

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



President—Frank Moskowitz
Vice President—Mike Peck
Treasurer—JB Bowers
Secretary—Lou Pfeifer IV
Editor—Bob Purdy
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MARCH 2015

The Slow Roll is published by the Sun Valley Fliers by and for its membership to all others interested in the building and flying of radio control aircraft.



Inside this issue: Cover Photo by Marty Jones of his Extreme Flight 83" MXS.

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SVF MEETING MARCH 4 @ 7 PM



THE PRESIDENTS CHANNEL

Frank Moskowitz

March 2015 Slow Roll Presidents Letter

Welcome to the March 2015 Slow Roll.

Recently an email went out to all SVF members with the following statement; *“As an effort to maintain a safe flying environment for our members and to assure the long term existence of our flying facility the Sun Valley Fliers Board has updated the rules we operate under and adopted a set of procedures to both clarify safety/field rules and outlined procedures of how violation of the rules and or member grievances will be remedied going forward. A new lock has been added to the front gate and new keys will be issued to each member who signs the acknowledgement”*. This letter might have sounded harsh to some members but in reality it is quite a simple premise. We have a lot of members that do not always follow the rules. Reasons can be as simple as they do not know where to find the rules or they were never told of our rules. Whatever the reason, we now have all our rules including the appropriate AMA rules on our website under a link titled **“SVF Rules and Safety Info”**. It’s located on the left side of our home page near the bottom. No overbearing rules have been added and life goes on as usual. We just want all our members to have a safe flying environment and be aware of any new SVF/AMA rules that might be out there. With the FAA and AMA battling on certain accounts, it nice to have a link to go to that will be applicable to you our members and Sun Valley Fliers. So the letter that you are asked to sign simply is for the purpose of making sure that each member has read, understands and agrees with the plan. *Changing the key and lock will also keep out some past members that have not renewed but continue to fly at our field.* That’s not fair to us that must pay our yearly dues. They have no skin in the game and we do not want them at our field. We will be asking all members to display their AMA cards with a current 2015 SVF sticker. Clip it anywhere on your person you want. As long as it is visible. If you do not have valid card showing, you might be asked to leave the premise. Or at least prove that you are a member or guest at that time.

For the protection of all of us, we also believe that it is the duty of each member not only to conduct his own operations in a safe manner, but to report serious violations of our safety regulations by other members to the Safety Officer or Board Members. Minor or occasional infractions should be pointed out to the individual involved in a helpful, constructive, and certainly a civil, manner and preferably in private. If the alleged violator doesn’t respond, and continues to violate the safety rules we now have a **“Complaint or Grievance Form”** that can easily filled out and handed to any board member for processing. This is explained in detail in the documents I mentioned on our website link.

I hope this clarifies some the rumors and misinterpretations regarding our new policies. A copy of the letter to sign and the Grievance Form is in this edition of the Slow Roll.

The Phoenix Helicopter Fly In will take place Friday, Saturday and Sunday March 20, 21 and 22. The field will be closed to members flying during that period. Please come and watch these amazing pilots. We could use some volunteers for kitchen duty and to man the gate. We charge per car at this event so someone has to be at the gate to receive guests. Please contact me if you want to help. For information on this event you can visit www.phoenixfunfly.com It is hosted by **ARMS (Arizona Rotary Modeler’s Society)**. You can also contact Eric Stevens who is the CD. The second event in March is the **One Eighth Air Force Scale Fly-In. that will take place on the 28th and 29th.** The field will be closed for this event as well. Friday March 27th, you may notice those folks setting up shop. The field will be open to our members Friday but be courteous to the activities around you. This year we will not require any volunteers at this event. If you show up it will be as a spectator only. So enjoy! . See more info about these events in this edition of the Slow Roll.

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

Our next club meeting is Wednesday, March 4th, 2015 at 7:00 pm. We really would like to see more members at the meeting! So please make every effort to show up. We look forward to seeing you there!!! 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. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

Have fun out there!

Frank Moskowitz

President

SVF MEETING MARCH 4 @ 7 PM

CORRECTION: One Eighth Air Force Scale Fly-In is Saturday and Sunday; **October 24th -25th**



Sun Valley Fliers General Membership Meeting Minutes – 2-4-2015

Meeting called to order by Frank Moskowitz at 7:00Pm. There were 26 members present.

Executive members in attendance

- Frank Moskowitz President, Mike Peck – VP, Lou Pfeifer IV Secretary

Absent: J B Bowers –Treasurer

Board Members in attendance:

- Charlie Beverson, Ron Thomas, John Russell, Dan Bott

Absent:

- Eric Stevens, Mike Smith, Ken Justice, Wayne Layne, Loren Counce

Open:

- Frank thanks **Bob Purdy** for all the years of excellent service to our club for being editor of the **Slow Roll** for many years! The membership is very lucky to have Bob! Frank presented Bob with an award for his services to **SVF!**
Thanks Bob!!!!!!!!!!

New Members: Vick Pietkiewicz

Guests:

- Molly Haskell
- Bryce Hinton

Solo Pilots

- None

Secretary's Report – Lou Pfeifer

- Minutes from the 1-7-2015 meeting were approved as published in the Slow Roll.

