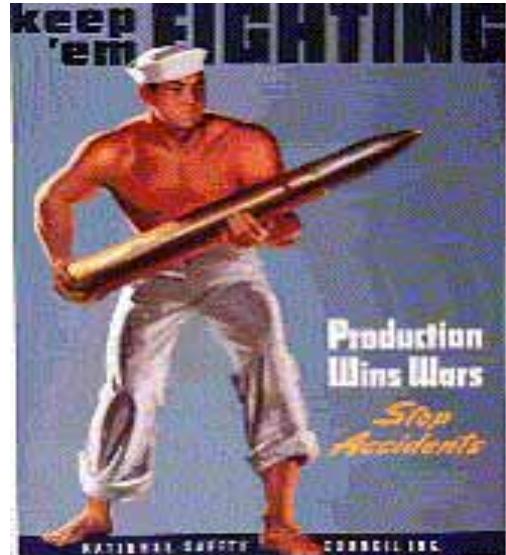
First name Last name Member type Dob

Robert Purdy	Senior	10/01/1935
George Metro	Senior	10/01/1943
Dean Brox	Regular	10/02/1973
Cecil Walters	Lifetime	10/03/1940
Bruce Bretschneider	Senior	10/05/1940
Warren Fertig	Senior	10/10/1940
Abe Mirich	Regular	10/11/1970
Steve Miller	Regular	10/16/1952
Paul Steinberg	Regular	10/17/1951
Danny Mattox	Regular	10/18/1993
Tim Nelson	Senior	10/19/1946
John Wolcott	Regular	10/20/1972
John Elder	Senior	10/20/1946
Ken Rhoads	Regular	10/22/1950
Ken Justice	Regular	10/22/1951
John Mullins	Regular	10/24/1952
David Thielman	Senior	10/24/1947
Scott Stemen	Regular	10/26/1960
Wesley Mason	Junior	10/26/2001
John Mangino Sr.	Senior	10/27/1942
Keith Hoffman	Regular	10/28/1956
Neil Wallis	Regular	10/29/1969
Robert Ritchey	Regular	10/30/1955
Howard Buxton	Senior	10/31/1937

VICTORY WAITS
ON YOUR FINGERS -

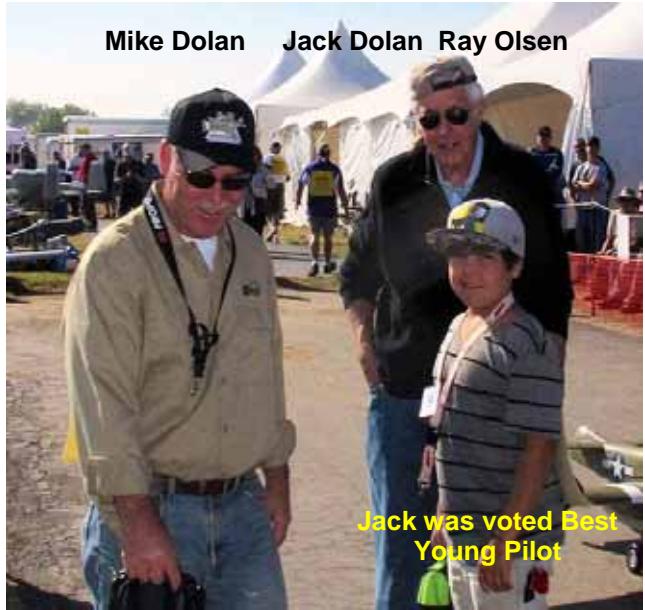


UNCLE SAM NEEDS STENOGRAFISTS • GET CIVIL SERVICE INFORMATION AT YOUR LOCAL POST OFFICE
U.S. CIVIL SERVICE COMMISSION, WASHINGTON, D.C.



NATIONAL SAFETY COUNCIL INC.

SVF Fliers In The Rockies



SVFFliersInTheRockies



Brian B-26

Photos by Tony Quist 9/29/2012 via IPAD

AMA CAMPAIGN STATEMENTS

Ed. Note: "Candidate statements reflect the opinion of the author and do not necessarily represent the official position of the Academy of Model Aeronautics. Candidate statements are published word-for-word as submitted by the candidate and are not edited by the Academy of Model Aeronautics' staff for grammar, punctuation, or spelling. The Academy of Model Aeronautics reserves the right to remove any portion of any statement which it determines, in its sole discretion, may contain potentially defamatory remarks."

District X

Lawrence Tougas Fairfield, California

It has been an honor to serve as your District X VP. This has been an opportunity to meet the members, learn the lay of the land and build relationships with the Executive Council and AMA Staff. I have worked hard to understand the issues that are most important to you.

I promised I would concentrate on protecting flying fields, use the internet better, and develop a west coast AMA flying site.

To help your flying field I have made it a priority in the District magazine column to discuss techniques to build relations with your community, so that they will see you as a good neighbor and an asset. I also stand ready to marshal the AMA to help you in your time of need.

Use of the internet has been greatly expanded under my leadership. I have overhauled the District website www.ama10.org. It went from a dead website to one that has an active blog, photo albums, and bios on your district staff. I have used it to expand the monthly magazine column for the months when we have so much information it won't fit in the magazine.

It is my sincere desire to have an AMA property in the western United States. I have been working the issue and have had a great start. We currently have a dedicated financial account approved by the AMA Executive Council to segregate funds donated to the effort.

The biggest issue I heard prior to taking office is that the District VP was never seen. Well I have made a big change in this area I have spent a lot of time on the road, with your vote I will continue to do so for you.

Sincerely,
Lawrence Tougas
AMA 232

A Few Random (SAFETY) Tips

With the warm (overly hot where I live) summer temperatures, many of us are doing our shop and field work in shorts and flip-flops. I had a close call with a shop knife that left my workbench and narrowly missed my shoe this past winter. With bare feet, an errant knife or tool would surely do damage. An easy way to keep X-Acto knives from rolling off the table is to buy some cheap pencil grips and slip them over the handle.

