

THE SLOW ROLL

Mother's Day



CHARTERED #921
Since DEC.

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

MAY 2014

VOTE



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

IMAA Chapter 782



Inside this issue: Cover Photo by Joe Balabon of Ray Olsen 1/6 Scale Hawker Hunter

ARIZONA WWII AIRFIELDS

Echeverria Field

SVF Safety

Vandals & SVF

HEMET Photos

TOLEDO RC SHOW



Memorial Day

SVF BALLOT

SVF MEMBERS Photos

5 STEPS

President Report

Minutes

Treasurer- Birthdays

SVF MEETING MAY 7 @ 7 PM

VOTE @ Meeting or ONLINE



THE PRESIDENTS CHANNEL

Frank Moskowitz

May 2014 Slow Roll Presidents Letter

Welcome to the May 2014 Slow Roll.

I'd like to start out by reminding everyone to please vote in the upcoming election. This will take place during our May 7th club meeting. As I mentioned in last month's letter, you will also be receiving a ballot via email. You have the option to submit your votes via email (proxy) or at the club meeting on May 7th. You can only vote once so if you do submit your ballot via email, you cannot vote again at the meeting. If you cannot make the election meeting and you did not receive a ballot by email, I would like to know. Please contact me as soon as possible (fmoskowitz@cox.net). When making your decision on voting for a new candidate for either Club Officer or BOD, remember to consider that persons past involvement with the club; Have they been active at all our events, have they offered positive comments to help us move forward as a club. The Officers and Board of Directors helps shape both our future existence and growth in this valley and is quite an important job. Use good judgment on your selections.

Speaking of "judgment", the "Central Pilot Station" (CPS) setup has once again been vandalized. Rather than try out the CPS and submit their feelings at the end of the test period, these folks decided to destroy the product. I must tell you that this time we will find out who is responsible and that person or persons involved will be expelled from our club. There is no room for this type of behavior at SVF. ***The Board has been more than fair at making sure that our club members were made aware of all changes that we were thinking off regarding the CPS. A gracious test period was put into place to allow our members to try out this very safe method of flying and communicating.*** Vandalizing the station was not the way to voice your opposition to this test. If anyone has any information at all regarding how this happened, please call this "Silent Witness" line 602-809-4195. Your name will remain anonymous.

That's it for now. See you at the field!

Remember to show up for our next club election meeting Wednesday May 7th at Deer Valley Restaurant. We 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 MAY 7 @ 7 PM



Sun Valley Fliers Club Meeting Minutes – 04/02/14

The meeting was called to order at 7:05pm by **Frank Moskowitz**. There were 26 people in attendance.

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

Guests: None

New Members: None

New Solo Pilots:

- **George Julovich**

Secretary's Report

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

Treasurer's Report - Gene Peterson

- For the month of March, we had \$733 in deposits, of which \$288 was from helicopter event. Remaining is the \$650 deposit. There were \$596.14 in expenses (including helicopter event expenses of \$108 in sandwiches, \$63 at Costco, and \$6 at Circle K. The general account has a balance of \$13610.02 and the grand total is \$39536.29 with savings.
- Gene has plastic card holders for your membership card. Contact him if you'd like one.

Membership Director's Report – Mike Peck

- As of 31st of March, all non-paid members were deleted from the rolls.
- There are 267 paid members
- We have collected \$ in dues, and \$ in maintenance donations
- **Anyone renewing will pay the \$10 late fee (rather than a full initiation fee)**

Safety Officer Report - Ken Justice/Frank Seminara

- Please read the safety articles in the Slow Roll and keep an eye out for snakes at the field. There have been sightings at the gate as well as out in the overfly area.
- The red buckets have sand for LiPo fires. The idea is to pour sand on the battery.
- Contact Ken for your SVF apparel needs (hats, T-shirts, polo shirts, jackets, etc)

Old Business:

- Central Pilot Station – There was a nice write up in the Slow Roll and the trial layout/test is going along quite nicely. We haven't heard any complaints. The Board will look at it again at the end of the test period.
- The review of the bylaws is still ongoing.
- **Loren, Charlie, Peter Remke** helped out at the helicopter event and we made about \$156 at the gate.
- **At the recent 1/8 event, Tony Quist won two awards and Bob Bayless won an award. See photos in the slow roll.**

New Business:

- April is the month for the nominating committee (Tony Quist and two non-board members). There are four board positions that are up for elections. Nominations are being accepted including tonight from the floor. All the officers have a one year term and are also open for election. Johnny Russell and Dan Bott have been nominated. Tony will be speaking to the incumbents over the next couple of days. Contact Tony Quist if you are interested in running.
- **We will be using a 3rd party independent company for electronic proxy voting.**
- **Tony Quist** will make the ballot
- The bylaws were last reviewed in 2004 which is before email was popular with most people. The bylaws allow proxies but doesn't have an allowance for electronic. Mike Peck wrote this particular bylaw and feels that the electronic proxy is within the spirit of the bylaw. This item was discussed at the meeting and was officially voted & approved by the members in attendance.
- **There are 32 club members without a valid email address; they will be sent a paper ballot.**

Community Awareness – John Geyer

- Wounded Warriors check was mailed. We were unable to set up a local photo opportunity/check presentation.

Door Prize Winners:

- **Ron Thomas, Norm Pilcher, Steve Myers, Roger Miller, John Olejniczak, Russ Thomas, Loren Counce**
- **Joseph Keller, Bob Hass**
- **50/50 – Tony Quist**

Show & Tell: None

The meeting adjourned at 7:42pm.

Respectfully submitted, *Jim McEwen* - Secretary

§ TREASURERS REPORT § with **Gene Peterson**

TREASURERS REPORT May 2014



Lots of new members in our club right now. 12 as I count from January 1st. There is a list in this letter. Too all of you who are new with SVF, welcome and hope your getting what your expectations were when you joined up. We hope you are enjoying your flying experience, whatever that may be. Please ask any board member if you need something from the club. If you need flying or training help, or clarifications on one of the Field Rules, be sure and ask ...There are no dumb questions. Also we really want to encourage you to use a spotter when you fly and start your plane. This is the one thing over the years that has kept the safety issues to a minimum. Don't be afraid to ask for help.

Summer is coming and maybe it going to get hotter sometime soon. And maybe the *&^% wind will calm down at the same time. Fly safe and watch for the snakes.

