THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

JULY 2016

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 Yuri Hobbico Seawind with Custom Colors**

SVF CLUB Starting 41 years

Presidents Report Slow Roll July 2016

Hello all! As you all are aware of the summer is here and along with it we have record breaking temperatures. Please try and stay cool and remember to stay hydrated! Keep an eye out for snakes when you go out to retrieve your planes!

I am happy to report to you that your Board is working very hard to make all the necessary changes for a better club. Nate is working very hard making the necessary transitions with all the financial agencies. Thanks Nate.

Scott Johnson and Bob True are working on getting our web site adjusted and working better than ever! You will be seeing the difference very shortly. We will keep you updated on their progress. Thanks to Bob and Scott!

We are discussing possibly having a SECOND Cook-Out / Fly-In in late October or November being we had such a great response to the last one. There have been some members asking about possibly having a Swap Meet. We are discussing a date and time and will keep you informed.

Bob True, Luke Martin have been very busy doing repairs and cleanups around the field. They have brought it to my attention that the Heli Ramada is in need of some serious repair and that will probably be our next endeavor.

The lock on the entrance gate will be replaced around the first week of July. We will keep the key lock in place along with the new combination lock for a while until everyone is NOTIFIED of the NEW COMBINATION! We will have the NEW LOCK identified with SVF LOGO on it for easy identification. We also installed a sign on the gate for an emergency contact phone number which is my Cell number. We did this for Fire, Flood Control, Sheriff and local Police, or for any other emergencies.

Have a wonderful summer. Stay COOL and HYDRATED and most of all have fun!!!

President SVF,

Lou Pfeifer IV.

SVF MEETING JULY 6 @ 7 PM

Sun Valley Fliers General Membership Meeting Minutes – 6/1/2016

Meeting called to order by Lou Pfeifer at 7:04Pm. There were 28 members present.

Executive members in attendance

- **President – Lou Pfeifer, VP.- Andrew Schear, Treasurer- Nate D'Anna**

Board Members in attendance:

- **Luke Martin, Steve Myers, Steve Miller, Bob True, Mike Smith, Ernie Mack, Tom Kametz, Wayne Lane**

Absent:

- **Allen Hemenway, Scott Johnson,**

Open:

- **Lou welcomed everyone, open door policy for members**

Guests:

- **Robert Poe**

New Members:

- **None**

Solo Pilots:

- **Hugh Duff**

Secretary's Report – Andrew Schear in for Allen Hemenway- Motion made Tom Kametz, Mike Smith Second, Approved

- Minutes from the **5/4/2016** meeting were approved as published in the **Slow Roll**.

Treasurer's Report – Nate D'Anna- Mike made motion to approve, seconded by Luke

- Treasurer's report was approved as written. Report on file to see by request.

Membership Director's Report – Bob True

- **266 members as of 6/1/16**
- **Streamline membership with more automation**
- **New website with member login and forum monitored by board**

Safety Officer's Report – Tom Kametz

- **Use a throttle cut to avoid injury for armed electrics, we had an injury from prop.**

Old Business: None

New Business -

- **Going to combination lock, what does membership think**
  - **Thumbs up from members**
- Another cookout later in the year/runway fundraising event
- Lou thanks Mike Peck for his service and Frank Moskowitz
- Board appointed Andrew Schear as outside liaison for organizations
- Board appointed Bob True and Scott Johnson as Membership Svcs. and Web design
- Steve Myers let in an individual, who ended up having no AMA. Thanks to Steve for being vigilant. Lou would ask that the current members keep their eyes open for non-members and AMA card holders
- Field Maintenance- Luke and Bob added metal LiPO safety cans, new flag with lighting, weed control. Bob reminded members that LiPO's are explosive!

Door Prize Winners: Robert Poe, Tom Kametz, Bill Heuerman, Gavin, John Wanner, Eric Stevens, Mike Vivian, Jim Goessling, Bernard Dorenbacher, Steve Myers, Steve Miller, John Russell, John O, Ron Norris.

50/50 Winner: Barry

Show And Tell: None

The meeting adjourned at 7:27 pm
Respectfully submitted

Andrew Schear for Allen Hemenway

Memorial Day With The OEAF

Thanks to Dan Boot, Jim Spice, Gene Peterson, Kenny Roads, Frank Seminera, Kevin Hopwood, Don and David Thompson, Ron Marshall and John Geyser for helping with the static display at Greenwood Memorial Lawn. Also to Judy and Diane for their support. We had great display and a lot of interest from the public. On top of that Greenwood made a $300.00 donation to the OEAF. Again thank you all. H.K.