They will always stay where you left them that way and all you have to do is remember where you put it.

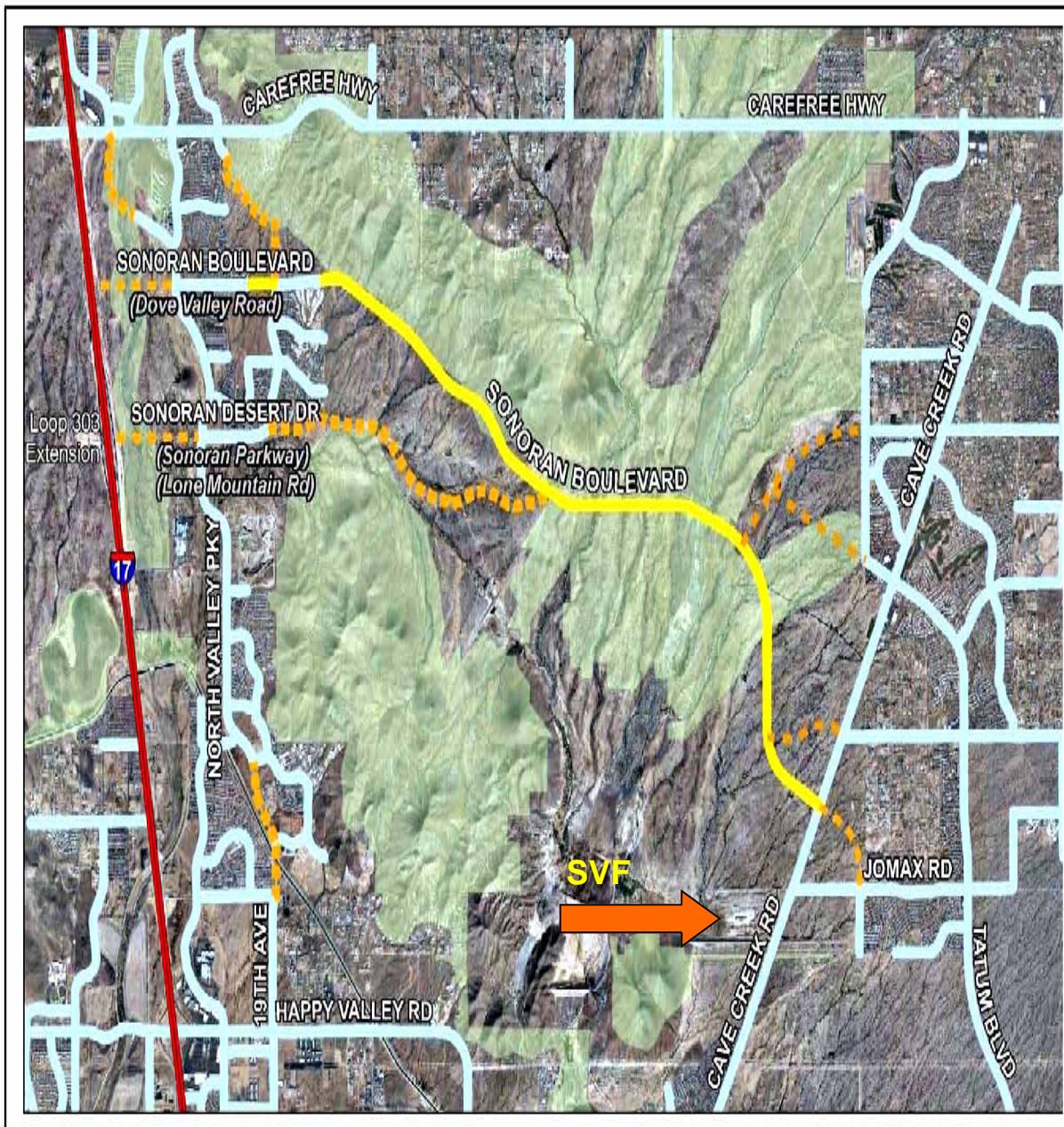
With the floor fan running more in your shop to keep you cool, remember to blow out the motor occasionally to keep it from accumulating too much dust and becoming a fire hazard.

I was going to remind you to put your sunscreen on before spending the day at the field, but if you are not aware of the accumulating effects of skin damage to skin from UV rays, you must be living under a rock or in **South Dakota**. If both of those are true, stop by and see me sometime—we're neighbors.

Jim Tiller

SONORAN BOULEVARD

<http://phoenix.gov/parks/sonoran.html>



Also check Google Earth

SVF MEMBERS PAGE

Photos by SVF Members



Mike Peck received his second Life Time Award. How many can you get Mike?