Regards **Gene Peterson, Treasurer** Az49er@cox.net **602-579-0925**

WELCOME NEW MEMBERS

Les Baron Senior

Mark Daniels Regular

Peter Ermke Regular

Lawrence Laughlin, Jr. Regular

Rob Lawrence Regular

William Mead Senior

Dale Payne Regular

Lyle Reinsch Senior

John Skarda Senior

Zachary Smith Regular

Siddharth Tiwari Regular

Joseph Wuestenhoefler Junior

MAY 2014 SVF Birth Day Boys

First name Last name Member type Dob

Rob Lawrence	Regular	05/01/1973
Jay Tenison	Regular	05/02/1949
Richard Polkinghorn	Senior	05/06/1943
Thomas Hickey	Regular	05/06/1963
Ray Beliveau	Senior	05/06/1926
Ervin Nemec, Jr.	Senior	05/10/1942
Tony Lopez	Regular	05/10/1953
Dave Borrow	Regular	05/11/1970
Lyle Reinsch	Senior	05/13/1948
Ronald Norris	Senior	05/14/1930
Brian O'Meara	Senior	05/16/1948
Michael Johnson	Regular	05/16/1958
Roger Miller	Senior	05/17/1936
Bob Wainman	Senior	05/19/1947
Cal Sutton	Regular	05/19/1965
Tom Weakland	Regular	05/19/1954
Paul Clifton Jr.	Regular	05/22/1964
Sean Pyles	Junior	05/25/1998
Scott Okerstrom	Regular	05/27/1957
Brandon Arnett	Junior	05/29/1998



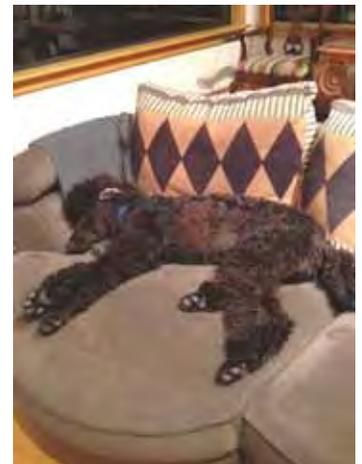
Simmie swimming in Lake Tahoe in the winter.

That was a hard swim!

Hey I didn't have anything to add here.

Our friend's standard poodle we sit for once in a while.

Besides who is the Editor....LOL
We welcome SVF pets photos in the Slow Roll anytime.



SVF *FLIGHTLINE SAFETY*



Welcome to our May 2014 “*FLIGHTLINE SAFETY*”! Our May meeting is our club’s election meeting. So with that in mind, let’s “elect” to review a couple of safety issues!

The advent of very capable electric airplane motors, speed controllers and lithium batteries has presented new challenges to safe handling and operations. The last 3-4 years has seen some noteworthy accidents within Sun Valley Fliers, a few of which have required first-aid and even hospitalization. In the interest of preventing further accidents, I’m going to be presenting to the Board of Directors some guidelines that will be published here and on our SVF website. The safe employment of electric power systems goes beyond the flying field. It includes battery charging and storage, bench setup and testing, transportation, setup at the field, flight operations and fire prevention or containment. I’m going to list below a “teaser” of what this guideline will look like when it’s completed.

A. Lithium Polymer Battery Storage and Charging

1. If possible, store and ship batteries in a discharged condition (below 3.5 volts/cell).
2. Store and carry batteries in a steel box of some sort. Realize that lithium batteries burn fiercely, like flares, with a shooting and very hot flame that cannot be extinguished by normal means, only by flooding with water or smothering with sand. (Use our “Red Sand Buckets” at the field). A plastic or fabric transport bag is no match for this flame. And the flame from one battery will ignite the others nearby for a real inferno, possibly in your shop or car trunk. The “fire-proof” bags offer some protection...but a metal, sealed container is best.
3. Charge your batteries at no more than 1C amperage, on a fireproof surface and preferably inside a fireproof bag. Do not leave a charging battery unattended. Utilize a smoke alarm in your shop, located near your charging station.
4. Neutralize a lithium polymer battery by completely immersing in salt water for several hours. Disposal is then safe.

B. Transporting Lithium Polymer Batteries

1. Transport in a steel box or ceramic container. Utilize only female connectors on batteries and be sure there are no bare wire elements which might short against each other or your metal box.
2. Batteries are heavy objects, especially a boxful. Place them against a seatback or bulkhead or on the floor in your vehicle so they cannot fly forward in a panic stop or collision and do damage to you or your models.
3. Be suspicious of any “puffed” or otherwise damaged battery. Transport those alone in a fireproof bag.

C. Setup and Shop Testing of Electric Power Systems

1. Realize that arming an electric power system on your workbench represents a real and silent danger. Be prepared for an unintended startup! If possible, do initial checkouts without a prop installed on the motor. In all cases be sure the model, batteries and power system are restrained and that the propeller area is clear.
2. It is a mistake to install an electric speed control (ESC) that is marginal for the amperage demands of the motor. An overloaded ESC is a fire hazard. Use a wattmeter of some sort to tell you of actual current demands. Always install an ESC with some excess capacity so it will run cool and safely. A somewhat oversize ESC costs very little in terms of dollars, weight or size.
3. Use a “double system” to restrain your batteries within your model (Velcro strips and a hold-down strap). Loose batteries will change the center of gravity of your model and may make it uncontrollable.

Send me some feedback or ideas. The above is just a sample of what will be in the document. Contact me if you want any SVF T-shirts, hats or to order one of our new SVF-logoed jackets or long-sleeve shirts.

That’s it for this month. **Stay hydrated**...it’s getting hotter by the day! For safety...Stay engaged while around your aircraft, don’t forget the little things like checking your Rx and Tx battery voltage before and after every flight, doing a range check, the proper storage and handling of LiPo batteries and remember...

“*Safety Is An Attitude*”... **Safety IS everyone’s responsibility!**

Ken Justice

Your SVF Safety Officer

"The KIDS/CHILDREN vandalize the SVF field, do they feel better now"????

Please read the President article



US Scale Masters Qualifier – Hemet, California

By Mike Peck

The Hemet Model Masters club hosted the 2014 Southern California Scale Masters Qualifier contest on April 19 & 20. The flying site and club members are well-known to many of the usual southwestern scale pilots for their friendly and laid-back approach to a scale contest, and this year was no different. Curtis Kitteringham, the current US Scale Masters Association National Chairman, was the contest director and ran an orderly and well-orchestrated event.