Treasurer's Report – J B Bowers

- J B was absent. Frank gave the Treasurer's report to the membership. Financial information is on file and available for review by the membership.

Membership Director's Report – Mike Peck

- Total 2015 Membership for SVF is 298.
- Paid members as of date are 226
- 2014 members NOT PAID 72

Safety Officer's Report – Ken Justice

- Ken was absent.

Old Business

- Rules Compliance Committee submitted FINAL documents at last night's board meeting. It was accepted by the board.

New Business

- **Luke Martin** was appointed by the board to do the updating of our By-Laws which will include items from the Rules Compliance Committee documents. Luke and Dan will be conferring on that material.
- **Mike Smith** was appointed by the board to handle SVF apparel. Mike will be putting up a NEW website as soon as possible. Anyone needing any club apparel please contact him.
- The 1/8 has there Gunsmoke Event at Superstition RC Park on Feb.27,28, and March 1.

Door Prize Winners:

Bernard Dorenbecher, Bob Purdy, Tom Guca, John Russell, Frank Moskowitz, Dan Bott, Russ Thomas, Lou Pfeifer

50/50 Winner:

- **Craig Demarcus**

Show And Tell:

Ron Petterec gave a talk on his company Sig. Tower Hobbies will now carry there ARF models along with there items already carried by them. He says there a lot of new planes that are out.

The meeting adjourned at 7:39pm

Respectfully submitted,

Lou Pfeifer IV Secretary



Updated Rules and Rules Violation Remedy Procedures
New Gate Key Notice and Signed Release Acknowledgement
Notice Given February 2015

Purpose of this notice: As an effort to maintain a safe flying environment for our members and to assure the long term existence of our flying facility the Sun Valley Fliers Board has updated the rules we operate under and adopted a set of procedures to both clarify safety/field rules and outlined procedures of how violation of the rules and or member grievances will be remedied going forward.

Access to New Information: The updated SVF rules and violation remedy procedures can be found by four methods, (1) posted on the SVF website, (2) through an email (3) mail attachment to each member along with this acknowledgement release form and or (4) receiving a hard copy at the annual meeting or at the field.

Acknowledgement: To assure that each member has been made aware of the current rules and the updated attached procedures, all members in good standing must acknowledge receiving said rules, updates and procedures by signing the acknowledgement below in the affirmation.

New gate lock key: A new lock has been added to the front gate and new keys will be issued to each member who signs the acknowledgement. On April 1st 2015 the old lock will be removed and only those members in good standing or acknowledged guests will be allowed to fly at the club field. Once you have signed and returned this acknowledgement to a board member, you will receive a new gate key.

Submitting your acknowledgement and receiving your new key: There are three ways to achieve submitting your acknowledgement and receiving a new key:

- (1) Sign and mail in this page (or copy) to the membership chairman and a key will be mailed to you.
- (2) Come to a membership meeting held the first Wed of each month to submit your signed acknowledgment and receive your new key. Or
- (3) For those who don't want to mail in or don't go to the club meeting a supply of these releases and new keys should be available in the club mini storage at the field along with a roster of current paid members, each board member should have a key to enter the storage to allow a current members in good standing to sign the release and receive the new key. For those of you who want to use this procedure at the field, please be mindful this is a third option and you are asking a board member as an accommodation to assist you, if it is an imposition at the time, if they don't have their key or if they can't find the forms or new keys you will have to be patient and try again.

Member Acknowledgement:

I have read, understand and agree to abide by the SVF Rules and regulations of the Sun Valley Fliers.

SVF Member Signature _____ **Date** _____

Printed Name _____ **AMA#** _____

SVF By-Laws ARTICLE VIII. Section 3

(Rules Violations Remedy Procedure and/or Member Expulsion)

EXPULSION OF MEMBER. Any member deliberately breaking Corporation rules, not acting in a sportsmanlike manner, or showing un-cooperativeness, is liable for expulsion from the Corporation by a unanimous, less one (1), decision of the full Board of Directors. This action may also be initiated by a signed complaint from any member(s) in good standing.

Procedure explained: The following procedure has been adopted by the SVF Board to provide a mechanism to enforce existing club, flight and safety rules for both members and non-members using or visiting the flying site. The remedy procedure will provide a progressive disciplinary system to resolve complaints and other infractions of the Academy of Model Aeronautics Safety Code, the Sun Valley Fliers Safety Code, the flying site rules, and any prohibited notices or regulations that may be posted from time-to-time by the Sun Valley Fliers, Inc., and the Maricopa County Flood Control District and or Phoenix Parks & Recreation Department that regulate the safety, operation, conduct and use of the facilities and flying site.