SVF MEMBERS PAGE



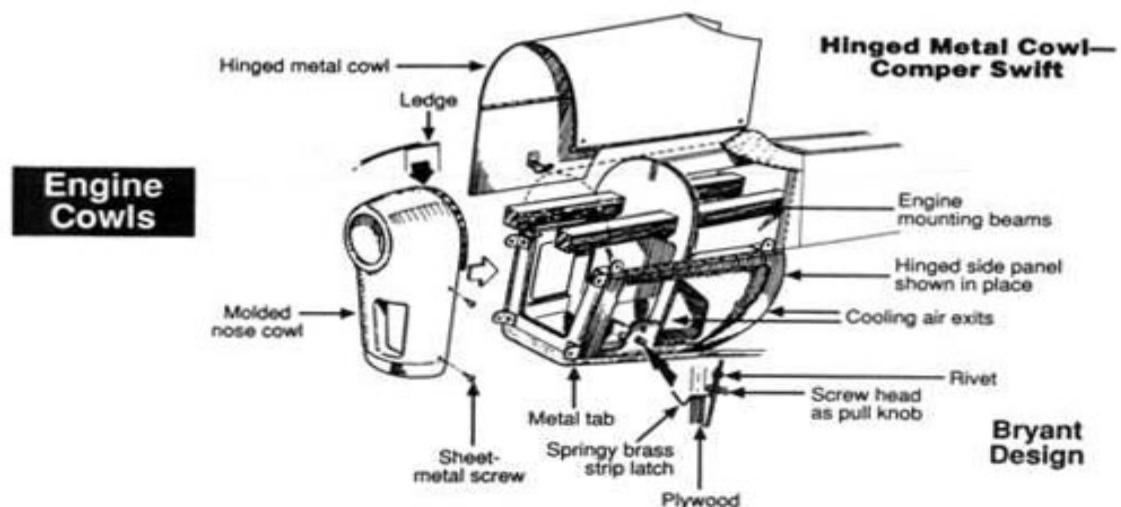
SVF 
Sun Valley Fliers



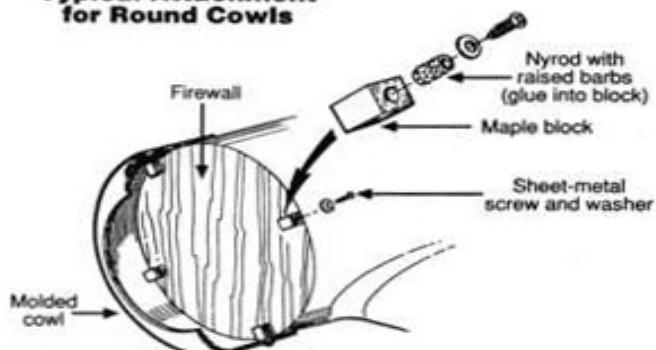
Scale Plans Building for the Novice: Part 8

Jerry Bates, www.rcscalebuilder.com

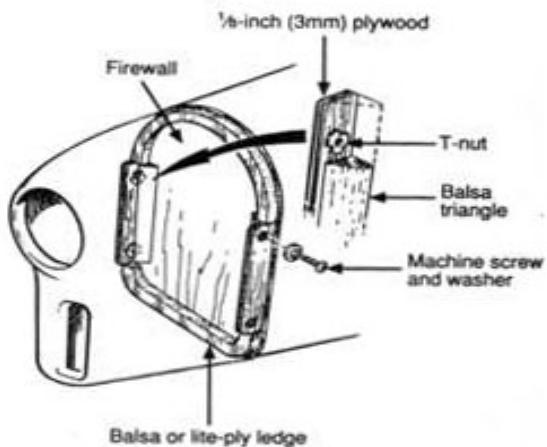
More from Jim Newman's Drawing Board.