There was a total of 18 registered contestants at the event, including four of us from the Phoenix area. **John Geyer and I represented the Sun Valley Fliers**, and **Chad Veich and Rick Marshall were also there as Arizona participants**. SVF member Austin Goodwin also was in our group, but was not flying in the event. Austin came to purchase & take delivery on a scale float plane that he had been coveting since we first saw it in Dave Lloyd's shop during the qualifier contest in Hesperia, CA last year.

The weather was great for flying all weekend, and even the usual shifting winds at Hemet were remarkably reasonable this year. On both Saturday and Sunday, the wind was generally calm in the morning and down the runway at 10 mph, with rare gusts to 15 in the afternoon. Temperatures were fabulous in the morning in the low 60's and only hit the mid 80's in mid-afternoon.

Although all five US Scale Masters qualifier classes were offered at Hemet this year, there were no entries in the Team Scale class. We flew the Expert, Advanced, Pro/Am Pro, and Pro/Am Sportsman classes on two flight lines with two rounds completed on Saturday, and two more finished on Sunday.

Lunch was available at the field on both days, and on Sunday, Contest Director Kitteringham announced the lunch was on him for all pilots. Great hospitality, as usual, and the field's porta-potties were conspicuously clean.

The results are listed below, and as it turned out, all of the Arizona contestants flew well enough to take a trophy home.

Place	Pilot	From	Airplane
Expert Class:			
1 st Place	Brad Osborne	San Pedro, CA	Stearman PT-17
2 nd Place	Chad Veich	Litchfield, AZ	F-6F-5 Hellcat
3 rd Place	John Geyer	Phoenix, AZ	Church Midwing
Advanced Class:			
1 st Place	Paul Stenberg	Helendale, CA.	Piper J-3 Cub
2 nd Place	Corey Dail	Saugus, CA	P-51D Mustang
3 rd Place	Mel Santmyers	Beaumont, CA	P-47 Thunderbolt
Pro/Am Pro Class:			
1 st Place	Don Rice	San Diego, CA	P-47 Thunderbolt
2 nd Place	Michael Peck	Phoenix, AZ	J-3 Piper Cub
3 rd Place	Jerry Neuburger	Santee, CA	Piper L-4
Pro/Am Sportsman Class:			
1 st Place	Rick Marshall	Litchfield, AZ	P-47 Thunderbolt
2 nd Place	David Lloyd Jr.	Oak Hills, CA	J-3 Piper Cub
3 rd Place	Ted Severns	Westlake Village, CA	T-28 B Trojan



US Scale Masters Qualifier – Hemet, California April 19-20, 2014



Toledo Weak Signals RC Show

April 10-13, 2014

Static Display



2014 Model Competition Winners

<http://www.toledoshow.com/gallery/2014-model-competition-winners/>

Toledo Weak Signals RC Show

April 10-13, 2014



Displays



Thursday Photos

<http://rc.runryder.com/helicopter/rrTV-Photo/shows/Toledo2014/?script=photos>

Toledo Weak Signals RC Show

April 10-13, 2014

ADDED DISPLAYS



Photos

<http://rc.runryder.com/helicopter/rrTV-Photo/shows/Toledo2014/?script=photos2&page=2>

Toledo Weak Signals RC Show

April 10-13, 2014

SWAP



PHOTOS

<http://rc.runryder.com/helicopter/rrTV-Photo/shows/Toledo2014/?script=photos2&page=2>

SVF'ers Do You Like Jets?



ARIZONA WWII ARMY AIR FIELDS

Echeverria Field

History

Built by the United States Army Air Forces, Activated on 3 June 1942 as **Wickenburg Field**. Runway consisted of 4,000' NE/SW main (04/22) and 3,200' NW/SE (13/29). Main runway extended to 4,500' during 1943. Both runways were asphalt surfaced.

Initially used by 5th Glider Training detachment for unpowered glider training. Primary use was basic flying training of flight cadets under contract to Claiborne Flight Academy. Flying training was performed with Fairchild PT-19s as the primary trainer. Also had several PT-17 Stearmans and a few P-40 Warhawks assigned. Had one satellite airfield located near Aguila, AZ.

Inactivated on 19 April 1944 with the drawdown of AAFTC's pilot training program. The airfield was turned over to civil control at the end of the war though the War Assets Administration (WAA). Was used by various private entities after the war, including being a prison & housing migrant workers. Wickenburg was used at some point between 1958-62 as a municipal airport for Wickenburg until a new facility was built closer to town.

Today the facility is abandoned. The main runway appears to have been extended after the war, secondary barley visible in aerial photography. Derelict hangar and a minor structure still standing, however some concrete building foundations is all that remain of the airport/airfield ground station and a street pattern in derelict condition.

This small airfield (located in between the towns of Forepaugh & Wickenburg) has gone through a somewhat confusing succession of names through the years.

Echeverria Field started out in 1940 as a AAF contract glider pilot school during WW2, operated by the Arizona Gliding Academy & the Claiborne Flight Academy.