Mr. Michael Vivian
4534 East Gelding Drive **June 17, 2016**
Phoenix, AZ 85032-5586Dear Mr. Vvian:

Thank you for contacting me about model aircraft regulation. I appreciate you taking the time to express your views on this issue. Congress and the FAA have been working to establish a framework for the integration of unmanned aircraft systems (UAS), or drones, into the national airspace. To date, these efforts have distinguished between drones operated for commercial purposes, and recreational model aircraft. As you may know, the Senate-passed Federal Aviation Administration (FAA) Reauthorization Act of 2016 (H.R. 636) includes provisions on UAS safety, privacy, and innovation, and contains language addressing rules for model aircraft. This bill, if enacted, would continue the practice of excluding model aircraft from many FAA UAS rules. It would define model aircraft and set parameters for how the FAA may regulate them. Model aircraft covered by these provisions would be permissible by the FAA as long as they were flown for recreational use, no higher than 400 feet in altitude, operated in accordance with a community-based set of guidelines, and operated in such a way that did not interfere with any manned aircrafts. Model aircraft flights within five miles of an airport must be given prior approval from the airport's air traffic control tower, and operators would be required to pass a knowledge and safety test administered by the FAA before operation. The FAA Reauthorization Act of 2016 passed in the Senate on March 19, 2016 by a vote of 95-to-3. This bill has yet to pass the House of Representatives and be signed into law. I will be sure to keep your views in mind as this legislation advances. Thank you again for contacting me regarding model airplane regulation. Please do not hesitate to do so again on this or any other matter of concern.

Sincerely,

John McCain
United States Senator

With permission from Mike Vivian to reprint this

JM/LK

Federal Aviation Administration

June 21,2016

The Department of Transportation (DOT) and the Federal Aviation Administration (FAA) announced the final Small UAS Rule this morning. The press release is available at: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=20515.

Please note that all provisions of the Rule, including all pilot requirements and operating rules, will be effective in **August 2016**, 60 days after the rule is published in the Federal Register.

Details about the rule are available on the FAA's UAS website.

Academy of Model Aeronautics
Member Communication

Tuesday, June 21, 2016

Dear Members,

We are pleased to share that today the FAA released its final rule for small UAS, which will apply to commercial and civil operations. We believe these rules will be highly beneficial to the UAS industry overall and look forward to seeing widespread commercial and civil operations of unmanned aircraft take flight.

It is important to understand that the final small UAS rule does not change model aircraft operations for AMA members. In fact, the rule affirms Congress' intent in the Special Rule for Model Aircraft that the FAA not promulgate any additional regulations on our community. We are very pleased that the rule helps to maintain this exemption for model aircraft.

For more on the FAA's final small UAS rule, we encourage you to read this USA Today story, "FAA completes landmark rules for commercial drones," which includes a mention of AMA's analysis of UAS sightings released earlier this month.

We also wanted to share on update on our work with Congress to strengthen and improve the Special Rule for Model Aircraft in the next FAA reauthorization bill.

As you may remember, the Senate version of the FAA reauthorization bill includes language that could be problematic to our members who have been flying safely and responsibly for decades. As of today, the entire legislative process has stalled and we have learned that Congress may delay the legislative process further by extending the current 2012 FAA Modernization and Reform Act for a third time.

Congress is expected to make a determination and finalize plans for an extension in the coming weeks before the July 15th deadline. If an extension is passed, hobbyists can continue to operate as they do now, under the Special Rule for Model Aircraft passed in 2012.

Thank you for your continued support of AMA. We will continue to be engaged in the process and share updates as they become available.

Kind regards,

AMA Government Affairs Team

Who Has Been Fined by the FAA? Find Out!

There are so many FAA stories about fines for FPV flight but what is the reality? Read on to find out.

The Real Truth - FAA Fines and FPV/Drone Flights.

RCGroups user Jason Koebler has penned another story for Motherboard.com that goes deeper into the FAA/ FPV/Drone debacle. The real trick here is to figure out what is real. It's hard to know what is suggested vs. what is law. Then there is the whole question about what appears to be overreach of the FAA and our RC models. It's enough to make the mind wobble!
I wanted to highlight some main points from Jason's most recent article about who has really been fined by the FAA and for how much. I think you will find it interesting!

