

THE SLOW ROLL



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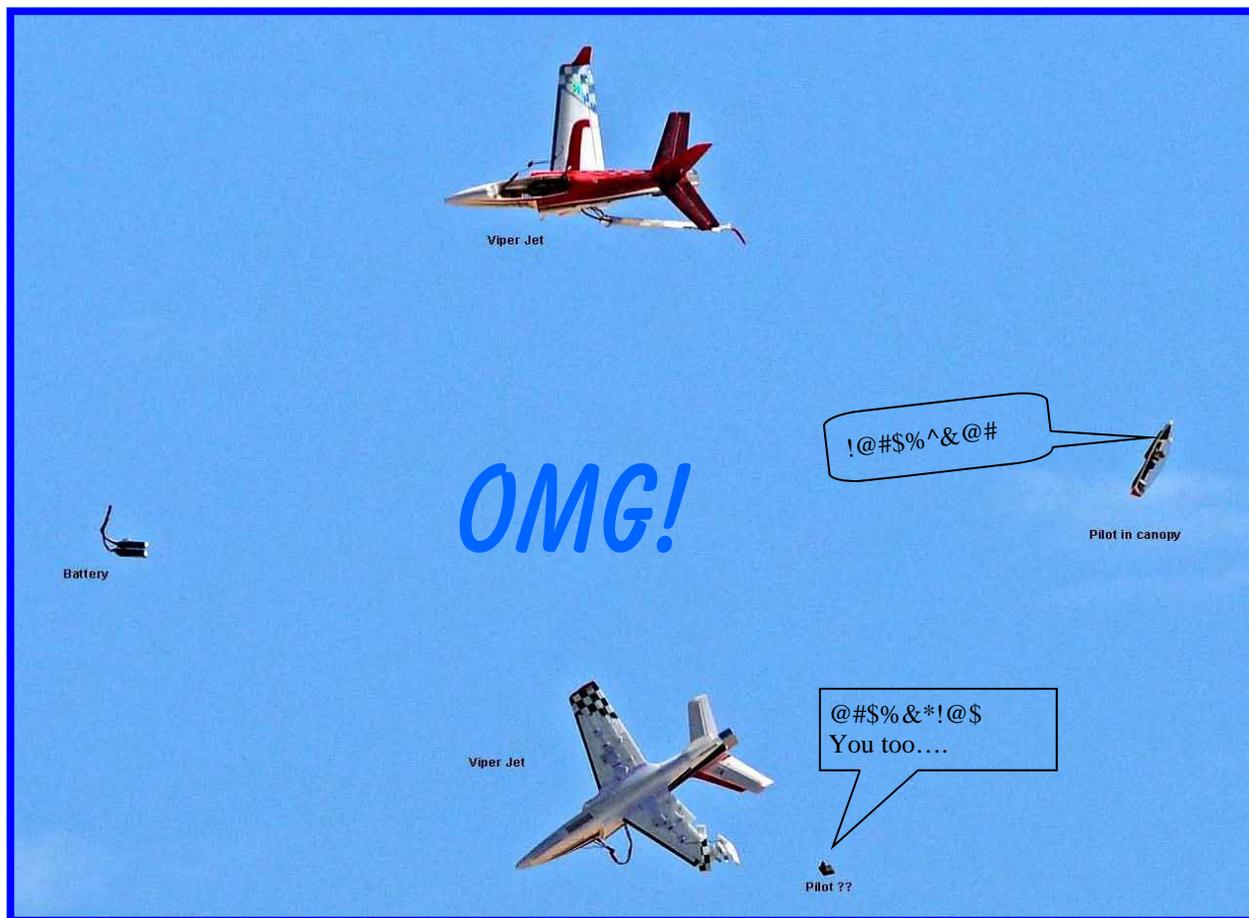


IMAA Chapter 782

President—Frank Maskowitz
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JULY 2014

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: ACTION Photo by Joe Balabon of two Viper Jets that collided

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SVF MEETING JULY 2 @ 7 PM



THE PRESIDENTS CHANNEL

Frank Moskowitz

July 2014 Slow Roll Presidents Letter

Welcome to July Slow Roll.

Hope you're enjoying the heat. You can still purchase hats from **Ken Justice**. For a list of apparel that SVF sells, go to our website www.sunvalleyfliers.com and click on the "SVF Apparel Prices" Link. It's located in the center of our web page under the Slow Roll link.

A few reminders..... We have been incident free for the past year with Deer Valley Airport Traffic. Members utilizing spotters have kept us out of trouble. **That changed last week. Unfortunately one of our models was spotted by a full size aircraft. The pilot of the full size viewed one of our models above 1000 feet. It went no further than a warning.** So we were lucky this time. Let's not get complacent about full size aircraft and their proximity to our field. All of us need to be more diligent about watching the sky for full size. Even if the plane looks like it is too far to be of concern, it might not be. We cannot allow another incident with any full size airplane. The board will be discussing this at our next meeting. We will be improving our relationship with Air Traffic Control at Deer Valley Airport.