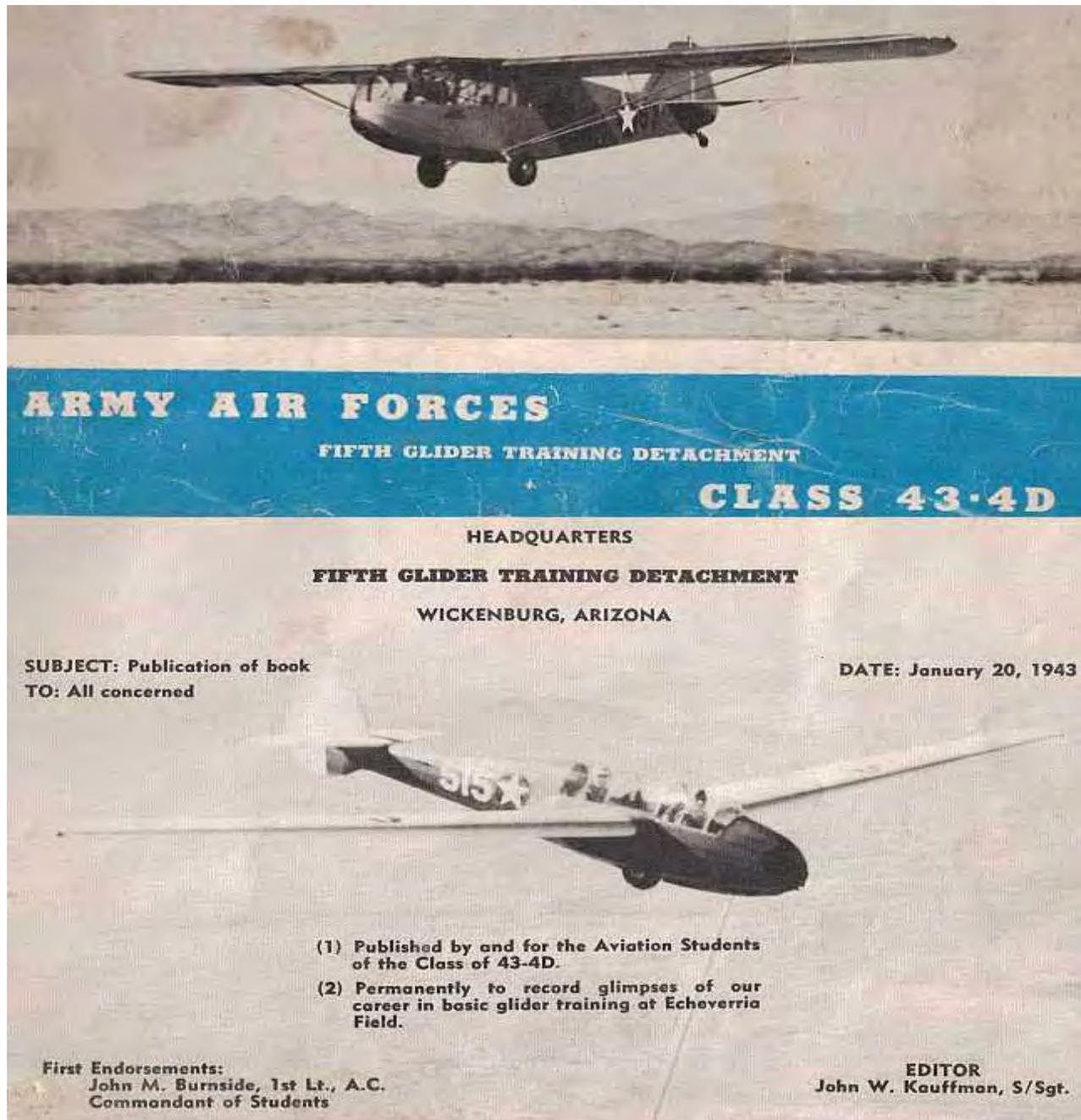
According to the book "Best Place in the Country" by Mike Hoza & Steve Hoza, the Claiborne Flight Academy was owned by Harry Claiborne, and began training pilots in 1942.



According to Brian Rehwinkel, the Claiborne Flight Academy had an auxiliary field used for to support flight training operations, located approximately 10 miles west of the parent field, near Aguila, AZ [of which no trace apparently remains].



Page 15 of the 1/20/43 Class 43-4D yearbook from Wickenburg's Fifth Glider Training Detachment (courtesy of Mike Parkin) showed a link trainer, an observation tower, the flagpole, and other scenes.



The cover & 1st page from the 1/20/43 Class 43-4D yearbook from Wickenburg's Fifth Glider Training Detachment (courtesy of Mike Parkin).

According to Mike Parkin, "My father (Alfred Parkin) was in the glider training program at Echeverria Field."

In 1943, glider training ended at the Claiborne Flight Academy, and a primary flight training school began operation, for powered aircraft.

An undated aerial view of a formation of PT-17s on the cover of "Wind Drift", the Class Book of Claiborne Flight Academy's Class 44D. **PHOTO 1**

A circa 1940s photo of PT-17s at the Claiborne Flight Academy. **PHOTO 2**

A circa 1940s photo of men in front of a hangar at the Claiborne Flight Academy. **PHOTO 3**

"Wickenburg" was depicted as an auxiliary airfield on the 1943 Phoenix Sectional Chart

To confuse matters somewhat, the separate "(Municipal) Wickenburg" Airport was also depicted several miles

to the east, adjacent to the northwest side of the town of Wickenburg.

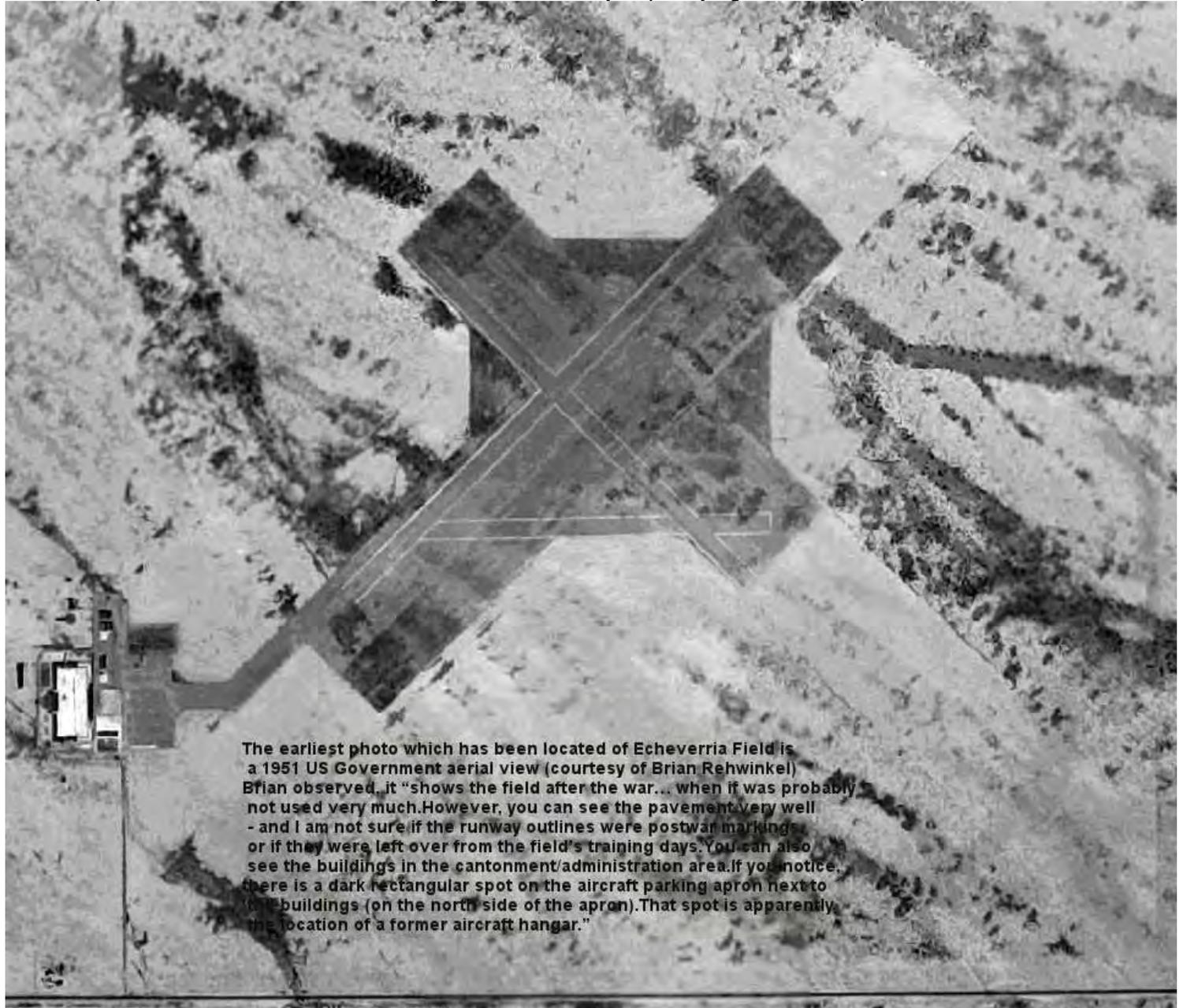
According to Gary Anderson, "My father (Tom Anderson) was the chief flight instructor at this field before he went overseas."