Jason's Story

Lots of people have been fined for flying drones when they pose a threat to those on the ground or aircraft in the sky, but the punishments levied by the US government against people who fly drones appear to be mostly arbitrary. They range from $400 and $5,500 (with one outlier at $1.9 million). The cases are almost entirely concentrated on the East Coast, and the specific wording and regulations the Federal Aviation Administration cites are inconsistent.
In October, FAA Deputy Administrator Michael Whitaker told Congress that the FAA had issued 20 civil penalties to FPV pilots/drone operators. I filed a FOIA request for documents related to those penalties and any other penalties enforced by the agency during the time the request was being processed.

Inconsistent language

The standard violations the FAA cites are the ones that prohibit people from operating an aircraft “in a careless or reckless manner,” or in certain types of airspace. But in other instances the FAA has fined people for flying a drone without “an operable coded radar beacon transponder,” and “automatic altitude reporting equipment.” These are instruments almost no FPV/drone pilot has, and ***the regulations being used are for manned aircraft.***

The FAA May Not Know

The official I worked with wrote in a response to my request that these were all of the fines the agency has issued, but spokespeople for the FAA headquarters weren’t able to confirm that was the case. It’s entirely possible that even the FAA has no idea how many fines it has issued. These documents are, however, the most complete list of fines ever released.

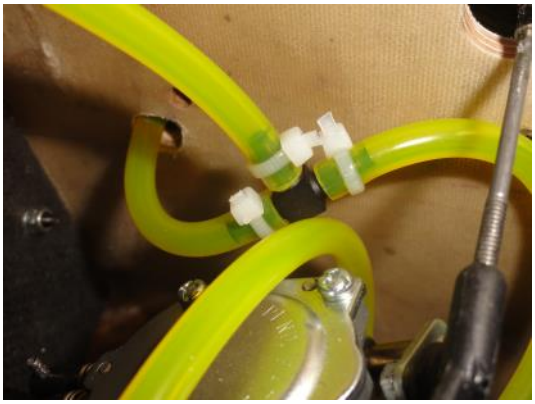
A List of the Fines

- **Austin, Texas, August 30, 2014, Shawn Phillip Wyse; $1,100** Wyse flew a Phantom II above Texas Memorial Stadium at University of Texas at Austin during a University of Texas football game. He was fined $1,100 but settled for $800.
- **Tuscaloosa, Alabama, November 14, 2015, Gregory Taylor; $1,100** Taylor flew a Phantom 2 above the Bryant Denny Football Stadium before a University of Alabama v Mississippi State University football game. The drone “descended into a parking lot and struck a pedestrian just before it fell to the ground.” Taylor turned himself in. Taylor was fined $1,100 but it was reduced to $900.
- **Queens, New York, May 25, 2014, Clinton Bascom; $1,100** Bascom flew his Phantom in Flushing Meadow Park and above CitiField Stadium, where the Mets play. He was fined $1,100 but it was later reduced to $550.
- **San Juan, Puerto Rico, October 18, 2015, Marcos Plaja-Ferreira and Alberto Haber-Flores; $1,100 each** Plaja-Ferreira’s drone collided midair with Alberto Haber-Flores’s drone above the ocean outside the Caribe Hilton Hotel. Both men were fined because of “damage to the hotel property,” even though the drones crashed into the ocean.
- **US Coast Guard Housing Complex Rio Bayamon, Puerto Rico, Jorge Lubo, July 5, 2015; $1,100** Lubo apparently flew his Parrot Bebop drone in the housing complex two separate times and was warned by the FAA about flying his drone there. On July 5, he flew the drone again and crashed it into a US Coast Guard vehicle.
- **Fairfield Avenue and Fort George Hill (Bronx), Wilkens Mendoza, July 7, 2014; $1,100** Mendoza was arrested by the NYPD along with Remy Castro for flying a drone near the George Washington Bridge. Interestingly, the FAA enforcement action against Mendoza doesn’t mention the George Washington Bridge flight and instead focuses on his flights in the Bronx. The FAA later sent Mendoza a letter withdrawing the fine.