Although most complaints can be resolved informally, a complaint that is serious or cannot be resolved informally should be referred to the Board for its consideration by means of a Form to be filled out and turned into the Safety Officer or to any Board Member. The Board shall use its judgment in carrying out action on the following:

1. Rules Violation Remedy or Member Grievance Procedure:

There are two ways a complaint or grievance can be initiated:

1. Any Club Member may file a complaint or grievance by filling out a Complaint or Grievance Form and turning it in to the Safety Officer or a Board Member. The form will name the complainant as well as the person named in the complaint. At least one witness who can verify the incident will be required to witness the Rules Remedy Form. Grievances filed by a member must follow the process outlined within SVF By-Laws Article VIII. Section 5 Grievances. Complaint and Grievance forms will be available from the Safety officer, the Club Secretary, or downloaded from the Club web site.
2. A complaint may also be filed against a member or guest pilot for any AMA or SVF Rules violations identified by an SVF Board member to follow the process outlined below. For purposes of seeking to remedy or correct deliberate violations of a member or a guest pilot a complaint should be filed by those within this group by either using the complaint or grievance form or a submit a detailed letter to provide appropriate documentation and submitted as a new business at the next board meeting.

2. First Violations: (three strike process)

2.a. Non-member: The non-member will be asked to leave the flying site immediately, forfeiting the daily usage fee. The Complaint or Grievance Form will be forwarded to the Board of Directors and will be recorded in the Club records.

2.b. Members: Viewpoints of both the complainant and the accused will be considered. Complainant's name will be disclosed. If the Board so decides, a verbal reprimand will be given to the accused and the reprimand recorded in the Club records and the accused member records.

3. Second Violations

3.a. Non-member: The non-member will be asked to leave the flying site immediately, forfeiting the daily usage fee. The Complaint or Grievance Form will be forwarded to the Board of Directors and the non-member will be barred from entering the flying site for a period of sixty (60) days. The non-member will be barred from becoming a member of the club for the period set by the suspension.

3.b. Members:

The accused has the right to a written rebuttal, to be reviewed by the Safety Officer and the Board. If the Board so decides, the flying privileges of the accused will be suspended for sixty (60) days. Written notice of this shall be issued to the member and recorded in the club records.

4. Third Violations Status and/or Expulsion of Club Membership:

4.a. Non-member: The non-member will be asked to leave the flying site immediately, forfeiting the daily usage fee. The Complaint and Grievance Form will be forwarded to the Board of Directors and the non-member will be barred from entering the flying site for a period of not less than one (1) year from the date of the complaint. The non-member will be barred from becoming a member for the period set by the suspension.

4.b. Member: The Board will notify the accused in writing that the board will vote on the expulsion of the accused member at the next meeting board meeting. As stated in the club bylaws: "a member is liable for expulsion from the Corporation by a unanimous, less one (1), decision of the full Board of Directors". Said expulsion will last for a period of one (1) year. The expelled member will not be entitled to a refund of any club dues paid for the membership year. The expelled member may reapply for membership after the expiration of the expulsion time period. For the purpose of determining multiple violations, an accumulation of three (3) violations must occur within a two-year period of time.

5. Additional Provisions and/or explanations:

5.a: Any member who receives a complaint or grievance action from the Club and who directs any retaliatory action against the club safety officer, any person filing or witnessing said grievance, or against any member of the Board, will be subject to third violation status and subject to immediate expulsion from the Club in accordance the club bylaws. This is to include threats, intimidation, physical harm, intentional equipment damage, or any other action deemed to be retaliatory by the club board of directors.

5.b: Serious violations or immediate hazards at the facility: the Board reserves the right, when dealing with what it considers a serious offence and a potential immediate danger to the Membership or its property, to request the member or non-member to immediately leave the facility. Authorized personnel shall be limited to the Club Safety Officer, and in his absence, any Board Member. Any further escalation of enforcement will be by the Maricopa County Sheriff's Dept. or other City or County Policing Authorities.

5.c: Any notification of violations, remedies and or expulsion of members shall be by Board authorized personnel only and will be follow up by a written certified letter.



Sun Valley Fliers, INC

Complaint or Grievance Form

Sun Valley Fliers, Inc Constitution and By-Laws , Article VIII Section 3 or Section 5

Personal Filing the Complaint:

Print Name

Person Named as the complainant:

Print Name

Date: _____

Time : _____

Nature of Violation:

Signature: _____

Witness: _____
Print Name

SVF @ SKY RANCH AIR FAIR



FAA Releases Proposed sUAS Rule

After years of delays, the FAA released its notice of proposed rulemaking (NPRM) for sUAS on **February 15, 2015**. Although we are still sifting through the 195-page proposed rule, at first glance we are cautiously optimistic.

Since the beginning of the regulatory process in 2008, the path that got us to where we are today took several unusual twists and turns.

AMA's position from the very beginning was, and will always be, "No modeler left behind!" Along the way, AMA and the FAA were able to address a number of concerns and came together to find reasonable solutions.

We were able to resolve these concerns because the FAA looked favorably on AMA and our strong safety program that has stood the test of time for nearly 80 years.

In 2008, the FAA's initial thoughts were that it would "regulate model aviation by exempting it from regulation." As the process progressed, the FAA changed direction and began leaning toward a comprehensive set of "operating standards" that would be the guidance for modelers.

AMA and some dedicated AMA volunteers representing many of the aeromodeling disciplines worked for over two years alongside the FAA in developing those standards. The work was tedious, sometimes tense, and was made more difficult by frequent turnover in personnel within the FAA's Unmanned Aircraft Systems Integration Office (UASIO), the office within the FAA charged with drafting these new rules.