The name of the field was changed to "Echeverria" on the March 1945 Phoenix Sectional Chart. The 1945 AAF Airfield Directory described Echeverria Field as a 1,440 acre square property having 2 asphalt runways (4,000' northeast./southwest & 3,200' northwest/southeast) and a 2,300' square landing mat at the runway intersection.

The field was said to not have any hangars, to be owned by the State of Arizona, and to be operated by the Defense Plant Corporation.

Brian Rehwinkel reported, "I found an article in a 1948 *Prescott Evening Courier* that indicated the 'large hangar' at the field (which I believe to be the same Echeverria Field) burned on February 10, 1948.

There is yet another name used for the airport - The Hassayampa Flying Service Airport."



The earliest photo which has been located of Echeverria Field is a 1951 US Government aerial view (courtesy of Brian Rehwinkel). Brian observed, it "shows the field after the war... when it was probably not used very much. However, you can see the pavement very well - and I am not sure if the runway outlines were postwar markings or if they were left over from the field's training days. You can also see the buildings in the cantonment/administration area. If you notice, there is a dark rectangular spot on the aircraft parking apron next to the buildings (on the north side of the apron). That spot is apparently the location of a former aircraft hangar."

It was labeled "Wickenburg" Airport once again on the 1949 Gila River World Aeronautical Chart and described as having a 4,500' hard-surface runway.

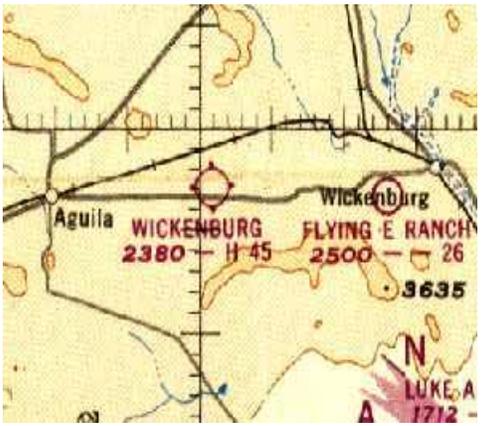
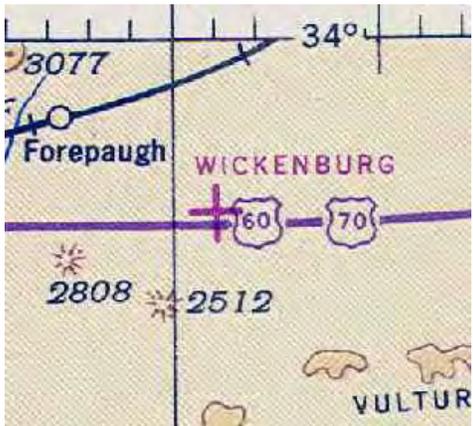
Military use of the airfield ended in 1950. In the post-WW2 era it went on to a number of uses including being a prison & housing migrant workers.



Editor note: I was at this site about 15+ years ago not knowing it was used by the AAF. There was no tank or lock gate or gate at that time. There was one or two more buildings that are no longer there.

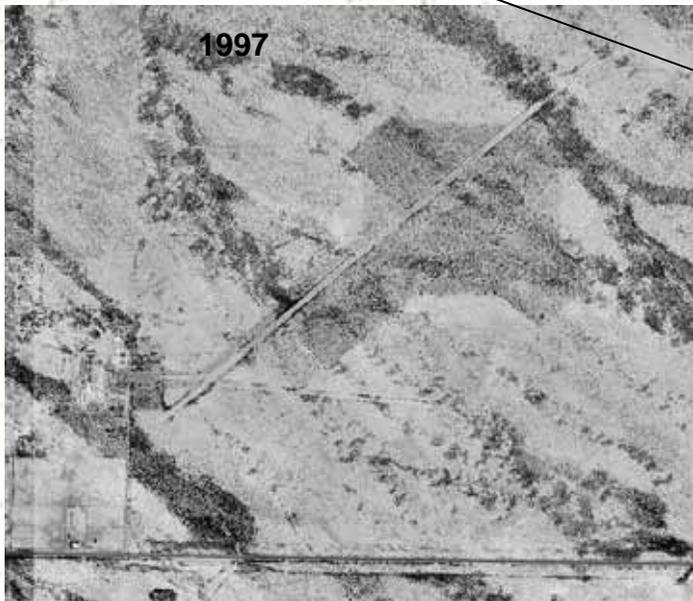
1997

Imagery Date: 4/28/2013 33°56'50.17" N 112°59'52.18" W 66 ft





JULY 2011 Photos



1997



PHOTO 2



PHOTO 1



PHOTO 3



SVFers Do You Like Propellers?



5 Setup Solutions You Need to Know

by [John Reid](#)

After installing your servos according to the manufacturer's directions, you might find that when the servo arm is placed on the spline, it isn't at a perfect right angle to the servo casing. Or, after you've hooked up the various linkages, you discover there is too much or not enough travel throw when a certain control surface is deflected. How about adjusting those throttle linkages to get that carburetor barrel either wide open or fully closed when the throttle trim is lowered? If you have experienced these scenarios and own a computer radio, the solutions are just a few minutes away. Here in part two we continue looking at different servo setup programming that will help you achieve just the right throw for all of your surfaces.