- **Capitol Building, Albany, New York, Adam Rupeka, September 17, 2015; $1,100** Rupeka crashed his drone onto the New York capitol building. He had a history of run-ins with the police which are worth reading about.
- **Portside Apartments, East Boston, Jose Paderes, August 30, 2015; $1,100** The FAA says Paderes flew his DJI Inspire One too close to Logan International Airport. The investigation doesn't mention any incident or crash.
- **Manhattan, New York, July 7, 2014, Remy Castro; $1,600** Castro flew his Phantom II near the George Washington Bridge in New York City. A police helicopter chased after it. The FAA said the helicopter "was required to perform evasive maneuvers in order to avoid a collision with the aircraft," but air traffic control records found that the NYPD lied about what happened. He was fined $1,600 but it was later reduced to $800.
- **Arlington, Texas, June 8, 2014, Robert Eddelman; $2,200** Eddelman landed his DJI Phantom II on the roof of AT&T Stadium (where the Cowboys play). He landed it on the roof, and then tried to recover it with a second drone, which he also flew above the Texas Rangers stadium while there were spectators present. He was fined $2,200 but settled for $1,000.
- **290 Central Avenue, Brooklyn, Isaac Rosa, September 17, 2014; $2,200** Rosa flew near an NYPD helicopter, the FAA says he was within 50 feet of the helicopter at 750 feet. The NYPD was using the helicopter to look for a missing person and had to perform an evasive maneuver. He was fined $2,200 but the case was settled for $1,555.
- **38th Street between 3rd Avenue and Lexington Avenue, Manhattan, David Zablidowski, September 30, 2013; $2,200** Zablidowski flew his DJI Phantom into several buildings on 40th and 41st street, eventually landing on the ground 20 feet from a person. His case was settled for $400. Zablidowski was the first hobbyist ever fined for flying a drone.
- **Citi Field, Henry Wolters, May 6, 2015; $2,200** Wolters flew a drone above Citi Field during a Mets game where approximately 12,000 people were in attendance.
- **Billie Jean King National Tennis Center, Queens, Daniel Verley, September 3, 2015; $2,200** Verley flew his drone above the US Open, where about 200 people were watching. The drone crashed 70 feet from the tennis court. The FAA settled for $1,320.
- **Washington DC, (Polo Fields in West Potomac Park), Damian Dizard, March 25, 2015; $3,300** Dizard flew within the Washington DC Flight Restricted Zone, encompasses a 30-mile radius surrounding DC and makes flying all drones illegal without special permission. This is one of the few cases in which nothing bad seemed to happen—no crash was reported. He was fined $3,300 but later had it reduced to $1,100.
- **West Potomac Park, Washington DC, Monica Singleton, March 25, 2015; $3,300** Singleton appears to have been flying with Damian Dizard.
- **Lafayette Park, Washington DC, Ryan MacDonald, May 14, 2015; $4,400** MacDonald flew in Lafayette Park, which is near the White House. The FAA says that the secret service "cleared the entire north side of the White House of people … due to your operation of the aircraft." MacDonald appears to have paid his $4,400 fine.
- **Washington DC, (G Street and 10th St NW) Shawn Usman, January 26 2015; $5,500** Usman notoriously crashed his drone into a tree on the White House lawn, causing a national conversation on drone safety and White House security. It was later reported that Usman was a government employee at the time and was also allegedly drunk during his flight. The FAA fined him $5,500.
- **University of Virginia, Charlottesville, Raphael Pirker, April 13, 2012; $10,000** This was the first drone fine case in the United States and was the subject of a long, ongoing court battle. Pirker eventually settled for $1,100.
- **441 East Fordham Road, Bronx NY, Xizmo Media Productions, May 16, 2015; $18,700** Xizmo was hired by Fordham University to shoot footage of its 2015 commencement ceremony. The FAA says that because Xizmo's drone wasn't registered, flew in a reckless manner, and also pulled out several other regulations that are normally used for manned aircraft. Xizmo eventually settled with the FAA for $5,000 and is paying $222.22 to the FAA every month through June 2017.

All over Manhattan, SkyPan; $1.9 Million This is the largest drone fine ever levied. According to the FAA, SkyPan repeatedly flew near high rises in restricted airspace. Read more about the fine and the investigation that led to it here. This case is ongoing.

- **Coney Island Boardwalk, David Quinones, July 4, 2015; Surrendered Pilot's license** Quinones was hired by a company called Skycam to fly a drone over the Nathan's Famous Hot Dog Eating Contest. Quinones, a commercial pilot of manned aircraft, had his pilot's license suspended for 90 days and was required to surrender his pilot's certificate during the suspension. The FAA said it would fine him $1,100 per day that he refused to surrender it.