The FAA recently released their interpretation of the Special Rule for Model Aircraft on Monday, June 23, 2014 and it is causing quite an uproar in the r/c community. As an AMA member each of you should have received an email explaining the rule. Of primary interest to the Sun Valley Fliers is the portion of the Interpretation that essentially states that if model aircraft flying is within a 5 statute mile radius of an airport, the airport operator, or the FAA (if it is a controlled airport) has to be asked for permission to fly within the 5 mile radius. If the FAA ATC folks, or the airport operator objects and does not approve, the model aircraft flying will not be allowed, and violators are subject to FAA enforcement action. I suggest you go to the AMA web site -- www.modelaircraft.org and read the document. AMA explains how you can respond to the FAA. Basically AMA says ***"We need you to take action now and respond by July 25, 2014 to the FAA Interpretation of the Special Rule for Model Aircraft that was released June 23, 2014. The Academy has reviewed the rule and is extremely disappointed and troubled by the approach the FAA has chosen to take in regards to this issue."***

We will keep the membership informed as this news progresses.

Our next meeting is **Wednesday July 2nd at 7:00 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Lots of great food to purchase.** If you want to eat I suggest you arrive no later than 6:15 pm. 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

SVF MEETING JULY 2 @ 7 PM



Sun Valley Fliers Club Meeting Minutes – 06/07/14

The meeting was called to order at 7:03pm by **Frank Moskowitz**. There were 23 people in attendance.

Frank introduced the executive and the board of directors in attendance.

Guests:

- None

New Members:

- None

New Solo Pilots:

- None

Secretary's Report

- The minutes of the May meeting were accepted as published in the Slow Roll.

Treasurer's Report - Gene Peterson

- Gene was not at the meeting. Mike read a report that Gene had sent via email. As May 31, there is \$ in the regular account with \$ on hold. The CD has \$ and the total is \$. Report was accepted as read.

Membership Director's Report – Mike Peck

- As of today we have 275 members. A total of \$ has been paid in dues and initiation fees. Additionally, \$ has been contributed for field maintenance.
- We occasionally get someone who renews their SVF membership but not AMA dues. Please make sure that you renew your AMA as well.

Safety Officer Report - Ken Justice/Frank Seminara (both absent)

- Watch out for snakes and bees at SVF field, particularly at the gate.
- See Ken for your SVF apparel needs.

Old Business:

- Central Pilot Station – The angle iron was removed for safety reasons (some sharp edges). Next Board meeting will include a discussion whether to put this out to a club vote.
- Mike read a synopsis of the May board meeting. Such a synopsis will be read at the monthly meetings to increase visibility of the board actions/responsibilities to the membership.
- Note: **Ron Thomas** is the new gate lock/key czar. If the lock is damaged or needs replacing, please call Ron at 602-980-4699.
- **Tony Quist** will be the new trash/porta-potti czar. Please call Tony at 623-261-1297 if there is a problem with getting the trash collected or if the porta-potti needs assistance.
- Bylaw review changes are still on hold.

New Business:

- In accordance with 2014 administration schedule, we make appointments to recurring special positions (safety officer Ken Justice, city liaison officer Mike Peck). Mike will provide names of club officers and board members to the MCFD, COP Parks & Rec with copies of AMA Charter and insurance and financial statement included.

Community Awareness – John Geyer (not present)

- John is attempting to organize a field day with the Boy Scouts.

Door Prize Winners:

- **Bob Bayless** – Epoxy, **Steve Myers** – Gallon of fuel, **John Wisniewski** – CA & kicker, **Ron Norris** – CA and kicker
- **Howard Kennedy** – CA and kicker, **Lou Pfeifer** – CA and kicker
- **Johnny Russell** – Glow driver, **Mike Schmidt** – Tarantula, **John Skarda** – Model stand
- **50/50** – **Howard Kennedy**

Show & Tell:

- **Edwin Depukat** donated five boxes of old RC magazines. Please help yourself
- **Wayne Layne** brought in a hydraulic system for retracts.

The meeting adjourned at 7:38 pm.

Respectfully submitted,

Jim McEwen - Secretary

The AMA's CALL FOR RESPONSES TO THE FAA MODEL AIRCRAFT RULE

Many Sun Valley Fliers members have recently received e-mails from the Academy of Model Aeronautics encouraging us to write letters to the Federal Aviation Administration (FAA) regarding their recent Interpretative Rule addressing the "Special Rule for Model Aircraft" contained in Public Law 112-95.

The AMA has advised us that the Interpretative Rule appears to be an attempt by the FAA to regulate model aircraft operations, even though the Public Law that Congress passed in 2012 prohibits the FAA from regulating model aircraft. Written comments **must be submitted by July 25, 2014** and your comments **must be identified by Docket Number FAA-2014-0396**. In the event you were not able to read the entire 17 page FAA Interpretive Rule document some of the highlights are shown below.

What is at stake for the Sun Valley Fliers?