END POINTS

Depending on your brand of transmitter, you'll see EPA, ATV or Trav. Adj. in your radio's menu. EPA means end-point adjustment; Trav. Adj. is travel adjustment, and ATV is adjustable travel volume. These programs adjust how far the servo arm will move in either direction. Their default settings are usually 100 percent but can often be increased or decreased using the increase/+ or decrease/-keys. Use this menu when you have either too much or not enough control-surface travel when you try to match the manufacturer's recommended settings.

Here's an example. Your model's elevator travel should be only 1 inch up or down, but when you move the radio's elevator stick to its most forward and aft positions, the elevator moves 2 inches each way. While in this menu and on the channel you need to limit (in this case, elevator), pull the stick all the way back, hold it there and keep pressing the decrease/- key (lower left) until the deflection matches the 1-inch mark. Push the stick forward and do the same to achieve the correct amount. Note: if you had to reverse your servo's direction, you might have to hit the increase key (lower right) to decrease the throw. If you need to increase travel, hold the stick in the mentioned positions and hit the increase key. Repeat this for your aileron and rudder deflections using side-to-side stick movements.

TWO POSITIONS

With the flip of a switch, dual rate commands two different amounts of surface deflection when you move a transmitter stick. Generally limited to the elevator, rudder and ailerons, dual rate is great for test flights, takeoffs and landings. The first amount of high-rate deflection was set when you adjusted the control-surface travel to the manufacturer's recommendations. On your transmitter, dual-rate switches correspond with the mentioned channels. When you set your travel volume/high rates, the switches were either up or down. How you set them is up to you; some folks like to flip the switches up for high rates and down for low. Others prefer the opposite. Go to the dual-rate menu in your transmitter and note the switch position; these are marked with either a 0 and 1 or a 1 and 2. These examples show 1 and 2. The factory-set percentages for each position is 100 (top left), so leave your preferred high-rate switch position at 100 and flip the switch to the low-rate position. Using the decrease/- key, lower the percentage rate until the surface deflection measurement matches the recommended low-rate amount (middle left). As you do this, hold the corresponding transmitter stick to its fullest forward or back, left or right position and watch the surface deflection decrease down the markings on the ruler held in your other hand (bottom left) to measure the deflection amount. Sometimes, a third hand helps with setting the low rate. Now hold the stick fully deflected and flip the corresponding channel dual-rate switch back and forth. You should see the control surface move to two different positions (top right).

STOP OVERCONTROLLING

Exponential (aka expo) decreases the sensitivity of the stick inputs around the center of its movement. Whether you're flying 3D or just taking off or landing, this function is extremely helpful for the over-controlling pilot and I highly recommend that you use it until you perfect your technique. On some radios, this feature is found in the dual-rate menu. In others, you have to go to the non-basic menu to find it. It's best to consult your radio's manual if you can't find it. Once found, the screen shows "expo" and a percentage amount, usually factory-set at 0 (top left). Select a specific channel on the screen and press the increase/+ key to dial in the amount of required expo (top right). Sometimes, manufacturers have it listed in the instructions (you see this especially in 3D airplanes), or the amount is left up to you. Before you decide, it is best to note the amount of stick movement with which you fly. For example, if you're flying a trainer and move the sticks all over the place,

you want to set those percentages on the high side-usually around 30 to 40. If you have a finite control of the sticks, 15 to 20 seems to work well. High-performance 3D aerobats can require 50 to 60 percent or higher.

Some surfaces may require a different percentage than others, which is fine. Note that expo is set for each dual-rate position, so you may need to adjust the expo percent for the low dual-rate setting as well (lower left and right).

TURNING HELP

What is aileron differential? Simply this: when you move the aileron stick, one aileron deflects at a higher amount of travel while the other one deflects at a lower amount. This helps to prevent adverse yaw, which is the airplane's nose initially turning in the opposite direction of the turn input, thus resulting in a slip during the turn. Who should use it? Pilots whose left thumbs are not quite adapted to adding rudder input when initiating turns. It is particularly useful when flying high-wing scale aircraft and trainers, as it visually smooths out the turn. As with expo, aileron differential is either in the regular menu or the non-basic and is also based on a percentage amount. When you bring up the aileron differential screen, you see a 0 as the factory-set percentage. Use the increase/+ key to add the differential to your aileron's deflection. A good starting amount is 25 percent. Try that for a flight or two; if you discover it needs to go higher, increase by increments of 5 until you achieve the desired results: a smooth, coordinated turn when you only use the ailerons to bank the model.

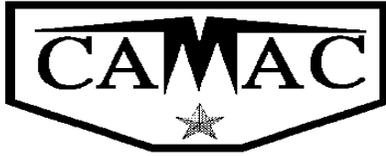
THROTTLE SETUP

First and foremost, you want the throttle linkage to run in as close to a straight line as possible from where the linkage attaches to the throttle servo's arm to its connection on the carburetor barrel's control horn. Sometimes, a straight line is not possible and the linkage might need a Z-bend, usually within the fuselage's radio compartment. There shouldn't be any binding in the linkage's movement. If there is, you need to mechanically fix it before you set your throttle travel on your radio. Now go to radio's endpoint adjustment menu and dial up the throttle channel. You'll note that it reads 100 percent in either the throttle-up or -down position (top right). Here's one way to achieve the correct high- and low-throttle settings. When connecting the throttle linkage to the servo arm, usually with an EZ connector or Kwik Link, push the linkage in the direction that fully opens the carburetor barrel. Remove the servo arm from the throttle servo, slide the connector onto the wire and reattach the arm so it is in the full-throttle position when the transmitter stick and trim are set as such (above). Tighten the small hex-head bolt and your high-throttle travel position should be set. If you hear the servo binding, lower the percentage on this position using the decrease/- key until the buzzing disappears. You may only need to drop a few percentages to achieve this. Next, lower the throttle stick all the way to see how far the carburetor barrel closes (top right). If it closes all the way, decrease the travel throw until there is an opening that will allow air into the carburetor (above right). Lower the throttle trim and note the position where the barrel completely closes. If it doesn't, adjust this by decreasing the travel throw (left). Your engine should completely shut off when you lower the stick and then the throttle trim. The throttle trim need not go to its max lower limit to stop the engine from running. Your engine's travel limits are now set.