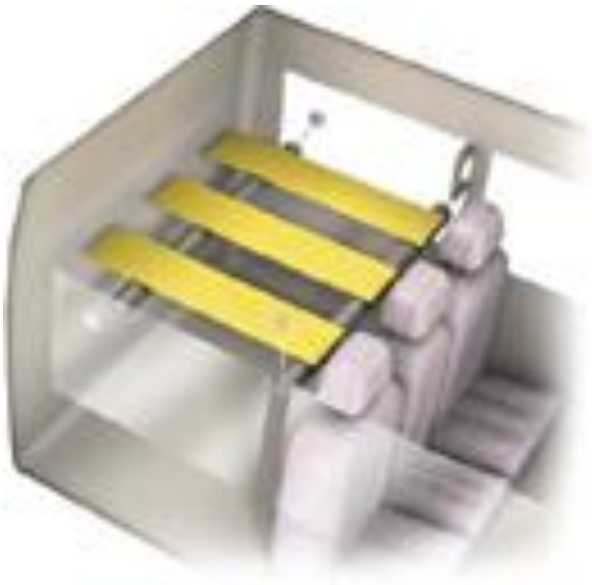


Let's Talk Fuel Lines!

On all of my nitro and gasoline-powered airplanes, I use zip ties to secure my fuel lines going from the fuel tank to both the carburetor and the muffler. When routing lines within your airplane, make sure that they can move freely and are not bent in any odd fashion. After all, you need to make sure that fuel can move slightly from the tank to the carburetor, and also, from the vent line in the tank to the vent on the exterior of the model. However, make sure that these lines do not come into contact with any hot item like the engine's muffler. Rather, fasten a line if you think it may touch the muffler.

Also, if you are flying a gasoline-powered airplane, make sure that you change all fuel lines yearly. In the past, I have put airplanes aside for a year or so, but I always perform a pre-flight check on my airframes before taking them to the flying field.

In this routine check, I go over the fuel lines. On occasion, I have found that gasoline lines harden, and in fact, the clunk line can harden. I have heard horror stories where people have experienced an engine failure while the airplane was inverted and they lost that particular model. The cause- A hardened clunk line that did not fall freely within the tank. As a result, fuel could not reach the clunk and the airplane's engine quit at a rather unexpected time. Simply said, make sure this doesn't happen to you!



HANGING RACK FOR YOUR WINGS

I drive a van and found it gets very crowded when carrying multiple planes. I devised this wing rack using PVC pipes with foam covering and simple coat hangers. Bend the coat hangers to attach them to each end of the pipe, and each end of the coat hanger clips to each side of the vehicle. The second pipe is attached to the hand-hold assist on the second row of seats. To prevent swaying of the two racks, I attached a string to each end of the front pipes, and fashioned a hook and anchored it to the bottom rod of the head rest. The rear pipe has string attached to each end and attached to suction cups on the side window. With this setup I can carry three wings, which leaves the floor of the van free for the main body of the planes plus field equipment.

What's Happening

SVF Sun Valley Fliers

STARFIGHTER MEETS SPITFIRE

The annual Joe Nall Fly-In hosts its fair share of unique aircraft, and RCScaleAirplanes captured two of the best in flight in this video. Ali Machinchy's F-104 1/4-scale Starfighter is 16 feet long and powered by a B300F turbine engine. The Airworld model was built by Trond Hammerstad in Norway and sports paint and markings from Ralle at Tailormade and a pilot figure from Tailored Pilots in the UK, so it's truly international endeavor.

VIDEO

https://www.youtube.com/watch?v=9yygyzUXofc

- ## HUGE HONEY BEE HOMEBUILT

  This 19-foot-span giant is a scale reproduction of Walter Mooney's Honey Bee, a homebuilt kit plane from the early '50s. Built by Dave Horton, this model is powered by a 250cc gas engine and has the wing flaps and slots that the full-scale did. Flown here by John Greenfield at the Large Model Association's meet in Tibenham in the UK and videotaped by Pete and Dean Coxon

VIDEO
https://www.youtube.com/watch?v=dCrzQCioXP8

Super Scale STOL

This 1/3-scale Wilga can really put on an airshow, and we especially love its one-wheel touch-and-go's! Built from the Frisch Modellbau kit by Matt Harrowven, it has a 145.6-inch wingspan and is powered by a DLE 170cc flat twin gas engine. The 57-pound plane uses a Spektrum DX9 radio and a PowerBox with telemetry. Thanks to Pete and Dean Coxon for taking this video at the LMA show in Norfolk, UK.

VIDEO
https://www.youtube.com/watch?v=UjmAetTqgKk

Debut Flight of Old Rhinebeck Aerodrome's Spirit of St. Louis

May 21, 2016, at the Old Rhinebeck Aerodrome in Rhinebeck, NY, the most accurate replica of the 1927 Spirit of St. Louis flying today, took off in front of hundreds of well wishers, many dressed in period garb. Piloted by Ken Cassens, the aircraft has been under construction for decades and is a tribute to the ORA's founder Cole Palen.