In 2010, recognizing the challenges we were facing, AMA asked Congress for its support. In February 2012, after nearly two years of hard work, Congress passed the 2012 FAA Modernization and Reform Act. Within this act is Section 336, titled the *Special Rule for Model Aircraft* (the AMA amendment).

This amendment, while recognizing the FAA's authority over anyone-including model aviation enthusiasts-who could be an eminent danger to other users of the airspace, limited the FAA's ability to create any new rule or regulation for model aircraft. Shortly after the passage of this act-and in part due to a change in management within the UASIO-the FAA's position began to shift away from the concept of a hard set of standards for model aircraft.

We find ourselves today, nearly seven years after the process began, looking at a proposed rule from which, for the most part, model aviation is exempt. As the FAA administrator said, "**... this proposed rule does not affect those who want to fly model aircraft as a hobby or for recreation.**" It appears AMA and the FAA found a way to regulate model aviation by exempting it from regulation.

Although we are optimistic, there is a long way to go before this proposed rule is finalized. There is a period for public comment, and it's possible that the FAA may make some modification to the proposed rule.

AMA is also intent on working with the FAA to resolve the differences we have with the FAA's Interpretive Rule issued in June 2014. The Interpretive Rule is the FAA's interpretation of the provisions in the *Special Rule for Model Aircraft*, and there are a few areas where we believe the FAA may be misinterpreting Congress' intent when it included the special rule in the 2012 act.

As the country's premier community-based organization representing model aviation enthusiasts, AMA has invested significant resources in both manpower and dollars in advocating for, and working toward, the goal of aeromodelers continuing to enjoy model aviation much as we have in the past. The NPRM is a good step toward making that happen.

Once we have had a chance to fully digest the NPRM we will report back to our membership.

VISIT WWW.MODELAIRCRAFT.ORG/GOV

for updates on AMA's Government advocacy efforts.

SVF WEEKEND FLIERS



Bartlett Lake Float Fly

February 10, 2015



Bartlett Lake Float Fly

February 10, 2015



The Flight Line



JR, Dan and KR



Keith, Paul and Dave



Ron and Diana Petterec



SVF Sun Valley Fliers

ARIZONA WORLD WAR II ARMY AIRFIELDS

LUKE AFB

History

Frank Luke, Jr.

Second Lieutenant Frank Luke, Jr.

Luke Air Force Base was named after Second Lieutenant Frank Luke (1897–1918). Lt Luke is a posthumous Medal of Honor recipient and the number two United States ace in World War I.

Born in Phoenix in 1897, the "Arizona Balloon Buster" scored 18 aerial victories during World War I (14 of these German observation balloons) in the skies over France. Lieutenant Luke was shot down at Murvaux between Verdun and Stenay, France, on 29 Sep 1918, after he had destroyed three enemy balloons. Surviving the crash of his Spad, Lieutenant Luke drew two pistols and fired on German soldiers, killing several of them before he was killed.

Luke Field, Oahu, Hawaii Territory (now the Naval Air Station Ford Island) was previously named in his honor.

Origins

In 1940, the U.S. Army sent a representative to Arizona to choose a site for an Army Air Corps training field for advanced training in conventional fighter aircraft. The city of Phoenix bought 1,440 acres (5.8 km²) of land which they leased to the government at \$1 a year effective 24 March 1941. On 29 March 1941, the Del. E. Webb Construction Co. began excavation for the first building at what was known then as Litchfield Park Air Base. Another base known as Luke Field, in Pearl Harbor, Hawaii, released its name so the Arizona base could be called Luke Field. Advanced flight training in the AT-6 began at Luke in June that same year. The first class of 45 students, Class 41 F, arrived 6 June 1941 to begin advanced flight training in the AT-6, although a few essential buildings had been completed. Flying out of Sky Harbor Airport until the Luke runways were ready, pilots received 10 weeks of instruction and the first class graduated 15 August 1941. Then-Captain Barry Goldwater served as director of ground training the following year.