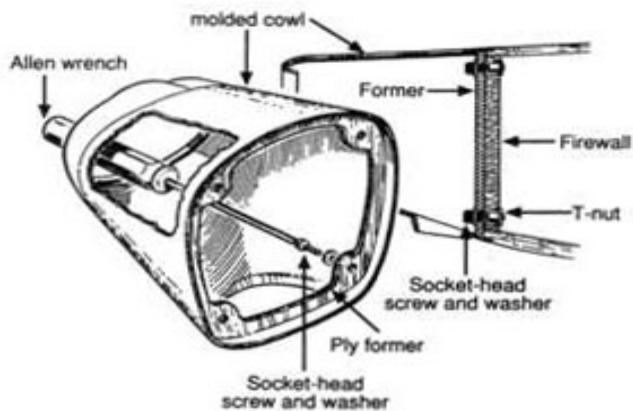
Typical Attachment for Round Cowls



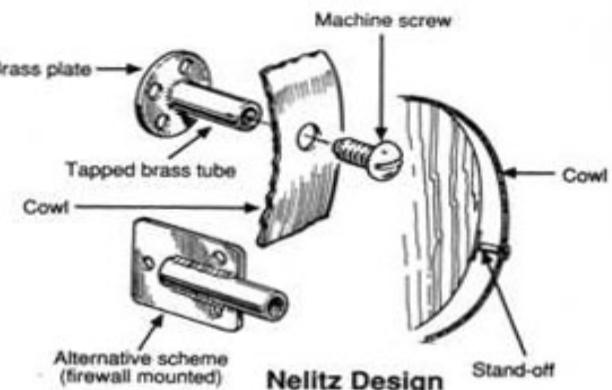
Typical Inverted Engine Cowl Attachment



Typical Cowl Attachment

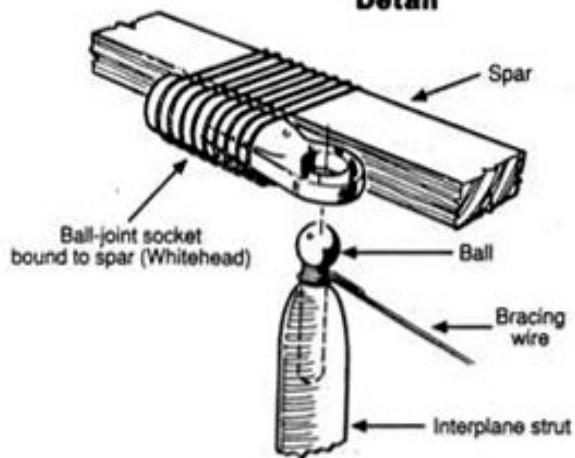


Cowl Stand-Off

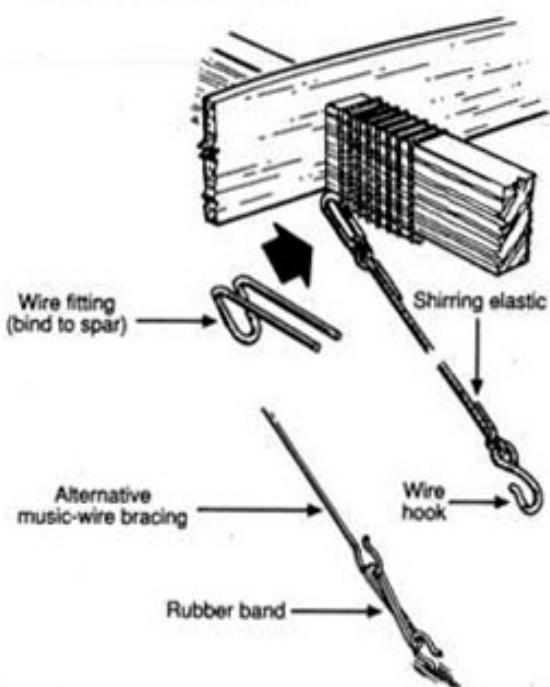


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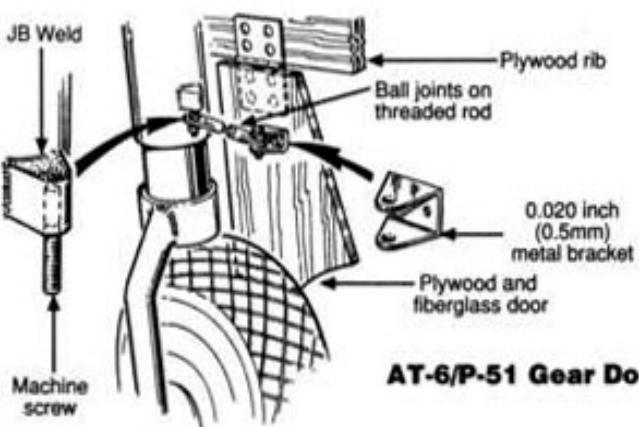
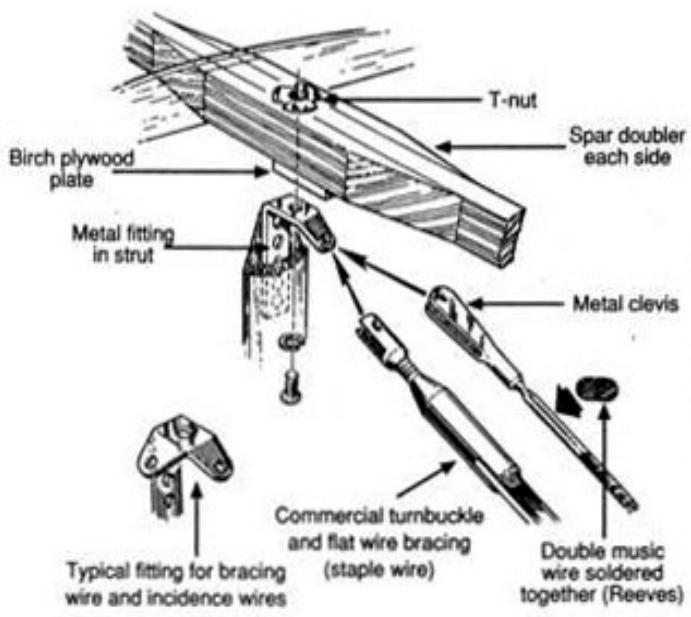
Quick Connection Detail



Wire Attachment



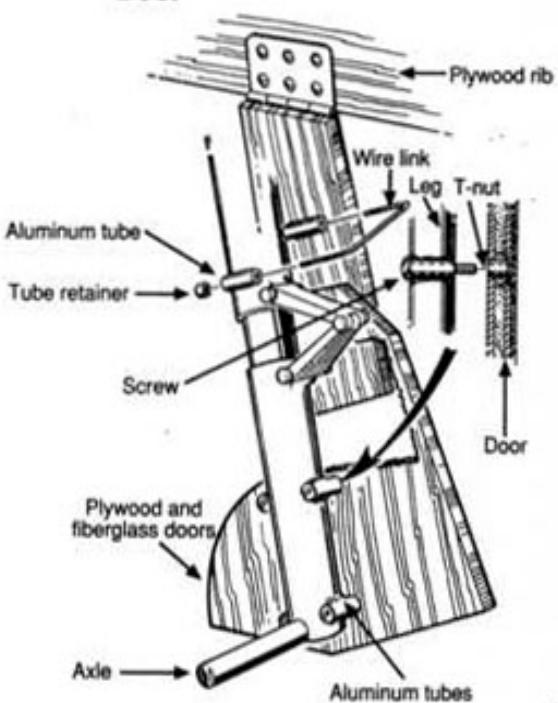
Scale Attachment



AT-6/P-51 Gear Door

Landing-Gear Doors

P-47 Two-Piece Door



continue

Model Building Materials Compatibility Chart

	Vinyl Spackle	Polyester Resin, Finish, & FRP	Acrylic Lacquer Primer	Nitrate Dope	Butyrate Dope	Alkyd Enamel Finish	Acrylic Enamel Finish	Polyurethane Finish	Epoxy – Resin, Finish, & FRP
<u>OVER</u>									
<u>UNDER</u>									
Vinyl Spackle	C	NC	C	C	C	C	C	C	C
Polyester Resin, Finish, & FRP	C	C	C	C	C	C	C	C	C
Acrylic Lacquer Primer	C	NC	C	C	C	C	C	C	C
Nitrate Dope	C	NC	C	C	C	C	C	C	C
Butyrate Dope	C	NC	C	NC	C	C	C	C	C
Acrylic Lacquer Finish	C	NC	C	NC	NC	C	C	C	C
Alkyd Enamel Finish	C	NC	C	NC	NC	C	C	C	C
Polyurethane Finish	C	NC	C	NC	NC	C	NC	C	C
Epoxy – Resin, Finish, & FRP	C	NC*	C			C	C	C	C
Super Glue	C	C	C	C	C	C	C	C	C
Wood Glue	C	C	C	C	C	C	C	C	C

Legend:

C = Compatible

NC = Not compatible

FRP = Fiberglass-reinforced plastic. Sometimes known as GRP (glass-reinforced plastic).