VIDEO
https://www.youtube.com/watch?v=DEtSXecAF6I
https://www.youtube.com/watch?v=ydh3u4g8n1Y

Land & Sea or Lake

Photos by Marty

Sun Valley Fliers

Keep it cool: 10 steps to control air flow

When working with an internal combustion engine, we always have to deal with the heat that is created by this process. In many cases, the opening in the cowl will allow enough air to flow over the engine to maintain a cool temperature. But when performing extended 3D maneuvers, we have only the air produced by our prop to keep the engine cool, and sometimes this may not be enough. That is when we want to direct the air to flow over the main engine component that is creating the most heat-the engine head. Extra airflow over the engine can be accomplished by manufacturing ducting inside the cowl to direct the air where you want it to go. Here are three very important facts about air:

Air will always flow in the path of least resistance.

Air pressure will form a wall that will prevent any airflow from coming into the cowl if it is allowed to build up. That is why the exit hole is always recommended to be three times larger than the entry hole.

By funneling air, it will increase in speed.

If we make a ducting system at the opening of our cowl, it leads only to the engine head(s). It will become the path of least resistance that will force the cooling air to travel over cylinder head(s). I used materials common to most model airplane enthusiasts. The cowl ducting can be made from a variety of materials including fiberglass, tin, plywood and balsa wood. Let's take a look at what we need for the project.

1 The materials I used include (left to right) 3/32 balsa wood for the ducting or baffles, hobby blade, 5-minute epoxy (or 30-minute epoxy), microballoons, pattern transfer gauge, felt-tipped pen and a Dremel tool with drum sander bit.

2 My first step is to increase the airflow coming into the cowl by enlarging this front opening. By increasing the opening size in a downward direction, I also center my cowl entry hole to the engine's cylinder head.

3 The cowl on this TOC Katana comes in two parts and allows me to work on the lower part while it is still attached to the aircraft. This makes my job of fitting the duct work much easier. I begin by enlarging the entry hole using the sanding drum on my Dremel tool. My Shop-Vac sucks up any dust created from the sanding drum and keeps the area clean.

4 I start by using a pattern duplicating tool to make a rough outline of my engine head. I then transfer this outline to the 3/32 balsa wood. This pattern does not have to be exact and can also be created from cardboard or any other material you want to use.

5 With the outline transferred to my balsa wood, I begin cutting out the major portions with my hobby blade. Then, I trim up the edges and do any final modifications with my Dremel tool. By using balsa wood, this is a quick and relatively easy process. Consider your first piece a pattern piece that may need extra work, or you may need to make an entirely new piece to get it just right.

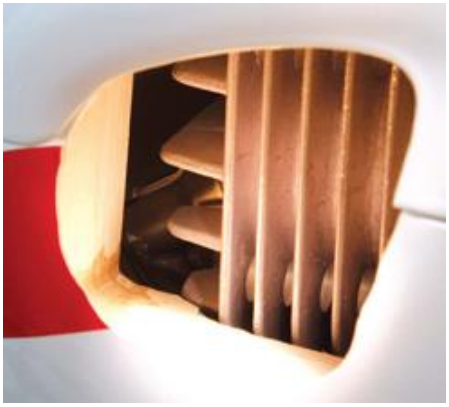
6 Here is my first piece with some scribe lines that show additional material that needs to be removed. Again, I use the Dremel tool for all the detailed removal. I cut out two pieces, one from the bottom of the opening and the other for the top; in most cases, they will be very close to the same size.

7 I now take both pieces and tack-glue them into place using BSI thick CA glue and placing two to three drops around the edge where the ducting contacts the cowl. Then I hit it with a quick spray of CA accelerator to hold my piece firmly in place. I repeat this process on the upper duct, or baffle, so it is also tacked in securely.

8 I now work on my side baffling. This does not have to be cut with precision; I am only concerned with directing the airflow to the top and bottom of the cylinder head. After cutting my pieces to the correct length and angle, I again tack them in with two drops of thick CA and accelerator. After repeated fittings with my upper cowl and using my Dremel tool with the sanding drum, I finally get a perfect fit. Now, when my upper cowl is attached, there is a 1/16-inch gap between the side baffles and the upper baffle. I want to make sure that everything fits correctly before I final-glue the baffles. To this end, I bolt on the upper and lower cowl, along with the side screws, to ensure I have a proper fit.

9 All that is left to do is to mix up some epoxy and microballoons and apply it to all of the corners of my ducting/baffles. I added some triangle balsa to the bottom of the ducting where it attached to the cowl for added support. Make sure you work with fresh epoxy; if it starts to cure, mix a new batch. Fresh epoxy will flow into the wood fibers and make for a stronger bond. I only mixed up enough epoxy for each corner; I ended up mixing about 12 small portions of epoxy for this side alone.