SVF Meeting @ 7 PM

SVF's VOTE on MAY 7, 2014

SVF VOTE ONLINE MAY 2nd @ 5 PM, Ending MAY 7th @ 4:59 PM



AEROMODELING ACTIVITIES 2014 CAMAC CALENDAR OF EVENTS Rev E 4-12-14

<u>EVENT</u>	<u>LOCATION</u>	<u>HOSTED BY</u>	<u>DATES</u>
WINTER WARBIRDS FLY-IN	CAVE BUTTES PARK	SVF	JAN 17,18,19
SUPERSTITION CHALLENGE IMAC CONTEST	SUPERSTITION FIELD	EVA	JAN 18, 19
20th ANNUAL PHX WINTERFEST Q500 RACE	SPEED WORLD	SWRCF	JAN 18,19
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 18,19,20
ARIZONA ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 23,24,25,26
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 25,26
DESERT JET STORM	SPEED WORLD	SWRCF	FEB 6,7,8
WATTS UP	TUCSON (TRCC)	TRCC	FEB 15,16
PRESIDENTS CUP (free flight)	ELOY	PMAC	FEB 16
YUMA NIGHTFLY/AIRSHOW/FUNFLY	YUMA	YA	FEB 21,22,23
SOUTHWEST CLASSIC SOARING CONTEST	SCHNEPH FARMS	CASL	FEB 22,23
PHOENIX QM40 CLASSIC RACE	SPEED WORLD	SWRCF	FEB 22,23
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	FEB 28
GUNSMOKE (USSMA QUALIFIER)	SUPERSTITION AIR PARK	1/8 AF	FEB 28,MAR 1,2
DESERT PATTERN CHALLENGE	SUPERSTITION FIELD	EVA	MAR 1,2
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	MAR 7,8,9
TUCSON JET RALLY	TUCSON MODELPLEX PARK	TIMPA	MAR 13,14,15,16
CACTUS CLASSIC IMAC CONTEST	SUPERSTITION FIELD	EVA	MAR 15,16
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 18,19,20,21,22
WARBIRD RACE	SPEED WORLD	SWRCF	MAR 22
ST. PATRICK'S DAY (free flight)	ELOY	PMAC	MAR 22
1/8 AIR FORCE SCALE FLY-IN	ADOBE DAM PARK	1/8 AF	MAR 22,23
YUMA IMCA EVENT	YUMA	YA	MAR 29
WINGS OVER ARIZONA	SUPERSTITION AIR PARK	AMA	APRIL 12,13
AMPS OPEN HOUSE & MEMBER FLY-IN	ADOBE DAM PARK	AMPS	APRIL 19
WINGS OVER THE DESERT WARBIRD FLY-IN	TUCSON (TRCC)	TRCC	APRIL 19,20
I-10 CHALLENGE (free flight)	ELOY	PMAC	APRIL 27
MAY-FLY	CAM FIELD SEDONA	CAM	MAY 2,3,4
SUPERSTITION PATTERN CLASSIC	SUPERSTITION AIR PARK	AMA	MAY 3,4
HOT STUFF (free flight)	ELOY	PMAC	MAY 17
BEAT THE HEAT FLY-IN	FLAGSTAFF (LEUPP RD)	FF	JULY 25,26,27
MODEL AVIATION DAY OPEN HOUSE	CAM FIELD SEDONA	CAM	AUG 16
FALL KICK-OFF (free flight)	ELOY	PMAC	SEPT 21
WARBIRD RACE	SPEED WORLD	SWRCF	OCT 18
GHOST RIDERS (free flight)	ELOY	PMAC	OCT 18
AMA FALL AUCTION	SUPERSTITION AIR PARK	AMA	NOV 1 (8:00 AM)
GIANT SCALE FLY-IN	TUCSON MODELPLEX PARK	TIMPA	NOV 8,9
ARMED FORCES MEMORIAL (free flight)	ELOY	PMAC	NOV 16
26th ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 21,22,23
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 29,30
ARIZONA FREE FLIGHT CHAMPIONSHIPS	ELOY	PMAC	DEC 6,7

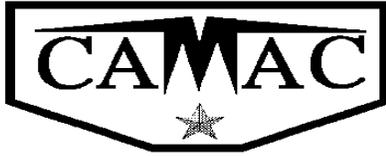
Latest updates of this CAMAC Calendar and other Arizona aeromodeling activities may be found at: www.flycamac.com
See flying site location descriptions and host club contact information on next page or at: www.flycamac.com

See next page for further information on host-club contacts and websites.



CHARTERED

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL



CAMAC CALENDAR OF EVENT INFORMATION FOR FLYING SITE LOCATIONS & HOST CLUB CONTACTS

FLYING SITE LOCATIONS (Phoenix area): Adobe Mtn. Park is south of the Water Park on 43rd Ave. & Pinnacle Peak Rd.; Avondale Friendship Park (control line only) is on McDowell Rd between 115th Ave. & Dysart, Cave Buttes Park is just west of Cave Creek Rd & Jomax Rd; Estaban Park (control line only) is at 36th St & Roeser, Mustang Field is approx 7 miles west of Grand Ave on Bell Rd, turn left (south) after crossing McMicken dam, go 1.2 miles to Bell Rd and left again to entree sign; Superstition Air Park is entered ½ mile north of Brown Rd on Meridian Rd. (1 mile east of Signal Butte Rd); Superstition Field is just off Ironwood Rd 3.25 miles south of Baseline Rd; Speed World is 7 miles northwest of Bell Rd on Grand Ave to Happy Valley Rd., then turn left 1.4 miles west to sign entrance.