The most serious impact on the Sun Valley Fliers is that the FAA Interpretive Rule states that model aircraft operators who wish to fly within 5 statute miles of any airport must first ask and then obtain permission of the airport operator, or the FAA Air Traffic Control personnel if it is a controlled airport, prior to flying within the five mile radius. The FAA's interpretation is that if the airport operator, or the local ATC personnel, object to model airplane operations within five miles of the airport, they may deny modelers permission to do so without any specific safety issue or other reason as a justification. In plain English, this Interpretive Rule can be used by the Deer Valley Airport Air Traffic Control to permanently shut down model flying at the SVF field, and the AMPS field as well, if that is what they choose to do.

Other Impacts on Sun Valley Fliers Operations - In addition to the potential denial of flying site usage discussed above, the FAA Interpretive Rule also...

- (1) Subjects model aircraft operations to new FAA regulations when the FAA believes it to be necessary. The intention of Public Law 112-95 was to prohibit the FAA from enacting future regulations of model aircraft operations that are used for recreational hobby purposes in accordance with existing provisions.
- (2) Bans the use of First Person View equipment by the model aircraft pilot operator because it requires the operator to view the model with natural vision at all times while it is flying. This is contrary to and negates the extensive guidance the AMA has given regarding AMA members use of first person view technology.
- (3) The Interpretive Rule attempts to negate the entire Public Law by stating, "Other rules in part 91, or other parts of the regulations, may apply to model aircraft operations, depending on the particular circumstances of the operation. This holds model aircraft operators accountable to all the regulations governing full-size aircraft flight found in Title 14 of the Code of Federal Regulations; something that was never intended by Congress, and until now never required by the FAA.

What do SVF Members need to do Now?

The AMA believes that all AMA members need to write the FAA during the public comment period **before July 25, 2014** and let the FAA know that we do not agree with their Interpretive Rule. Since individual self-written comments carry so very much more weight than form letters, they have not provided any form letters for members to use. It is important that SVF members do send in a written comment to protect our model airplane flying privileges as they are defined by PL 112-95. The following website does provide some guidance in how to provide constructive comments: http://www.regulations.gov/docs/Tips_For_Submitting_Effective_Comments.pdf

In addition, the AMA provides a more detailed explanation of the specific items that are of concern in the FAA Interpretive Rule at the following website: <https://www.modelaircraft.org/files/AMAObjectionstoFAAInterpretiveRule614.pdf>

There are three reasonable methods to submit a comment. Emailing your comment is the fastest and most convenient method. **All comments must include the docket number FAA-2014-0396.**

Email: Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

Mail: Send Comments to Docket Operations, M-30; US Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Fax: (202) 493-2251

Mike Peck



MEDIA RELEASE

Academy of Model Aeronautics

5161 E. Memorial Dr. Muncie, IN 47302
(800) 435-9262 | www.modelaircraft.org

Date: June 24, 2014
Contact: Rich Hanson
888-899-3548
richh@modelaircraft.org

FAA Interpretive Rule addressing “Special Rule for Model Aircraft” Academy of Model Aeronautics response

The Academy of Model Aeronautics (AMA) has reviewed FAA’s recently released Interpretive Rule in which the agency provided its interpretation of the “Special Rule for Model Aircraft” established by Congress as part of the FAA Modernization and Reform Act of 2012 (Public Law 112-95). The Academy is extremely disappointed and troubled by the approach the FAA has chosen to take in regards to this issue.

As a community-based membership association, the AMA has managed and overseen the nation’s model aircraft activity for the past 77 years and has grown to over 165,000 members in all 50 states, the U.S. territories and at military installations around the world. Over the years the Academy has developed an effective safety program that has achieved an exceptional safety record and has evolved to accommodate new technologies, new modeling disciplines, and a diverse aeromodeling community. AMA’s achievements and ability to manage the model aircraft activity in a safe and harmonious fashion was recognized by Congress in its reauthorization of the Federal Aviation Administration in 2012. In an effort to protect the aeromodeling community from overreaching and onerous regulation, Congress established the Special Rule for Model Aircraft which exempts this activity from regulation provided it is conducted in accordance with and within the safety programing of a community-based organization, AMA.

States AMA President Bob Brown, “The FAA interpretive rule effectively negates Congress’ intentions, and is contrary to the law. Section 336(a) of the Public Law states that, ‘the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft...’, this interpretive rule specifically addresses model aircraft, effectively establishes rules that model aircraft were not previously subject to and is in direct violation of the congressional mandate in the 2012 FAA reauthorization bill.”

The interpretive rule reflects the FAA’s disregard for and its unfamiliarity with the makeup of the modeling community. Nearly 20% of the AMA membership is 19 years old or younger and an even greater percentage is retirees over the age of 65. FAA’s intention to impose a strict regulatory approach to the operation of model aircraft in the hands of our youth and elderly members threatens to destroy a wholesome and enriching activity enjoyed by a vast cross-section of our society.

“AMA cannot support this rule.” said AMA Executive Director Dave Mathewson. “It is at best ill-conceived and at worst intentionally punitive and retaliatory. The Academy strongly requests the FAA reconsider this action. The AMA will pursue all available recourse to dissuade enactment of this rule.”