KEEP IT COOL



10 As you can see from this view, I now have a larger opening for air to flow in and help cool the motor. All air that now flows in through the cowl opening has to go over the engine cylinder head on its path through the engine compartment. That makes efficient use of all cooling air, resulting in a much lower overall engine temperature. This is a simple addition to any engine compartment that will always improve your engine's performance and efficiency. Try it and enjoy!

TIPS

Nuked Epoxy

Everyone seems to have some old 5- and 30-minute epoxy lying around that has become thick and difficult to squeeze out of the bottle. Place it in a microwave for several seconds–longer, if needed. The epoxy will become thin and easy to mix while still retaining its strength. [Editor's note: "seconds" is the operative word here, and I wouldn't recommend doing this in front of your family members who also use the microwave. Better yet, maybe just buy some new epoxy? -DC]

SIMPLE ENGINE ADJUSTMENTS

Many of us have had a cowl that fit so tightly that to make engine adjustments with the cowl on, we needed a needle-valve extension. And what a hassle it was to have to remove that extension every time we needed to remove the cowl! One way around this is to slot the top of the needle valve using a hacksaw or a Dremel tool. Then, all you have to do is drill a hole in the cowl to match the position of the needle valve and insert a flat-blade screwdriver into the slot to adjust your engine.

Wing-Bolt Locater

Getting your wing-mounting bolts started in the fuselage blind nut can be frustrating, especially if the wing has a belly pan. Here's how to make starting the bolts much easier. First, cut a length of 1/4-inch-diameter hard-wood dowel and drill a clearance hole in the center for the screw. Next, cut a cone-shaped recess in one end with a router bit fitted to a drill press. Cut the cone end off the dowel, and use thick CA or epoxy to glue it directly over the blind nut. The wing bolt is now easily started as it follows the cone to the blind nut. You may need to use a larger-diameter dowel if you use nylon wing nuts.