Do not repair epoxy fuselages, parts, etc., with polyester-resin based products, because they will not cure over an epoxy base. You can use epoxy to repair polyester-based products though.

SVF MEETING OCT. THREE
@ SEVEN PM



ON THE SAFE SIDE

3-D Vision

Jim Tiller, On the Safe Side author

My home overlooks a small lake. This summer, with the continuing drought, the lake is nearly empty. The fish are pretty concentrated in the remaining water. For the past couple of weeks the pond has been visited each morning by a red-tailed hawk looking for an easy breakfast. I have been fascinated watching him glide back and forth, drop to the water, and come up with a silvery meal.

I was reminded of a biology lecture on depth perception. Some birds and many mammals have both eyes in front of the head so they have binocular vision. That means when both eyes, some distance apart, focus on the same object they can judge the distance to that object by comparing the two slightly different views. Picture a triangle with the base of the plane on your face and each eye being one triangle corner. The apex of the triangle is the object in question. This stereoptic view of a single point creates what is called parallax. For animals, it is particularly useful when determining the immediacy of a threat or the distance to prey. Humans use it for everything from hitting the cup with poured coffee to successfully making a right turn onto the taxiway.

If you think about this method of triangulation, it should be apparent that parallax is limited to objects that are fairly close. The distance between your two eyes is just a few inches and as an object gets farther away, the parallax triangle becomes less and less visually accurate quite quickly. Most humans can only judge depth, with any accuracy, to about 75 feet.

So how do we fly our airplanes in a 3-D world where we must determine the distance to objects much farther away?

Since you were a baby you've been gathering information that you use to supplement your binocular visual cues. We learn that the apparent size of an object increases as it comes nearer and decreases as it goes away. We learn that near objects are colorful and far objects fade to grayer shades. We learn that water towers are generally taller than trees. We learn that objects that block our vision are closer than the objects they hide. These are just a few examples of how your brain deals with distances in your visual world.

But this also means that our eyes can easily draw a wrong conclusion if they are given conflicting visual cues. You have all seen optical illusions. This is the reason our brains can see depth in two-dimensional pictures or photographs. Artists have mastered the ability to make two-dimensional objects appear to have depth, by manipulating those visual cues.

So much for the biology lesson, what does this have to do with safety? By and large, the only sense you use when flying RC is eyesight. You will have to be constantly aware that your 3-D vision is limited and you must learn a new set of rules for dealing with depth or the lack of it.

Keep some daylight between your landing airplane and the field fence until you are sure it is inside the fence perimeter.

If you fly your giant-scale airplane just after a small one, be aware it may appear closer than it really is.

Try to glance away from your model occasionally and search your peripheral vision for other objects that can give you visual cues.

Adjust your flight path to keep daylight between you and any other airplane in the sky.

Never fly directly over anyone when your airplane is close to the ground, regardless of how distant they may appear to be from you.

When you range test your radio, make a mental note of its apparent size when you are 100 feet and 200 feet away from it.

Darker colors will appear farther away than brighter colors. Make the pattern on the top of the wing different than the bottom.

A person with 20/20 vision has no better depth perception than the person wearing trifocals.

It is our binocular vision and our accumulated knowledge that keeps us safe, but in the same breath, never forget how easily our human eyes are fooled.

SVF MEMBERS PAGE

Dave Morales, leaning over his big P-51



SVF MEMBERS PAGE



Joe B.



Joe Balabon



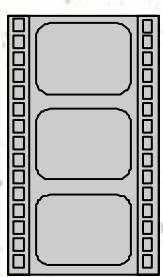
Derek Micko



Joe B



Ray Olsen



Why Clubs Fail

Jim Wallen, Club Corner author

Clubs can fail in a variety of ways. The membership can lose interest. Perhaps no one in the club wants to take on the challenges of being a club officer to make things happen. Attitudes and camaraderie within the club start to fail. People just cannot get along. The primary culprit in club failure, however, is loss of the flying site.

To preserve your local club, pay attention to some very specific items. Again, being proactive in some areas increases your chances of keeping your club for a long and enjoyable period of time.

Be sensitive to noise-related issues. If you have housing nearby you always run the risk of complaint. Take on the challenge of evaluating your noise policies before some governmental agency gets a call from a disgruntled neighbor.

Get to know the site owner. Keeping the owner happy is an absolute necessity.

Play an active role in community affairs to increase the club visibility to the public. Organize a fundraiser for a local charity. March in a parade. Put on a mall show. Invite local government officials to the field and feed them some mouthwatering hot dogs.

Fun-flies and potluck dinners are great ways to help pull the membership families together. Put on a special Valentine's Day event for spouses.

Make a concerted effort to attract new members. Youth are especially desirable. They bring some fresh ideas and enthusiasm to the club atmosphere. School visitations for all ages are an investment in the club future.

Emphasize to the club membership the importance of volunteering to be a club officer. Most members just want a good place to fly and have fun. They must realize, however, that things do not just happen on their own. Members have an obligation to be a contributor. As a club president you should discuss this subject at your next club meeting.

We are all very fortunate to be a part of the most satisfying hobby in the world. With some creative effort and a little bit of work, you can keep your club postured for a healthy future.

FOAM GLUES

Loctite Crafter's Indoor-Safe Adhesive – Looks like a white toothpaste. Non-toxic. Reasonably priced. Reasonably fast drying. Great bond to foam and wood when fully dry and has some give.

Liquid Nails Small Projects Repair Adhesive – A great value, and reasonably non-toxic. Very similar to the Loctite Crafter's glue. Used to be widely available, but not so much anymore.

Liquid Nails Perfect Glue – Sometimes referred to as "Perfect Glue #1". My favorite glue for foam and wood joints. Looks like a thick gel. Does not run when applied. Initial set in 10 minutes. Flexible when dry. Easily cut or sanded when dry. Strong bond to foam and wood. Relatively non-toxic. Parts can be handled after 30-60 minutes. Available at Home Depot hardware stores.