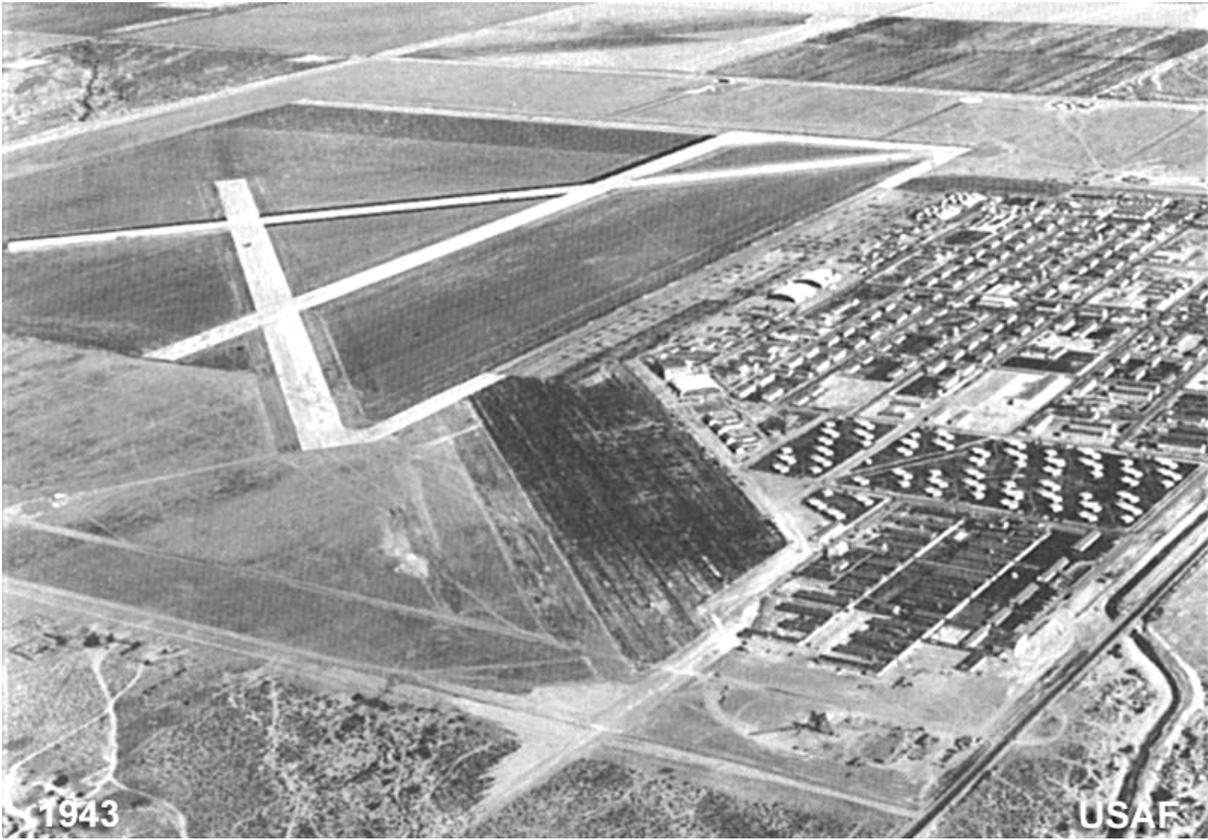
World War II

During World War II, Luke Field was the largest fighter training base in the Army Air Forces, graduating more than 12,000 fighter pilots from advanced and operational courses earning the nickname, "Home of the Fighter Pilot."

The base was under the control of the **37th Flying Training Wing (Advanced Single-Engine)**, Western Flying Training Command, AAF Flying Training Command. During the years of World War II, more than 17,000 pilots trained at Luke Field, making it the largest single engine advanced flying training school in the U.S. More than a million hours of flying were logged, primarily in the AT-6 Texan, along with some transitioning to P-40 Warhawk fighters and later the P-51 Mustang and P-47 Thunderbolt. Although continually modified during the war years, the course of advanced flight training at Luke averaged about 10 weeks and included both flight training and ground school. Approximately 60 hours of flying instruction covered formation flying, navigation, and instrument flying, as well as a bit of aerial acrobatics. About 20 additional hours of flight practice concentrated on aerial and gunnery training. Ground school, or classroom training for the advanced flying course, varied from about 100 to 130 hours and was intermingled with flight time in the aircraft. Cadets flew in the morning and attended ground school in the afternoons, or flew training missions in the afternoon after a morning of ground school. At the peak of the training program at Luke, some students were required to attend night classes. Ground school included instruction in navigation, flight planning, radio equipment, maintenance, and weather.



LUKE AFB



What's Happening



Frank presenting Bob with the job well done award.

The **Mielec M-15** was a [jet agricultural aircraft](#), manufactured by [PZL Mielec](#) in [Poland](#) for [Soviet](#) agricultural aviation. For its strange looks and noisy engine it was nicknamed [Belphegor](#), after the noisy demon.

General characteristics

Crew: 1

Capacity:

Seats for two ground crew for ferry flights
2,900 L (638 imp gallons) liquid chemicals or
2,200 kg (4,850 lb) dry chemicals

Length: 12.72 m (41 ft 8¾ in)

Wingspan: 22.33 m (73 ft 3¾ in)

Height: 5.34 m (17 ft 6½ in)

Wing area: 67.50 m² (726.6 ft²)

Empty weight: 3,090 kg (6,812 lb)

Max. takeoff weight: 5,650 kg (12,456 lb)

Powerplant: 1 × [Ivchenko-Progress AI-25 turbofan](#), 14.7 kN (3,306 lbf)

Performance

Maximum speed: 200 km/h (108 knots, 124 mph)

Cruise speed: 140–165 km/h (76–89 knots, 87–103 mph) (normal operating speed)

Stall speed: 108 km/h (58.5 knots, 67.5 mph)

Range: 400 km (216 nmi, 248 mi)

Rate of climb: 4.8 m/s (950 ft/min)



Do you see the Stuka?