Founded in 1936, the Academy of Model Aeronautics continues to be devoted to the safe and responsible operation of model aircraft. With its nearly 2,400 clubs across the country, it serves as the nation’s collective voice for the aeromodeling community. Headquartered in Muncie IN, AMA is a membership organization representing those who fly model aircraft for recreation and educational purposes.

###



AMA Academy of Model Aeronautics
ADVOCACY IN ACTION
★★★★★ modelaircraft.org/gov

Dear Charles,

On Monday, June 23rd, the Federal Aviation Administration (FAA) released an [Interpretive Rule](#) in which it presented FAA's interpretation of the "Special Rule for Model Aircraft" established by Congress in the FAA modernization and Reform Act of 2012. The Academy has reviewed the rule and is extremely disappointed and troubled by the approach the FAA has chosen to take in regards to this issue

In its [Press Release](#) the FAA stated it was, "issuing the notice to provide clear guidance to model operators on the "do's and don'ts" of flying safely in accordance with the Act and to answer many of the questions it has received regarding the scope and application of the rules." It also stated, "(this) guidance comes after recent incidents involving the reckless use of unmanned model aircraft near airports and involving large crowds of people." It's important to note that very few of these cases have been factually documented and not a single incident was shown to involve a member of the AMA or to be connected in any way to modeling operations conducted under the auspices of the special rule.

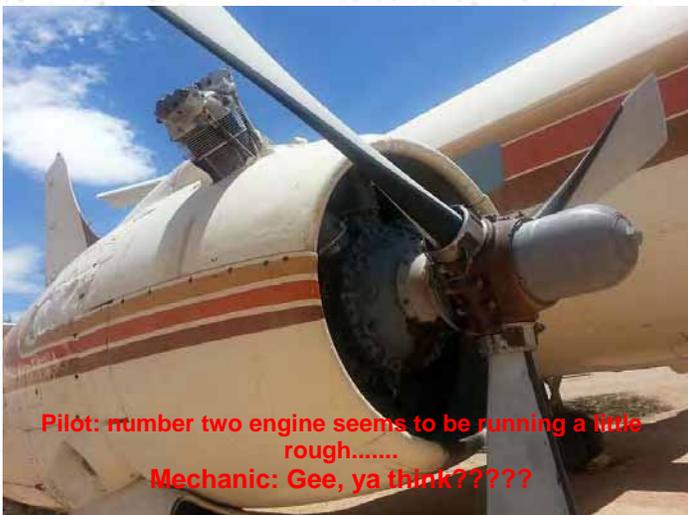
In [AMA's response](#) to the rule it was pointed out that, "The FAA interpretive rule effectively negates Congress' intentions, and is contrary to the law. Section 336(a) of the Public Law states that, 'the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft...'; this interpretive rule specifically addresses model aircraft, effectively establishes rules that model aircraft were not previously subject to and is in direct violation of the congressional mandate in the 2012 FAA reauthorization bill."

AMA has voiced its opposition to FAA's action and will pursue all available recourse to dissuade enactment of this rule. It's important that every AMA member becomes involved in the effort.

The first step is to respond to the public comment period established in the notice. Look for a follow-up email from AMA with information on how to respond to the FAA notice. This is your opportunity to express your views and to comment on various aspects of the Interpretive Rule. It's important for the Administration to know that this rule significantly impacts the entire aeromodeling community and that this community is resolute and committed to protecting the hobby. In this case silence IS NOT golden. Please alert your friends, family members and fellow modelers regarding this issue.

Thank you,

AMA Government Relations



Pilot: number two engine seems to be running a little rough.....
Mechanic: Gee, ya think?????



VIDEO

<http://www.youtube.com/watch?v=xdb6SMAEop0#t=135>

FAA comes down with aggressive position on model aircraft

Posted by **Bill Paul** On June 23, 2014



This is going to be a fast moving story, so I will come back and add highlights as the community reacts. The FAA has published yet another memo of dubious merit. I have questioned many of the FAA's interpretations of the regulations since there are currently no regulations specifically for UAS, hobbyist, and other such drones. Now the FAA has attempted to clarify, but in doing so, they have destroyed work previously done by the American Model Association in the interest of hobbyist.

On FPV flying:

people other than the operator may not be used in lieu of the operator for maintaining visual line of sight

Why is this significant? FPV (First Person View) is the fastest growing segment of the hobby. The AMA (Academy of Model Aeronautics) recognizes this and has defined special rules for operating. AMA doc #550 says that the FPV pilot should have a spotter next to them, who will maintain visual line of sight while the pilot has the video goggles on. So essentially the FAA memo has just invalidated that.

On factory pilots, and paid model instructor pilots:

Not Hobby or Recreation :

Receiving money for demonstrating aerobatics with a model aircraft

Why is this significant? The AMA's insurance policy specifically allows for instructors to be paid to teach how to fly model airplanes. See AMA Insurance Summary here, bullet point #6. In addition, every manufacturer of RC airplanes that goes to one of the several shows like Joe Nall, and flies a demo, is essentially being paid to be there and is a commercial interest. Not to mention to top factory pilots that compete and are compensated by their sponsors.