HOST CLUB INFORMATION: AMA (Arizona Model Aviators) ph 480-982-4873; AMPS (Arizona Model Pilots Society) ph 623-434-1351; ARCS (Arizona Radio Control Society) ph 623-385-2113; CACLC (Central Arizona Control Line Club) ph 602-944-8557; CAM (Central Arizona Modelers) ph 928-634-1616; CASL (Central Arizona Soaring League) ph 623-910-8756; EVA (East Valley Aviators) ph 602-803-6852; FF (Flagstaff Flyers) ph 928-526-0039; 1/8 AF (One Eighth Air Force) ph 480-948-8513; PMAC (Phoenix Model Airplane Club) ph 480-460-1366; SMF (Scottsdale Model Flyers) ph 480-970-8464; SWRCF (Speed World RC Flyers) ph 623-975-1793; SWRMA (Southwest Regional Modelers Assoc) ph 480-309-6564; SVF (Sun Valley Flyers) ph 602-579-0925; TIMPA (Tucson International Modelplex Park Assoc) ph 520-296-8183; TRCC (Tucson Radio Control Club) ph 520-237-9468; YA (Yuma Aeromodelers) ph 406-781-7233 CAMAC ph 480-948-8513

Club Websites:

Arizona Model Aviators (AMA):	www.azmodelaviators.com
Arizona Model Pilots Society (AMPS):	www.amprc.com
Arizona Radio Control Society (ARCS):	www.arcs1.com
Central Arizona Control Line Club (CACLC)	www.controllinecentaz.com
Central Arizona Modelers (CAM)	www.camodelers.com
Central Arizona Soaring League (CASL)	www.CASL.net
East Valley Aviators (EVA)	www.eastvalleyaviators.org
Flagstaff Flyers (FF)	www.flagstaffflyers.com/
One Eighth Air Force (1/8 AF)	www.oef.org
Phoenix Model Airplane Club (PMAC)	http://freeflight.org/PMAC/
Southwest Regional Modelers Association (SWRMA)	http://aalmps.com/swrintronu.htm
Speed World RC Flyers (SWRCF):	www.speedworldrcf.com
	www.sunvalleyfliers.com/
Tucson International Modelplex Park Assoc. (TIMPA)	www.TIMPA.org
Tucson Radio Control Club (TRCC)	www.tucsonrcclub.org
Yuma Aeromodelers (YA)	www.yumaeromodelers.com

Central Arizona Modelers Advisory Council

www.flycamac.com

Academy of Model Aeronautics

www.modelaircraft.org/



CHARTERED

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL

VIDEOS and Websites Links

Click on to view video, website



Toledo 4:21

<https://www.youtube.com/watch?v=Ya4KS1yGy-g>

AMA Many product reviews

<http://www.modelaviation.com/toledo2014>

Toledo 3:05

<http://rc.runryder.com/helicopter/rrTV-Photo/shows/Toledo2014/Toledo2014-1A01.mp4>

2 BROTHERS Horizon Hobby New Products 14:08

https://www.youtube.com/watch?v=AfHvf_zMTzA

2 BROTHERS Nick Maxwell and Thunder Tiger 13:36

<https://www.youtube.com/watch?v=eaW4Pf77NXg>

2 BROTHERS Top Flite, Great Planes, Futaba an 24:13

<https://www.youtube.com/watch?v=rqczo5tJ7f0>

2 BROTHERS Eagle Tree Systems Vector OSD+ an 7:40

https://www.youtube.com/watch?v=ia3VL_AoTWM

1945 Freeman Field Air Show 10:38

<https://www.facebook.com/photo.php?v=1723870789084>

Photos

<http://www.theatlantic.com/infocus/2011/10/world-war-ii-after-the-war/100180/>

Bugatti plus video

<http://www.dailymail.co.uk/sciencetech/article-2569407/Bringing-Bugatti-100P-life-Engineer-plans-recreate-500mph-WW2-plane-never-took-skies.html>

X-47B a little different 4:26

https://www.youtube.com/embed/WC8U5_4lo2c?feature=player_embedded

Fill er up 4:15

<https://www.youtube.com/v/Nv9IBqPVuoE%26feature=uploademail>



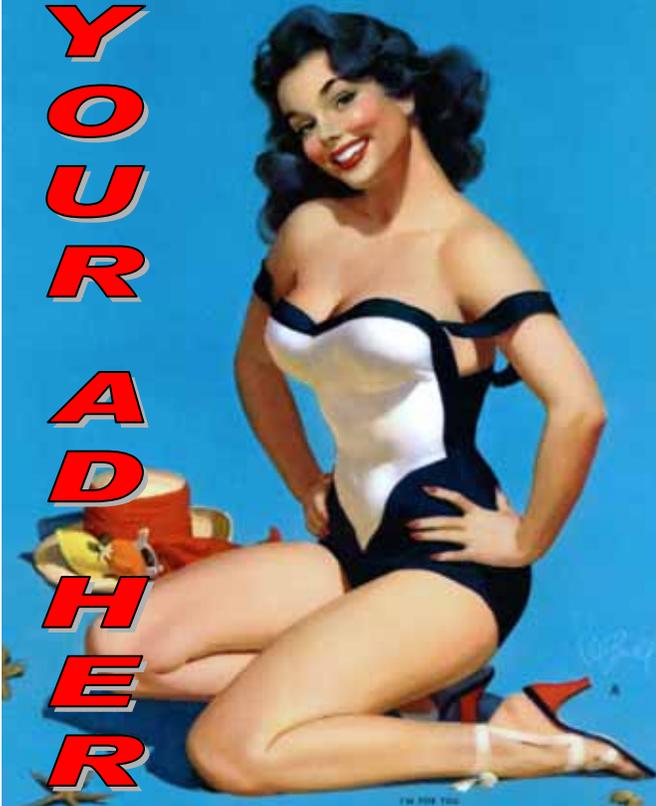
SVF Website Buy & Sell items.

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



***My thanks to those who passed this info on.
Have a good RC/Flying video? Pass it on!***

**Y
O
U
R
A
D
D
H
E
R
E**



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

This Month Issue 5-2014

AZ airfields new this month. A report from the Hemet scale event. Camac calendar updated. Lots of Toledo RC Show info.

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.

**HOBBY
BENCH**
COMPLETE HOBBY & CRAFT CENTER

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

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



2014 SVF BALLOT

President: ___ Frank Moskowitz (*incumbent*)
(Vote for one) ___ _____ (write-in)

Vice-president: ___ Mike Peck
(Vote for one) ___ _____ (write-in)

Secretary: ___ Jim McEwen
(Vote for one) ___ _____ (write-in)

Board of Directors:
(Vote for four)
___ Charlie Beverson
___ Loren Counce
___ Dan Bott
___ John Russell
___ _____ (write-in)

* **Print Name** _____

* **Sign** _____

* **AMA Number** _____



THE SLOW ROLL



Club Officers 2013-2014
 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.*



Board of Directors

Charlie Beverson '12-14
 Loren Counce Jr. '12-14
 Mike Peck '12-14
 Tony Quist '12-14
 Ken Justice '13-15
 Wayne Layne '13-15
 Ron Thomas '13-15
 Mike Smith '13-15
 Eric Stevens '13-15



First Class Mail

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

WWW.SUNVALLEYFLIERS.COM

39



YEARS

To:



SINCE DECEMBER 1974