The **February 2015 Slow Roll** had many photos sent to us and we like to thank these members, Dan Bott, Uncle Joe Balabon, Charlie Beverson, Bruce Bretschneider, Wayne Baker, Howard Kennedy, and the Editor

We apologize in not mentioning Marty Jones.



Who do you know that is building the BEAST?



Please help to keep it clean

10 Tips to Extend Battery Life

We are always getting questions about charging LiPo batteries so we decided to list our top 10 dos and don'ts for charging your battery packs. Now because almost all e-power flyers are using LiPo, LiFe or Li-Ion battery packs, we are only dealing with those battery packs in this article. The first thing is to make sure that you are using the correct charger for your pack; for example, LiPo is not the same charging as LiFe or Li-Ion. Be sure you're charging on the right battery chemistry and the correct cell count and then follow these tips.

DO CHARGE ANY LIPO, LIFE OR LI-ION AT 1C

All packs of this chemistry can be charged at 1C and should be charged at that rate. A 1C charge does take a bit of time but this charging rate is the easiest on your packs and will not cause undue heat, which is your battery's enemy. This charge rate will give your battery its longest life and let the balancing port do its job. For example, a 3400mAh battery charging at 1C would have the charger set at 3.4 amps charging rate.

DO ENCLOSE YOUR BATTERY PACK IN A BATTERY BUNKER OR A LIPO SACK DURING CHARGING

Having everything contained only makes sense and I cannot see any reason not to have your charging pack in one of these products. If your charger comes with a temp probe, be sure to have it inside the sack. If your battery should need rapid removal from the shop, you can easily do that if everything is in a fireproof sack.

DON'T LET YOUR BATTERY GET BELOW THE MINIMUM VOLTAGE

This is more of a flying issue than a charging problem, but it needed to be addressed, so here it is. When flying, try not to let the battery drain until the speed control starts shutting off, because in most cases unless you changed it, the battery is near its minimum voltage. Then you have extra time on the pack and more draining until you land the aircraft. You can set the minimum speed control cut-off above the pack's minimum voltage so as to have some extra time to set up for landing. I like to time my first flight until the speed control cut-off and then set my timer on the transmitter to a minute before that. On all flights after that, I land right after my transmitter timer goes off.

DON'T CHARGE YOUR BATTERY AT MORE THAN 1C, UNLESS THE MANUFACTURER APPROVES Newer batteries are advertising a higher charging rate and this can save a lot of time when needed. I try not to charge even these batteries at the higher ratings if I don't need to, although I do this at the field or at an event, when I need the faster rate to get in the air sooner. But other than that, I always use the slower rate at home because this will extend the battery life.

DON'T EVER LEAVE THE ROOM WHEN YOUR BATTERY PACK IS ON THE CHARGER

This is the number-one safety issue when charging that almost everyone violates. But it is also the number-one thing that will prevent any minor mishap from becoming a major incident. Every fire that you read about that happens from charging packs started when the person was not in the room. You need to be there to monitor your pack while it is charging. If you have to leave the room, stop the charger and disconnect the battery from the charging wires. Then when you are back in the room start up the charging process again, it will not just take a shorter time to complete than it would have.

DO CHARGE YOUR PACKS WITH A STORAGE CHARGE WHEN THEY ARE NOT BEING USED FOR MORE THAN A WEEK

This will keep them balanced and stable. When battery packs are shipped new they have a storage charge on them, and there is a reason for that. A storage charge keeps the individual cells from drifting and going out of balance. A full charge has a better chance for the cells to drift further from each other than a storage charge does. I almost always give my packs a storage charge and then the night before, top them off with a full charge.

A simple label lets you know the charge you have on the pack.

DO CHARGE YOUR BATTERY PACK ON A FIREPROOF SURFACE

If something bad should happen and a pack starts to vent, having it on a surface that will not burn keeps it from spreading. Be sure to also have some airspace around the battery pack to prevent anything else from becoming involved.

Using a temp sensor with the battery on a fireproof surface will serve as an added safety measure.

DON'T EVER CHARGE WITHOUT A BALANCING PLUG CONNECTED

There is no reason to charge without balancing a pack. This keeps all the cells even, allowing them to work together with less stress on each. A balanced pack will always outlast a pack that has never been balanced. Keep this in mind-almost every new charger has balancing ports for keeping the packs balanced.

DO INVEST IN A SMOKE DETECTOR ABOVE YOUR CHARGING BENCH

This is really a cheap investment for your shop and it covers more than just the charging table. Long before any battery vents, it will smoke, and it will smoke a lot. This will alert you and give an early warning to any impending

issue, thus allowing for an easy fix.

DO KEEP BATTERY PACKS IN A COOL PLACE FOR STORAGE

Batteries hate heat and having them in the hot car or trailer all the time will shorten their life. The same can be said for leaving them in a place where they can freeze. Store the packs in a controlled environment that has a cool dry place. I like to keep them in a small refrigerator set to the lowest setting so they stay cool without freezing.

Follow these 10 tips and you'll increase the life expectancy of your battery packs and your investment. By charging correctly, your packs will always stay fresh and perform like new. This is something we all want out of our equipment, because this allows us to fly longer and more often-what's not to like there? Enjoy!