Action At Cave Buttes

Photos By Joe

Sun Valley Fliers

260 SQUADRON KITTYHAWK

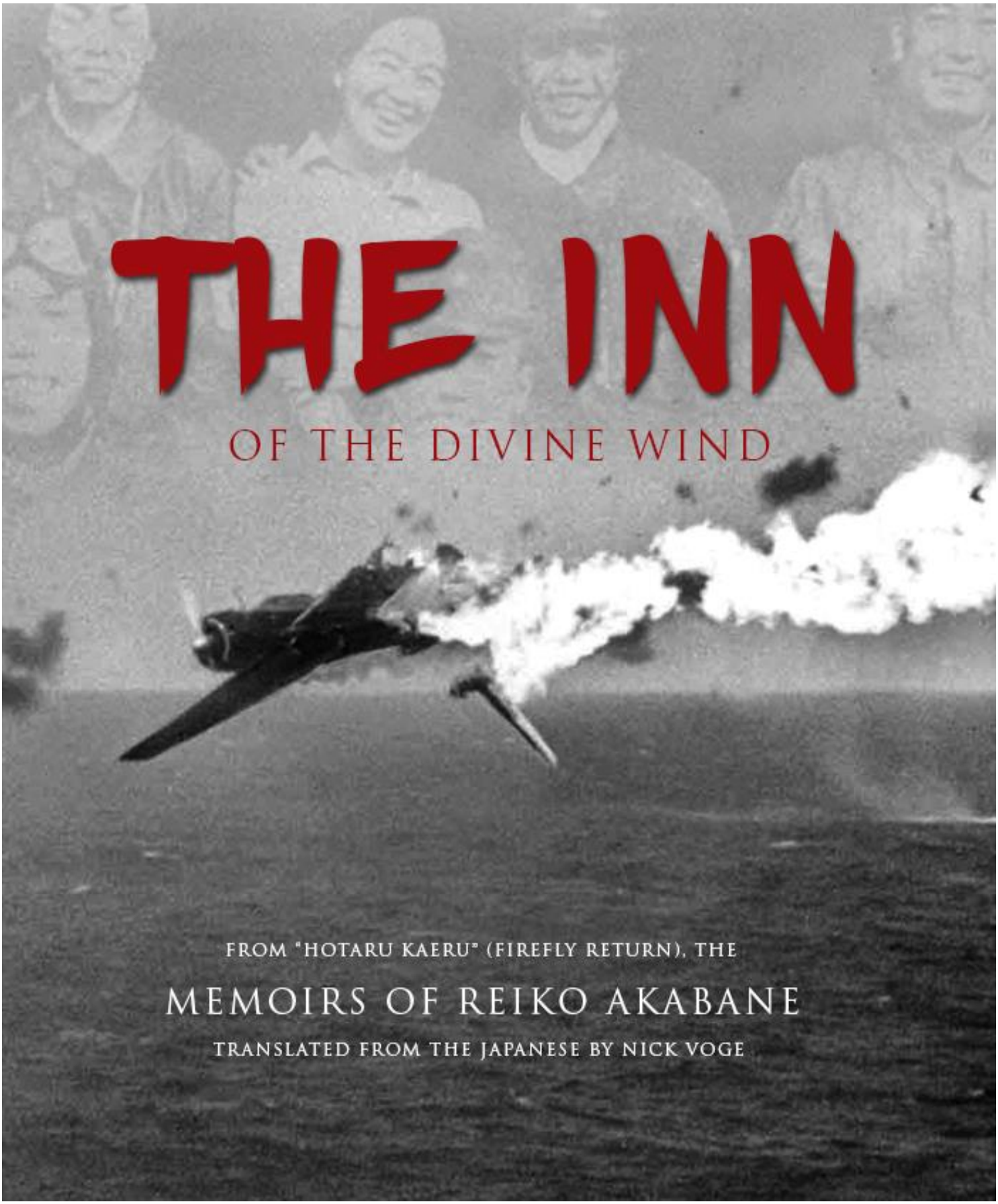
HS-B

FOUND AFTER SEVENTY YEARS

PHOTOS BY JAKUB PERKA

FOUND IN NORTH AFRICAN DESERT BY OIL EXPLORATION TEAM.
A P-40, IN SAME MARKINGS AS THE VINTAGE WINGS OF CANADA
STOCKY EDWARDS KITTYHAWK IS IN REMARKABLE CONDITION

http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/357/language/en-CA/Original-Kittyhawk-HS-B-



http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/566/The-Inn-of-the-Divine-Wind.aspx

VIDEOS and Websites Links

Click on to view video, website

PTERODACTYL RC ORNITHOPTOR 5:33

https://www.youtube.com/watch?v=beti_SOUdP0

Skip Stewart Aerobatics 9:26

https://www.youtube.com/watch?v=AMG3MhtugBs

Starfighter F-104S 8:57

https://www.youtube.com/watch?v=o-JkGsF_Jg8&feature=em-share_video_user

2016 California Warbird Event 5:16
https://www.youtube.com/watch?v=_MsqGTgGK90

Sell items.

http://sunvalleyfliers.com/forum/viewforum.php?f=16

My thanks to those who passed this info on.

JULY 2016 SVF Birth Day Boys

First name Last name	Member type	Dob
Andrew Baker	Regular	07/03/1940
Murray Duncan	Senior	07/05/1938
Eric Fiedler	Regular	07/09/1982
Peter Ermke	Regular	07/12/1956
Larry Stephens	Senior	07/17/1939
Gary Porter	Regular	07/18/1956
Chris Hirsch	Regular	07/18/1972
Robert Pencak	Senior	07/20/1943
Chuck Weyerhaeuser	Senior	07/20/1934
Bob Putnam	Senior	07/21/1942
John Wanner	Senior	07/21/1939
William Bedford	Senior	07/21/1942
Rusty Fried	Senior	07/26/1946
John Murnane	Junior	07/28/2001
Spencer Kleinhans	Regular	07/31/1987

HAVE A SAFE JULY 4TH

SPECIAL NOTICE TO PILOTS!

"Sun Valley Flyers Utilizes a 400ft ceiling for flying model aircraft allowing for only momentary breaks caused by non-sustaining maneuvers. All pilots must utilize a spotter at all times and abide by AMA Rule 540d" (see and avoid procedures)

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

THE SLOW ROLL

Club Officers 2014-2015
Lou Pfeifer IV, President
Andrew Schear, Vice President
Nate D'Anna, Treasurer
Allen Hemenway, Secretary
Safety Officer Open

Scott Johnson
Website Supervisor
Please check your Membership list for Phone numbers.

Board of Directors
Wayne Layne '15-17
Steve Miller '15-17
Mike Smith '15-17
Bob True '15-17
Luke Martin '16-18
Scott Johnson '16-18
Steve Myers'16-18
Tom Kametz '16-18
TBD '16-18

Sun Valley Fliers

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PHOENIX.AZ. 85046-1816

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