Elmer's Craft Bond Extra Strength Glue Stick – Large tube. Non-toxic. Deep blue color that is easy to see when initially applied. Great for foam-to-foam laminations. Update: Elmer's has replaced this product with a new one that still claims "goes on blue, dries clear", but hardly has any color to begin with. It is still my recommended glue stick.

UHU Stic – Buy the large tube. Non-toxic. Deep purple color when wet. Great for foam-to-foam laminations.

3M Durapore Surgical Tape – Used to be widely available in pharmacies, but not so much anymore. Also called 3M Nexcare Durable Cloth tape. I use it for hinging control surfaces.

3M Medipore H Surgical Tape – Made out of thin cotton cloth. Instant strong grip on foam, paper, and wood. My current favorite hinging tape.

3M Blended Surgical Tape – Still a reasonable choice, just don't spend too much on it.

[Link to PDF from 3M summarizing their surgical tapes.](#)

Real or RC? Prometheus Pitts



In the December 2012 issue of MAN, (our Scale Special Issue,) we ran a Reader's Report and interview with Patric Leis and his 42% scale prometheus Pitts. This amazing aerobatic RC biplane is so scale it looks exactly like the full-size plane and it is almost impossible to tell Patric's plane from Skip Stewart's Real Deal Show Plane. Here are some additional photos that did not make it into the printed article, as well as a video (at bottom of page) that Patric produced for MAN.



The Video

http://www.youtube.com/watch?v=PL4yPUvx3JU&feature=player_embedded

5 ways to dress up your cockpit by [Debra Cleghorn](#)

With so many great-looking scale model ARFs to choose from today, one of the neatest ways you can make your particular Pitts Special or P-51 Mustang stand apart from the rest is to install a great-looking instrument panel for your pilot figure to look at. (You did install a scale pilot figure, didn't you?) There's something special about a model with added cockpit details, and everyone always takes a peek inside.

Top Flite T-34 Mentor with full cockpit detail.

To do a really good job of outfitting the front office, do a little research first to find out which types of instruments are appropriate for your model. Piper Cubs with wooden props would not have manifold-pressure gauges, and an F-86 Sabre Jet wouldn't have a magneto switch. Some instruments have their bezels inset and flush with the panel, while others have the entire instrument face and the mounting flanges installed on the outside of the panel. You get the idea.

Decide how much detail you want to add. Sometimes, all you'll have room for is an instrument panel and a pilot bust. But if you have sufficient space, you can extend it to a half- or full-depth cockpit. This way, you can add side panels, a pilot seat, a control stick and rudder pedals. The amount of detail is up to you.

Here are five great ways to add the magical details that will bring any model to life.

1: WOOD PANELS

A homemade wooden panel for a 1/4-scale Pietenpol Air Camper.

For vintage, open-cockpit airplanes, make your panel out of thin plywood layers. Cut the main back panel out of lite-ply or aircraft plywood, add a front faceplate with the instrument holes cut in it, add some photos of the instruments, and sandwich the entire assembly together with a thin sheet of acetate over the instruments to represent the glass plates. Stain and varnish the wood; then add some small screws to complete the look.

2: PHOTO READY

For an enclosed cockpit, bringing life to the model is as easy as installing a scale pilot bust (this one is from Cajun R/C Specialties) and a simple photo of an instrument panel. Take a photo of a commercial panel, or go on the Web and download an image of one. Print out the panel in the size you need on glossy, photo-quality paper. Cut the panel to shape, and glue it into place with some spray adhesive!

3: READY-MADE INSTRUMENT PANELS

Clockwise from top: this Stuka panel was scratch-built using Hobby Lobby instruments and bezels; a ready-made panel from Aerotech RC Models; an instrument kit from Hobby Lobby; and a panel for a Hangar 9 Giant Ultimate Bipe from Diamond Custom Panels.

The easiest way to outfit a cockpit is to use commercially available panels and just stick them into place. Some manufacturers offer custom-made panels for specific airplanes, but others make generic ones. You can trim them to size and make them fit a variety of different models. Separate scale instrument dial faces are also available from companies such as J'Tec and Hobby Lobby. Use them with scratch-built instrument panels.

SOURCES OF SCALE INSTRUMENT PANELS & COCKPIT INTERIORS

- **Aerotech Models** (612) 721-1285; aerotechmodels.com
- **Aerotech RC Models** (727) 462-8090; aerotech-rcmodels.com
- **Arizona Model Aircrafters** (602) 971-5646; arizonamodels.com
- **Dave Patrick Models** (815) 457-3128; davepatrickmodels.com
- **Diamond Custom Panels** (727) 345-9229; diamond-panels.com
- **Dynamic Balsa & Hobby Supply** (815) 856-2272; dbalsa.com
- **SAC Midwest** (816) 741-7839; sacmidwest.com

Tower Hobbies (217) 398-3636; towerhobbies.com

4: COCKPIT INTERIORS

Top Flite T-34 Mentor cockpit interior kit.

With enough room available, you can build an entire *stage* to support the instrument panel. Some kits are available, but you can also make the parts out of bits and pieces from the workshop. Cut out pieces of heavy paper or plastic to form templates for the sides, rear bulkhead and cockpit floor. Tape them together to form the final layout and to see how everything will fit. You may have to trim some existing bulkheads to allow the templates to fit. Use the templates to develop the separate side panels, and work on each panel individually until it is complete. You can add knobs, switches and levers made of pinheads and strips of wire or thin aluminum. Paint each of the completed sections, and then add them to the inside of your cockpit area. If you are using a full-length pilot figure, make the seat and seatbelts to hold him in place.