ONE EIGHTH AIR FORCE SCALE FLY-IN



SPRING 2015

MARCH 28-29

ALL TYPES OF SCALE MODELS WELCOME

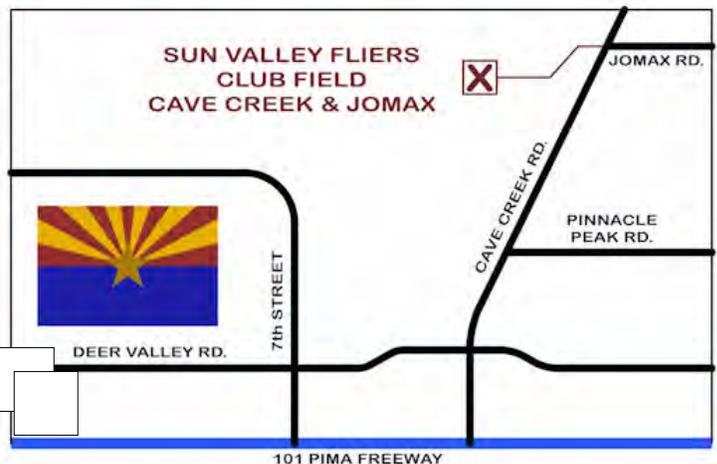
FEATURING:

- SATURDAY NIGHT DINNER AT THE FIELD
- OEAF'S UNIQUE AWARDS IN MANY CATEGORIES
- REGISTRATION STARTS SAT. AT 0730 HRS
- \$20 PER PILOT LANDING FEE - AMA REQUIRED
- PARKING DONATION - \$5.00



www.oneeighthairforce.org

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100db LIMIT
NO 3d FLYING
AMA SANCTION #307



COMMANDER JOHN GEYER 602-810-1767
jegeyer@centurylink.net

CD TOM GUCA 602-509-0895
tguca@cox.net

Ladies and Gentlemen Aviators

At the Battle of Midway, the overly confident Japanese attacked with four fleet carriers and their complement of nearly 250 aircraft. Neither the aircraft nor their carriers survived the 3 day slugfest with the United States Navy and Army. In this excerpt from the memoir of torpedo bomber pilot Mori Juzo, we hear him state Damn, I hated their guts but I had to give them credit, they came to fight. Now were finished, was all I could think. They fought for three more years, but indeed, Midway was when the tide turned. Follow this link to learn more :

<http://www.vintagewings.ca/Home/tabid/40/language/en-CA/Default.aspx>



SVF WEEKEND JETS



SVF SUNSET FLIERS

Motrolfly 4330-206Kv motor, Western Robotics BEC,
Savox 1270TG servos (487 oz of torque!),
Spektrum AR 8000 receiver,
Xoar 20x10 beechwood prop, 12S 3300 lipo batteries.



Extreme Flight 83" MXS. 3000 watts of fun.



OK it's not sunset!!



Had room for a couple more



www.florence-aero-modelers.org

Warbirds over Florence

March 14, 2015 (10 AM until 3 PM)

FEATURING: MILITARY PLANES

All types welcome: Sport, Scale, Gas, Electric, Heli, Jets

PILOTS: \$5.00 LANDING FEE... add \$15.00 for a Florence, AZ Warbirds Event Pilot Cap. Must have AMA or MAAC membership to fly. Each pilot will receive five (5) "free" drawing tickets for cash drawings.

Swap Meet for Pilots. No charge and get a 12' x 20' space. Bring your table.

Parking: \$3.00 PER CAR... Spectators welcome. Bring the whole family out for a day of warbird flying action. Bring a lawn chair.



COME JOIN US FOR THE DAY AND MEET

SOME OF OUR LOCAL NATIONAL GUARD MEMBERS



Raffle Prize and 50/50 Drawing

P-51D Mustang-60 ARF w/Retracts, 65.5 wingspan

Food and Refreshment Concessions

LOCATION...."BOHN FIELD" TWO MILES SOUTH OF FLORENCE AZ ON HWY#79 AT MILE MARKER 130 ACROSS FROM THE RODEO GROUNDS.

Contact: Lyle Bohn, cell 507-213-1965, email ljbohn64@yahoo.com



www.florenceaz.gov



www.modelaircraft.org

**19th Annual Phoenix
RC Helicopter Fun Fly
March 20 - 22, 2015
Phoenix, Arizona**

**Located at the Sun Valley Fliers club field
Open Flying, all levels welcome**

**AMA Sanctioned Event # 15-0247
2015 AMA Card Required
All Frequencies Available
50/53 MHz show current FCC License**

North facing flightline with 7 stations with approximate 130 foot spacing.
Easy access to highways, hotels and dining.