Link to the original memo (FAA's site):

FAA Offers Guidance for Model Aircraft Operators

How to Comment to the FAA:

(Note – the comment period opens Wednesday 6/25. Also don't forget to subscribe to Techenstein somewhere like FB, Twitter, or check back here. There is some suggested text below)

You may send comments identified by docket number FAA-2014-0396 using any of the following methods:

Federal eRulemaking Portal: Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically. 2

Mail: Send Comments to Docket Operations, M-30; US Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Hand Delivery: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: (202) 493-2251.

Example comments you can use:

Take this as an example, and feel free to make it your own.

Re: Docket No. FAA-2014-0396

Interpretation of the Special Rule for Model Aircraft

To Whom It May Concern,

I am a model aviation enthusiast and would like to comment on your recent notice regarding flying 'FPV' first person view flying as well as the definition of commercial operation.



I am also a member of the AMA – Academy of Model Aeronautics, and follow their guidance for what is safe operation as they have published in previous years. The AMA does allow exchange of money for flight instruction, and I also enjoy seeing factory sponsored pilots perform demos at various conventions. Your notice claims these activities to be illegal.

I also enjoy operating my model aircraft by way of video goggles. The AMA has published their safety guidelines to allow this with use of a spotter that maintains visual line of site. However, again your notice claims this to be illegal.

In the context of Federal Aviation Regulations, commercial operation of an aircraft should not exclude exchange of money as you have applied it to of model aeronautics. There are many valid reasons for money to be exchanged such as flight instruction (for models), demonstration by manufacturers, as well as simple non-profit compensation by clubs, educators, and similar small groups. This is not for the intent to make a profit, but can help offset costs of an expensive hobby.

FPV flying is an exciting way to enjoy model aviation, and contrary to the FAA's belief, can enhance the safety of flight by allowing me to see and avoid obstacles such as trees and structures. Restricting flying to direct visual control causes me to judge distances incorrectly. FPV flying also allows me to fly my video camera around in a much more precise way.

I understand that the FAA is working on legislation for UAS and possibly hobbyists, however I feel your interpretation of the existing laws to be flawed, and creating more confusion than safety. I ask that the FAA rescind notice 2014-0396, and allow the AMA to set the standards for what is safe operation.

*Sincerely,
Your Name
City, State*

TOPS

Previous: Temporary Solution Syndrome

<http://www.techenstein.com/faa-comes-down-with-aggressive-position-on-model-aircraft/>

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SVF FLIGHTLINE SAFETY



Welcome everyone to the July 2014 edition of your “**FLIGHTLINE SAFETY**”! June 15th “officially” started our “Monsoon Season”. But us “AZ natives” remember the old way of observing the start of Monsoon...three consecutive days of dew point temps over 55 degrees (and also when the swamp coolers don't help because of the higher humidity).

No storms yet, but this week looks like that could change! This month I wanted to be sure that everyone is "thinking safety", especially since our Arizona "dry" summer heat is in full swing now! Stay alert while at the field in this summer's heat. **Arrive early... Leave early!** Don't let the heat dull your common sense, good pre-flight and post-flight practices and veteran piloting skills! Don't forget to bring some liquid refreshment to the field with you. You know... water, h2o, Gatorade, etc. That doesn't mean you should be bringing your favorite beer to the field!!! For everyone's safety, including our club's

safety, leave that 'refreshment' at home please! Also remember not to leave your LiPo batteries inside of your hot, parked car for very long during the hot Arizona summer (it can get to 160+ degrees inside that parked car pretty quickly). Just a reminder in case you stop by the friendly folks at Frank's Hobby Store or your favorite eatery after flying. LiPo's don't like being stored above 100 degrees for very long!!!

I continue to observe some “chilling” safety issues that is worthy of review. Please review your procedures concerning “*Propeller Safety*”. No matter if you are a new pilot or a very seasoned pilot... a review of this potential “table saw” hazard is always in order. And don't overlook checking the condition and security of that propeller even if you haven't had any obvious incidents. I observed one veteran RC pilot forget one basic safety and operational rule recently...he plugged in his battery on his electric-powered plane BEFORE turning on his Tx power...and he was surprised by the attempted “attack” when his electric motor started spinning his aircraft's prop at wide open, uncontrolled throttle!!! Fortunately, he wasn't injured this time because he was slightly to the side and rear of the aircraft. But it could have been much worse than just an aircraft trying to leave the workbench! Remember; remove that prop if you will be working on setting up your electric aircraft, no matter how small the time you'll be exposed. New radios can help in adding a couple of lines of defense but I have seen even that defense circumvented at times. Remember our buddy “Murphy” sits on our shoulders in this hobby! The heat and dehydration can make your brain “muddy” even without the monsoon rains!