[Next page](#)

5: FINE DETAILS

The little things add much to the realism of any cockpit. I think that after the pilot and instrument panel, the next most important item is the throttle quadrant. A very convincing throttle quadrant complete with throttle, prop pitch and manifold controls can easily be replicated by stacking thin layers of plywood or sheet plastic together and adding the control levers and knobs. I cut thin strips of aluminum from soda cans to make the levers (they're easy to cut and bend to shape), and I use inexpensive necklace beads to make the end knobs. The beads come in various sizes and are easy to drill and paint. Just glue them to the ends of the levers.

For the ultimate in detail, you can add small placards to your panel and cockpit sides. Most are black with white lettering, and they are easy to print on a PC. Make your own, or download them from the Web.

Adding instrument panels and cockpit details is fun and really improves the look of any model—sport or scale. Give it a try, and see what a difference it makes!



SVF EXTRA



VIDEOS and Websites Links

Click on to view video, website

Neil Armstrong

<http://www.space.com/17615-neil-armstrong-1st-moonwalker-buried-at-sea-photos.html>

YAK Engine failed 7:24

http://www.youtube.com/watch?v=lZvSmsIE_Ls&feature=q-vrec

Flying with the birds 1:47

http://www.youtube.com/watch?feature=player_embedded&v=pd5BMP_41bl

Night Ballet 3:07

<http://www.youtube.com/embed/NmNps7-4Yv4>

Big Foamie 13:16

http://www.youtube.com/watch?v=-y-yv1r-efg&feature=player_embedded#

Horizon Hobby Air Meet 2012 Sanford, Maine 5:12

<http://www.youtube.com/watch?v=6ml9uqw2C0s&NR=1&feature=endscreen>

A380 First Class 7:40

http://www.youtube.com/watch_popup?v=J1OqqQ8hBXk&vq=medium

2012 Reno Air Race Previews 4:46

<http://www.youtube.com/watch?v=8FetT6vLF6k&feature=related>

2012 Reno Air Races Sunday report PT1 4:49

http://www.youtube.com/watch?v=zpGRIEC_DNU

2012 Reno Air Races Sunday report PT2 2:18

<http://www.youtube.com/watch?v=On-nfajnZWw&feature=relmfu>

2012 Reno Heritage Invitational Winners 5:28

<http://www.youtube.com/watch?v=gEs-iu-RtQ8&feature=relmfu>

Stinson 108-3 Airplane crash 3:50 Density Altitude

http://www.youtube.com/watch?v=OVM3RRd1vf0&feature=player_embedded

After the crash 7:34

<http://www.youtube.com/watch?v=QT29xWWWqZU>

GREAT! How to stop a nightmare 0.44

<http://www.wimp.com/stopnightmare/>



SVF Website Buy & Sell items.

<http://sunvalleyfliers.com/classifieds/classifieds.htm>



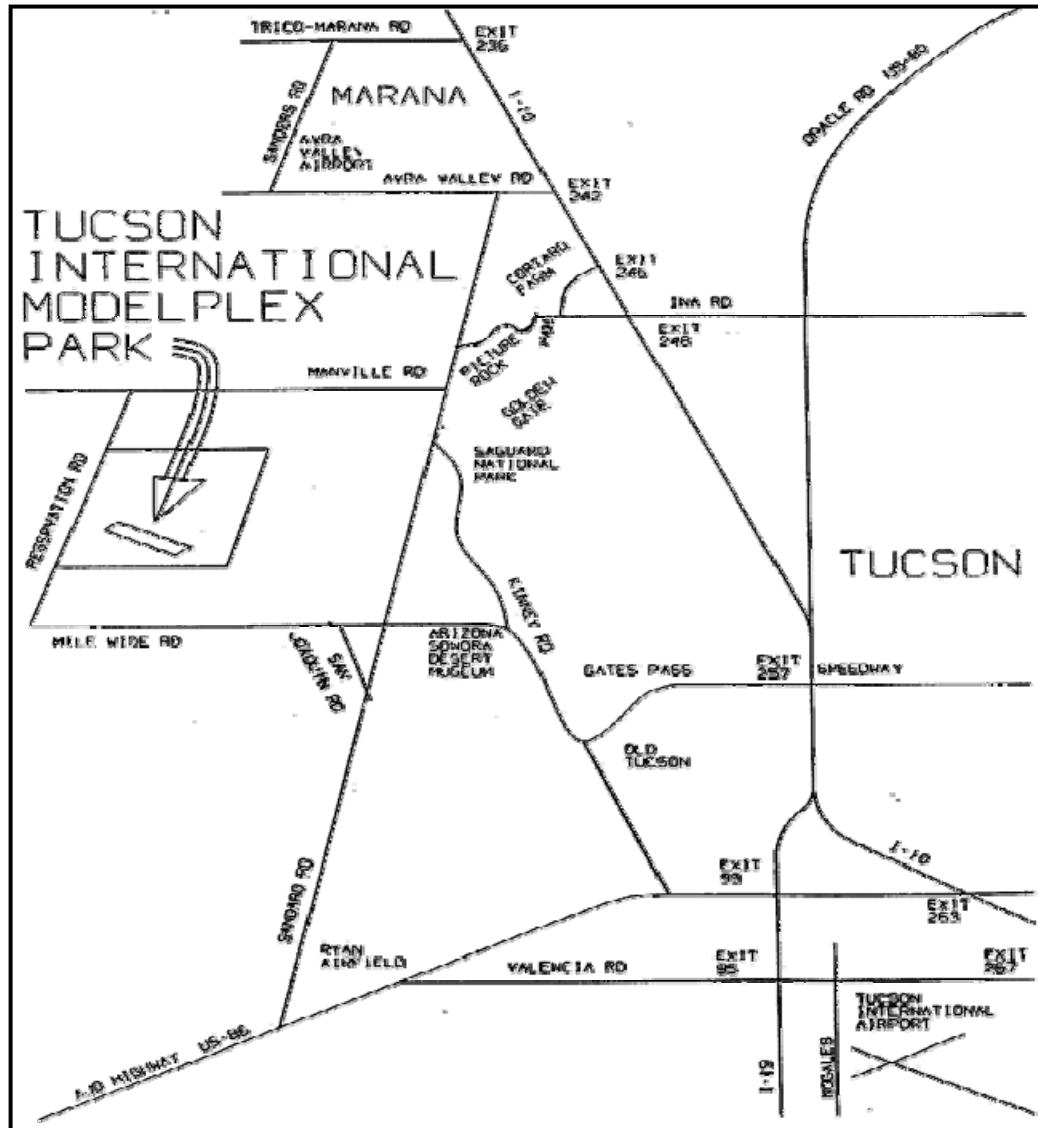
My thanks to those who passed this info on.