Sponsored by the Arizona Rotary Modelers Society and the Sun Valley Fliers

Event opens at 8:00am Friday with registration.
Pilots meeting each day
\$5 parking fee for spectators

For additional information, please visit us at
<http://www.phoenixfunfly.com>
on-line registration available thru
www.rcflightdeck.com (Phoenix Fun Fly)
or contact



C.D. Eric Stevens
2018 E. Daley Ln.
Phoenix, AZ 85024
Tel. (480) 502-6745
E-mail: e_stevens@cox.net



Wings Over Arizona 2015



Sponsored by: The Arizona Model Aviators

GIANT SCALE FLY-IN April 11, 12, 2015

Location: Superstition Airpark, Mesa AZ

- + 80" Monoplane, 60" Biplane or Planes Can Be True Quarter Scale.
- Jets Must Have a Combined Wingspan & Length of 140" No Foamies or Profiles
- Landing fee \$25. Friday is Open Flying.
- +There will be awards for best of categories. Planes must fly.
- + Food will be available Saturday and Sunday for purchase.
- + Proof of AMA membership is required. Turbines require an AMA Turbine waiver.
- + Pilot's Parking & Saturday night Pizza Party are included in the Landing Fee.
 - + Public Parking is \$6.00 per car.
 - + No Overnight Camping Allowed At The Airfield.
- RV Parking Available 1/2 mile away. No Hookups. Call for Info.
- +Trailers may be left overnight. Security will be provided by club members.
- Contacts: Paul Goldsmith 602-323-7753 or wiinger@aol.com or
John Mangino 480-980-1386 or manginoaz@cox.net
- Public Relations: Steve Ross 480-986-8338 or stevelr@cox.net
- Arizona Model Aviators web site <http://www.azmodelaviators.com>



VIDEOS and Websites Links

Click on to view video, website

Good info for you Electric flyers

<http://www.tjinguytech.com/charging-how-tos/balance-connectors>



Know before you fly 4:09

<https://www.youtube.com/watch?v=EETm83Q6bAk&list=TLmq1tg5zPq0Y>

Motor W-32 Engine 4:47

<https://www.youtube.com/watch?v=ZVuKp5M3de8>

Fun to watch 1:04

<https://gopro.com/channel/top-picks/its-always-sunny-in-walters-world>

TACTOM 3:57

<https://www.youtube.com/watch?v=Jqv5ixxgTsQ#t=29>

The daredevil pilots of Colombia 25:00

<http://youtu.be/w-F-cBF5ZbQ>

Driving in Russia 4:21

https://www.youtube.com/embed/5RAaW_1FzYg?autoplay=1&modestbranding=1&rel=0&showinfo=0

PZL M-15 "Belphegor" walkaround 1:20

<https://www.youtube.com/watch?v=y6Nly9DJHbo>

Inside the Cockpit: A Gallery of 22 360-degree Interactive Views

<http://tinyurl.com/lmr887p>

Aircraft Carriers in Lake Michigan

<http://warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=48962>

At a Seattle Museum

<http://m.ba-bamail.com/View.aspx?emailid=13504&memberid=811169>

NEW ITEMS ADDED!

SVF Website Buy & Sell items.

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

My thanks to those who passed this info on.



MARCH 2015 SVF Birth Day Boys

First name	Last name	Member type	Dob
Oscar	Diaz	Senior	03/01/1949
Troy	Newman	Regular	03/02/1972
Jim	Godziela	Regular	03/03/1965
Michael	Taylor	Senior	03/04/1946
Zachary	Smith	Regular	03/04/1978
Tom	Kametz	Senior	03/05/1947
Gary	Kertson	Senior	03/07/1935
Jeffrey	Bean	Senior	03/08/1947
Kiel	Marley	Regular	03/08/1983
Michael	Vivian	Senior	03/10/1937
William	Olsen, Jr.	Senior	03/14/1939
Glen	Scott	Regular	03/14/1957
Mike	Schmidt	Regular	03/16/1960
Dan	Ford	Senior	03/16/1939
Wallace	Balfour	Senior	03/17/1945
Marty	Knopf	Regular	03/17/1956
Henry	Zyck	Senior	03/19/1943
Terry	Bohl	Senior	03/19/1945
Ken	Van Winkle	Junior	03/21/1998
Dan	Blackwell	Regular	03/24/1978
John	Nansen	Senior	03/26/1944
John	Kettlewell	Regular	03/27/1966
John	Geyer	Regular	03/28/1955
John	Flynn	Senior	03/29/1940
Joseph	Balabon	Senior	03/30/1943
Bob	True	Regular	03/30/1963
Siddharth	Tiwari	Regular	03/30/1988
David	Brown	Regular	03/31/1982
David	Reed	Regular	03/31/1965

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

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



SPECIAL NOTICE TO PILOTS!

FAA Docket No. 2014-0396
 Filed June 23, 2014

Has forced the Sun Valley Flyers
 Board to impose a

hard 400 ft. ceiling

on all model aircraft flying
 at this field until further notice.



Any pilot willfully violating this rule is subject
 to loss of flight privileges.



THE SLOW ROLL



Club Officers 2014-2015
 Frank Moskowitz, President
 Mike Peck, Vice President
 JB Bowers, Treasurer
 Lou Pfeifer IV, Secretary
 Ken Justice, Safety Officer

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



Board of Directors

Charlie Beverson '14-16
 Loren Counce Jr. '14-16
 Dan Bott '14-16
 John Russell '14-16
 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

To:

WWW.SUNVALLEYFLIERS.COM



SINCE DECEMBER 1974