Also, remember another basic pre-flight check...checking for *correct* flight control movement BEFORE take-off. I looked up and observed this attempted take-off....A veteran RC pilot stated to me after the ‘mishap’ that he took to the air...or attempted to, right out of the flight station, across the runway...without performing a basic flight controls check! He quickly found out that most of his aircraft's flight controls were REVERSED with a resulting LOUD NOISE as his aircraft quickly came back to Mother Earth after reaching an altitude of about 8 feet! This could have resulted in an aircraft flying into the Ramada and injuring unsuspecting people had he been going down the runway since the aircraft veered hard left and the pattern and take-off direction was from right to left at the time! So be sure after you start your aircraft (at the latest) that you perform your **basic flight control check for proper and correct movement**. Don't do just “quick flicks of the sticks”...do a concerted check of the controls with the resulting movement registering in your brain before taking off. Don't overlook all of your basic safety checks that all of us know! It's too late after you hear “that noise” and the “ohhh s” afterwards!

That's it for me this month. If you follow basic safety guidelines and use common sense, your flying experience can be and should be a wonderful one. Remember to respect those around you, follow the Safety and Operational rules of the field, and make sure you totally understand the operation of your RC Aircraft... and that you and your aircraft have been “pre-flighted” before each flight during our Arizona summer heat!

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

SVF ON THE GROUND



Arizona World War II Army Airfields

Coolidge Army Airfield

Coolidge Municipal Airport began in 1941 when the War Department began acquiring about 1,277 acres for an Army Air Corps flying training school. Property acquisition began between December 1, 1941 and May 21, 1943, when 873.85 acres were acquired from the state of Arizona in an exchange for an offer of Public Domain Land from the Department of the Interior (DOI). Additionally, 394.33 acres were acquired by fee from three private individuals between February 3 and May 27, 1943, and easements totaling 9.31 acres were obtained from the state and two private individuals between February 19 and April 19, 1943 for the installation of an electric transmission line.

The original airfield was built with three runways in a triangle. Two remain: 17-35 and 5-23. Support facilities were built, of which a 120-foot (37 m) by 80-foot (24 m) hangar remains. 85 buildings, a sewage treatment plant, utilities and a firing range were built. Three buildings were ordnance related.

Coolidge AAF had originally been designed by the War Department as a single-engine aircraft flight training school, however, the facility initially functioned as an auxiliary field for Williams AAF as Williams Auxiliary Field No. 3.

The entire personnel of the 572nd AAF Base Unit stationed at Sky Harbor Airfield in Phoenix were moved to Coolidge AAF in May 1944. Coolidge AAF then was a ferrying service station for Air Transport Command, providing refueling and maintenance to Army, Navy, and Marine Corps planes en route to other bases. however AAF Training Command continued to use the field.

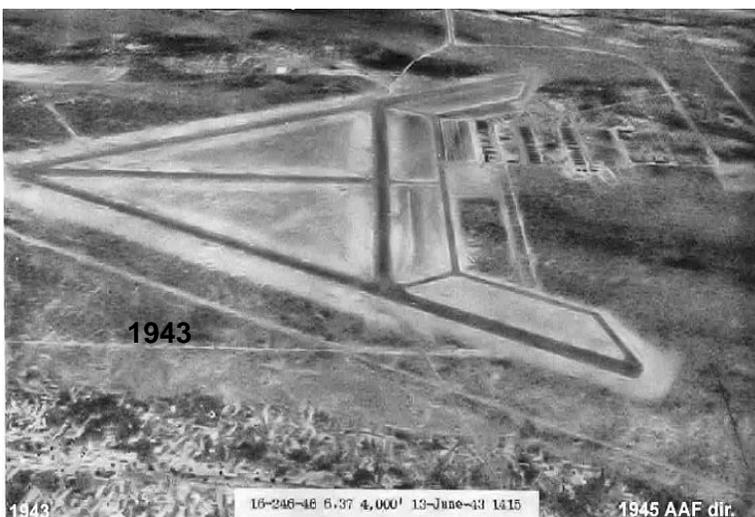
Coolidge Municipal Airport

Coolidge AAF was declared surplus on November 30, 1945, withdrawn from surplus effective March 21, 1946 by the Secretary of War, and again declared surplus effective August 28, 1946, by the Adjutant General. In 1948 the Chief of Engineers attempted to transfer the site to the Air Force for use by Williams Air Force Base but there is no evidence the transfer was completed. The site was transferred to Pinal County by quitclaim deed dated January 19, 1950, and patent deeds dated March 14, 1953, and May 15, 1956. The site was then transferred to the city of Coolidge by quitclaim deed dated March 2, 1959.

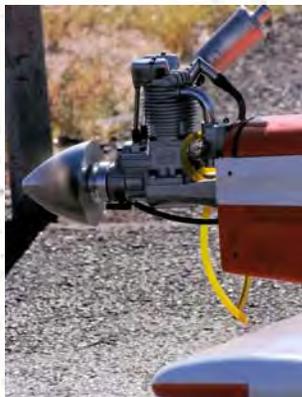
Pinal County owned and operated the airport until 1959 when the City of Coolidge obtained ownership of the airport. On March 2, 1959 the airport was officially transferred from Pinal County ownership to the City of Coolidge.