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http://www.desertaircraft.com/shootout_2012/

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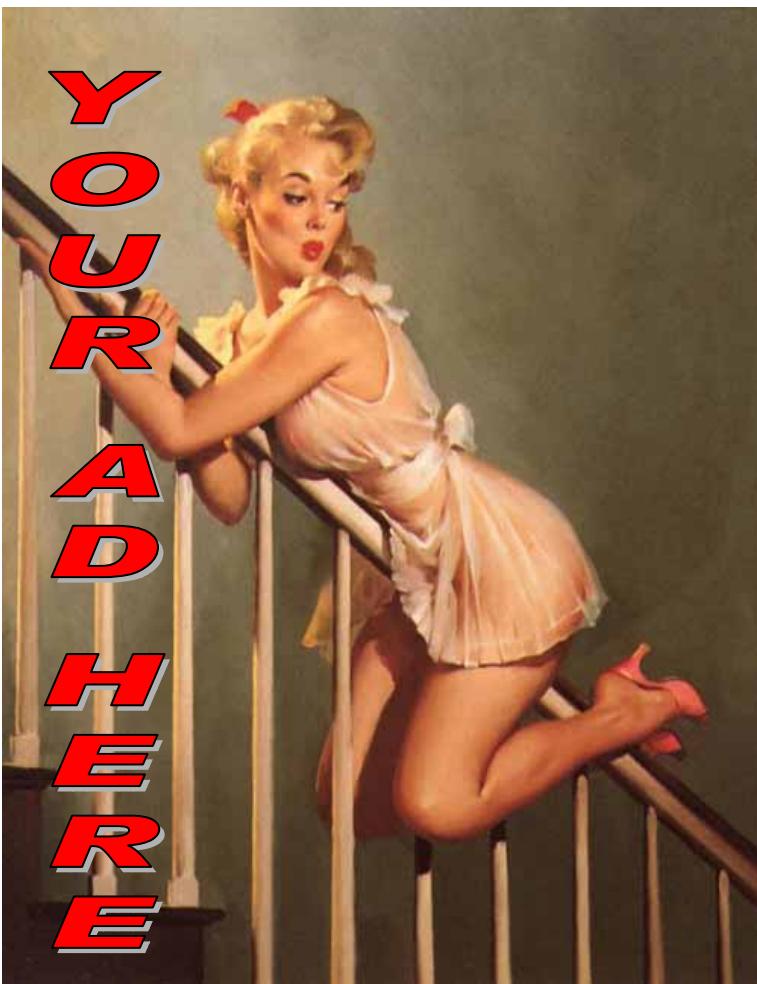
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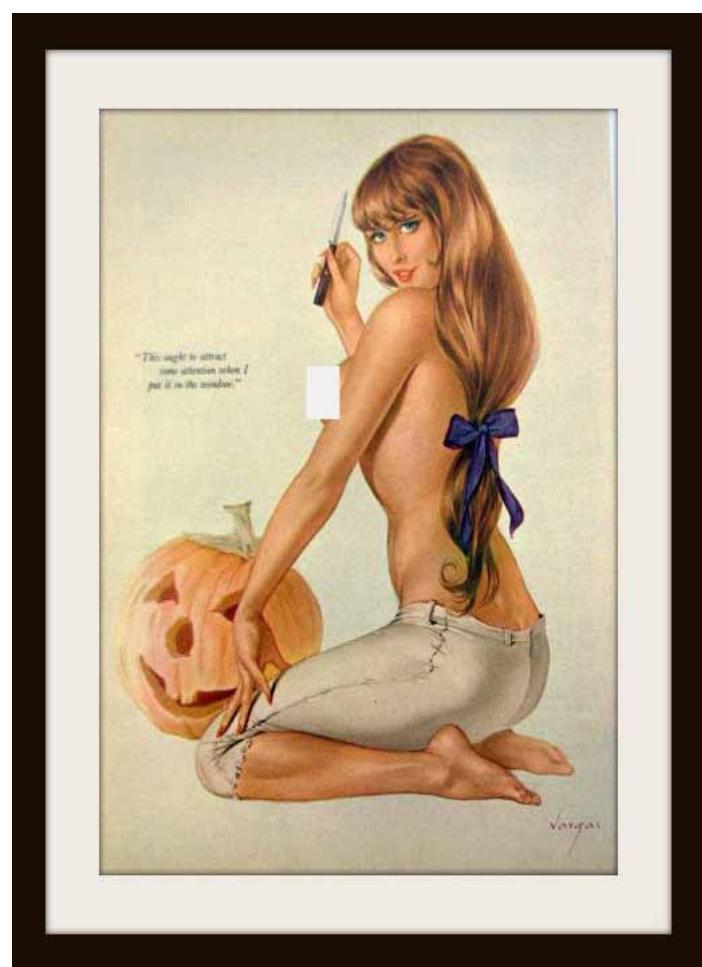
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For More Information: CD John Geyer – 602-810-1767 or jegeyer@centurylink.net



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Next month Issue

Will you be at the TOC, OEAR????



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

Hope you will enjoy it. Bob rcbobsvf@aol.com

This Month Issue

Check out the VIDEO page? Our thanks to Tony for the photos. A bunch of goodies this issue.

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

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