From 1962 until July 1992, operations at the airport were dominated by Cessna T-37 jet training aircraft based at Williams Air Force Base. The Air Force had a lease agreement with the City of Coolidge for four parcels of land and joint use of the main runways and taxiways in return for the continued maintenance and upkeep of the main runway and taxiway. In addition, they constructed several facilities along the runway and apron to support their operations.

The Air Force lease was terminated in July 1992 and training operations at the airport ceased in June 1992. However, among the lessees at the Coolidge Municipal Airport is CPS, a private contractor working with the DoD to conduct parachute jump training at the airport, and occasionally, Davis-Monthan AFB conducts equipment drops in the area. ¹



ONE PLANE IN THE PLAINS SVF PLANES IN THE PLAINS



Drone pilots say the darndest things...

Washington Post reporter Craig Whitlock compiled a list of things drone operators have said when they get into trouble and we pulled our favorites here. How many of these sound familiar? For the full article, click here: http://www.washingtonpost.com/craig-whitlock/2011/02/28/AB5dpFP_page.html.

"This thing's kind of climbing like a pig. Climb, you pig. . . . Boy, this is going to be tight. . . . Okay, interesting. We are falling out of the sky." Unidentified pilot of a Predator that crashed near Creech Air Force Base in Nevada on May 13, 2013.

*** *"Drone just pitched up. Drone's pitching over. Drone is uh, crashed and destructed, at uh, the end of the runway."* Unidentified pilot of a chase plane that was following a QF-4E target drone before it crashed at Tyndall Air Force Base in Florida on July 17, 2013.

*** *"What's going on? Hang on! Hang on!. . . Uh-oh! Shit! It's spinning! . . . Okay, I think it just fell out of the sky."* Unidentified pilot of Predator that crashed near Kandahar Air Base in Afghanistan on March 2, 2013.

*** *"We're in the soup here. . . . Dude, uh, we're not sure what the aircraft is doing. . . . Yeah, we crashed."* Unidentified pilot of an Air Force Reaper as it crashed in Douglas County, Nev., on Dec. 5, 2012.

*** *"Stop saying 'uh-oh' while you're flying. It's never good. Like going to the dentist or a doctor. . . . 'Oops? What the f— you mean 'Oops?'"* Unidentified camera operator, to a habitually nervous Predator pilot right before takeoff at Jalalabad Air Base on July 24, 2012. *"Whoa. . . . I don't know what the hell just happened."* The same nervous Predator pilot, moments later, after the drone crashed.

*** *"Dude, look at this camera. Seriously, I can't do anything. There's nothing I can do. This camera is completely f—. Like there's something in the air. Yeah, dude, I literally have no picture right now. This camera's like, completely messed up."* Unidentified camera operator moments before his Predator crashed in the fog two miles short of the runway on May 17, 2011, in Djibouti, a country on the Horn of Africa where the U.S. military operates a large drone base.

*** *"Where the hell is — where is the runway? It's all the way over here. I overshoot. Oh, shit. I think we lost the engine. Oh, shit, oh damn, oh my God, what is that? . . . What was all that stuff I just hit?"* Air Force Capt. Matthew Scardaci as his Predator crashed into a row of empty shipping containers at Kandahar Air Base on May 5, 2011.

*** *"Holy crap, this is really spinning."* Pilot of an MQ-9A Reaper moments before it crashed on Aug. 31, 2010, near Gray Butte Airfield in California.

*** *"That's freaking US!"* Camera operator for a Predator after the air-traffic control tower at Balad Air Base in Iraq reported seeing a burning drone that had just crashed on Aug. 16, 2010. *** *"Um, I guess I'll just be blunt and say not well."* The Predator pilot who flew upside down, when asked by investigators how well her training had prepared her for such an incident.

San Diego Air & Space Museum



FLYER AN AIR BOY



Sun Valley Fliers
SVF



SVF Brian O'Meara P-47



Photos by Joe Balabon



Trouble Shooting Gasoline Engines — 11 Tips for Reliable Performance

by Gerry Yarrish

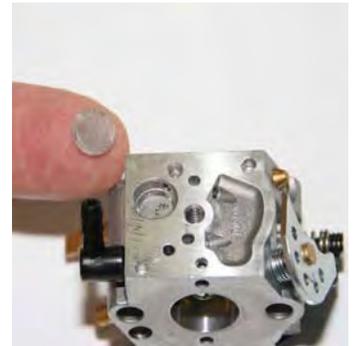


OK, so you've installed your gasoline engine properly, and made sure that the fuel tank is properly installed and the fuel lines and fuel filter are all hooked up correctly, but you still can't get any fire in the hole—the engine just won't start. As a safety note here, we always recommend using a properly sized heavy duty starter like those from Sullivan Products.

If however, you are starting your engine by hand, be sure to have a friend help and hold the tail of your airplane secure so the plane won't move forward when the engine does fire up.

What else can you do?

1. Well, the first thing is to check that the prop blade is positioned in relation to the magneto magnets or the electronic ignition's triggering magnet as indicated in your engine's operating manual. Sometimes a small adjustment in blade positioning will make all the difference.
 2. I personally like to start my engines using my left hand and set the prop so that the blade is at 11 o'clock and I swing it to the 7 o'clock position. This directs the force downward instead of upward. The magneto fires the spark plug at about the 9:30.
 3. If your engine starts, burns off the prime then quickly dies, this indicates a fuel draw issue. Check your fuel lines for any kinks, blockage or pin holes.
 4. Also check your tank for proper internal setup. Sometimes, the fuel tank can be installed upside down, and won't draw fuel properly. When you flip the prop with the choke closed, it should draw fuel. You can see it moving toward the carburetor in the fuel lines.
 5. If the carburetor won't draw any fuel, check to make sure the needle valves are open.
 6. Also, make sure the carburetor is tightly fastened in place and that the small hole and passage feeding pulse pressure from the engine case to the carburetor isn't blocked.
 7. Check the fuel intake screen filter and make sure it is clean. This screen is located under the carburetor's top cap (the one held in place with a single screw). If it's dirty, carefully remove it and flush it with fresh gas until it is clean, or replace it.
 8. Check that the engine head/cylinder case is tightly fastened to the engine case and that the gasket is undamaged. Even a small air leak here can prevent the engine from starting.
 9. If there's no spark, make sure the kill switch is in the correct (Run) position. With electronic ignitions, make sure the battery is fully charged and the wiring to the timing sensor is properly connected.
 10. If your engine loses compression, check for a stuck or broken piston ring. If this happens suddenly during flight, don't turn the engine over by hand, as this could score or gouge the sleeve. Carefully disassemble the engine and check for internal damage. If you don't want to do it, send the engine in for inspection and repair.
 11. To ensure proper operation of your gasoline engine, always use clean, well filtered fuel. Use a filter in your fuel supply container, as well as between your engine and fuel tank. If you use a T-fitting in the engine supply line for filling and defueling your model, place the filter between the carburetor and the T Fitting.
- Once set up properly and adjusted, gasoline engines are very user-friendly, start easily and provide excellent fuel economy. Once the carburetor is set, it won't usually have to be adjusted for most if not all of the flying season.



SVF — Sun Valley Fliers

SVF at Chino Scale Squadron Event



Scale Squadron event at Chino, CA last week.



Bob's Tiger Moth



Dave Morales



SVF IN THE AIR





VIDEOS and Websites Links

Click on to view video, website

P-40 with damage aileron 2:35

http://www.youtube.com/watch?v=z_kxEok-ISY&feature=youtu.be

RC Crashes 22:05

<https://www.youtube.com/watch?v=LR5o7ryuxm0#t=379>

Wedgie VS X8 2:57

<http://vimeo.com/96372827>

Krazy woman attack quad copter RC guy 2:15

<http://www.flyinggiants.com/forums/showpost.php?p=2159960&postcount=1>

The Great Aiman 3:27

<https://www.youtube.com/watch?v=i7RvatSALX0>

Boeing's 1,500th 747

<http://usat.ly/1ltwiiL>

Why can't you use phones on planes? Strong language! 3:04

<http://www.youtube.com/watch?v=JYAq-7sOzXQ&app=desktop>



** New Items **

SVF Website Buy & Sell items.

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

My thanks to those who passed this info on.



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



"I must have had a good time at the party last night. Three fellows have called up to apologize so far this morning."

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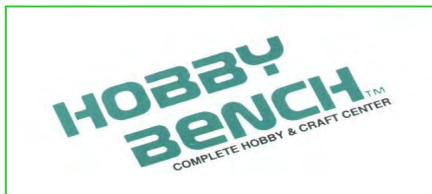


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This Month Issue 7-2014

Read the **AMA & FAA** articles! **AZ airfields** new this month. Read about **Gas engines trouble shooting..** Check out the **Videos.** **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. We need your **NEW** projects to put in the **SR SVF HALL OF PLANES.**



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 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

JULY 2014 SVF Birth Day Boys

First name	Last name	Member type	Dob
Ken	Scott	Senior	07/02/1944
Dale	Payne	Regular	07/02/1949
Andrew	Baker	Senior	07/03/1970
Murray	Duncan	Senior	07/05/1938
Ed	Klein	Senior	07/10/1928
Norman	Hawk	Senior	07/11/1934
Peter	Ermke	Regular	07/12/1956
Cole	Cunningham	Senior	07/16/1941
Larry	Stephens	Senior	07/17/1939
Gary	Porter	Regular	07/18/1956
Robert	Pencak	Senior	07/20/1943
Bob	Putnam	Senior	07/21/1942
John	Wanner	Senior	07/21/1939
William	Bedford	Senior	07/21/1942
Rusty	Fried	Senior	07/26/1946
Walter	Angus	Regular	07/29/1958
Spencer	Kleinhans	Regular	07/31/1987

Next month Issue

Have no idea what next month will bring. **DO SEND** your **PHOTOS** in early. **Sunscreen** handy? Thank you.

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





THE SLOW ROLL



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