THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

AUGUST 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 Tony Quist, photo from Biggest Little Air Show in Hawaii**

Presidents Report Slow Roll August 2016

Hi all! Hope you are all having a great summer. The weather hopefully will start to cool and we can once again enjoy our club and flying in comfort.

For those of you that attended the last Membership Meeting I along with the board presented plaques to **Frank Moskowitz and Mike Peck** for their many years of dedicated service to Sun Valley Fliers. Thank you Mike and Frank!

The Board and I have been working hard in making a lot of changes to help make this club the best ever. Bob True and Scott Johnson are working on getting the web site done. Bob True is finishing up on a NEW and Improved Membership Contact list so we can have everyone accounted for so we can give you up to date club info. Thanks to Bob and Scott.

We are still in the process of changing the entry lock to a COBINATION LOCK. We will be notifying you shortly on when it will take place and also the combination for it. We will still be leaving the old lock on for a while to make the transition easy.

We just completed our weed maintenance on the field thanks to John Serio for his help. We are also scheduling a lot of maintenance on many items such as table recovering and structural maintenance to the field when the weather cools!

Don't forget our Monthly Membership Meeting will take place this Wednesday August 3rd. at Deer Valley Airport at 7PM. If you plan on eating there please get there by 6PM as to not delay the meeting. I hope you all can come out and voice your ideas and concerns to us. Come and get your door prizes, and 50/50 raffle.

Thank you all,
President SVF,

Lou Pfeifer IV.

SVF MEETING AUGUST 3 @ 7 PM

Sun Valley Fliers General Membership Meeting Minutes July 6, 2016

Meeting called to order by Lou Pfeifer at 7:04pm. There were 21 members and 1 guest present. Lou opened the meeting by presenting awards to Frank Moskowitz and Mike Peck for their outstanding past service. Lou thanked Frank for his nine years of service and leadership as SVF Club President and thanked Mike Peck for his dedication and hard work as Membership Director.

Executive members in attendance **Lou Pfeifer- President, Andrew Schear– VP, Allen Hemenway- Secretary, Nate D'Anna –Treasurer**

Board Members in attendance: **Luke Martin, Steve Myers, Bob True, Scott Johnson, Mike Smith**
Absent: **Steve Miller, Tom Kametz, Wayne Layne, Ernie Mack**
Open:
Guests: **Wayne Robinson**
New Members: **None**
Solo Pilots: **None**
Secretary's Report – **Allen Hemenway**

- A motion to approve the Minutes from the **6/6/2016** meeting was made by Andrew Schear and seconded by Mike Smith. The minutes were approved as published in the **Slow Roll**.

Treasurer's Report – **Nate D'Anna**

- **Nate** gave his financial report to the members. A motion to approve the minutes was made by Lou Pfeifer Sr. and seconded by Luke Martin. His report was approved and is on record for review upon request by the members.

Membership Director's Report – **Scott Johnson,** 266 members for 2016.
Safety Officer's Report – **Tom Kametz,** None
New Business 1) Gate lock- Lock will be changed to a combination lock on or about July 1. Existing key lock will remain in place as backup for an approximate two-month period as a transition after the new combination lock is installed.

- 2) Heli pad- In need of repairs/maintenance and will be a next project for the Club.
- 3) Field Maintenance-Lou thanked Bob True and Luke Martin for their continued efforts in field maintenance.
- 4)Swap meeting and Fall cook-out-General discussion about holding a swap meet and another cookout in the fall. To be further discussed.
- 5)New people- Please welcome new members you see at the field and ensure they are wearing the proper club identification. Also ask anyone not known and not wearing identification if they are club members.
- 6)Quad Copters- The Club is getting calls from individuals interested in joining the Club to fly Quad Copters. The Board will further discuss this item. In the event the Club elects to expand membership to include Quad copters; safety rules, training, and solo qualification will be incorporated.

Old Business 1)Turkey Fly-John Geyer discussed the history of the event and indicated that over the years' participation has waned. The proceeds from the event go to charity and John expressed that his view that he believes that similar contributions can be achieved through a raffle and donations. More information later this fall.

- 2) New Board Member Identification-Board members now have gold colored SVF name tags which will allow members to more clearly identify Board members at the field.
- 3) New SVF Contact Signage-There is a new Emergency Contact Number plaque at the gate entrance and a new contact number on the sign at the Ramada.

Door Prize Winners: **Lou Pfeifer**, **Steve Myers, Bernard Dorenbacher, Mike Peck, John Geyer, Charlie Beverson, Nate D'Anna**
50/50 Winner: Lou Pfeifer
Show and Tell: None

The meeting adjourned at 7:42pm
Respectfully submitted,
Allen Hemenway- SVF Secretary

What's Happening

Here is Frank Moskowitz receiving the special award for his many years as the SVF President from Lou Pfeifer

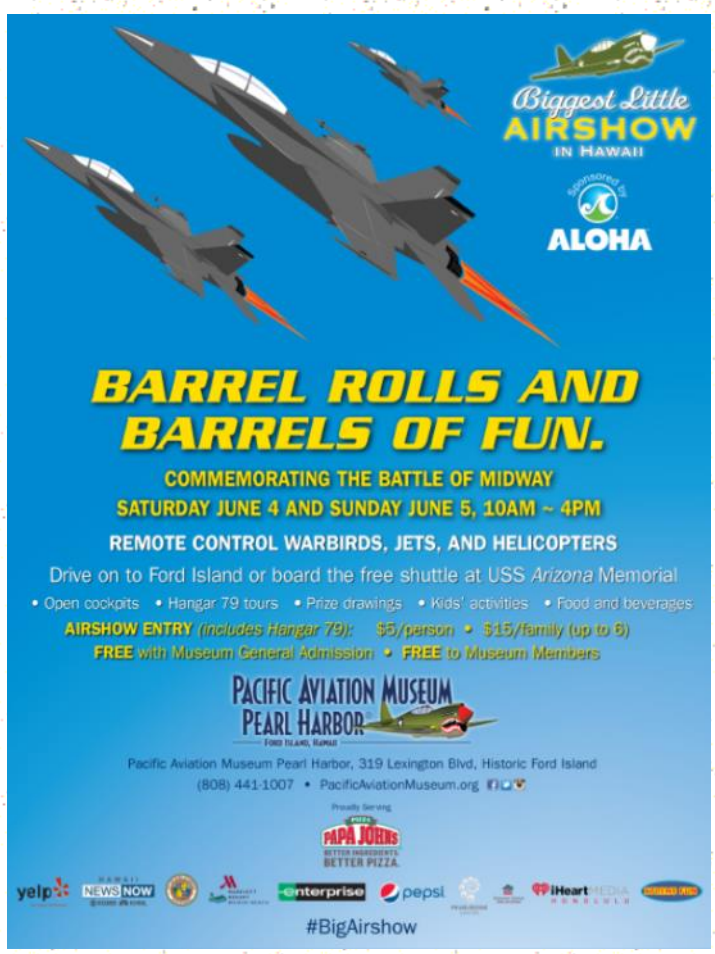
Lou presenting Mike Peck his award for many years as Membership secretary

SVF Sun Valley Fliers

"Biggest Little Airshow" at Pearl Harbor
Photos by Tony Quist

http://www.pacificaviationmuseum.org/bigairshow

Sun Valley Fliers



At The Field on a WARM Sunday Morning

Mason Arrow

Sun Valley Fliers

At The Lake With SVF'ers

Rachel, Yuri, Bryant & Ernie

SVF Sun Valley Fliers

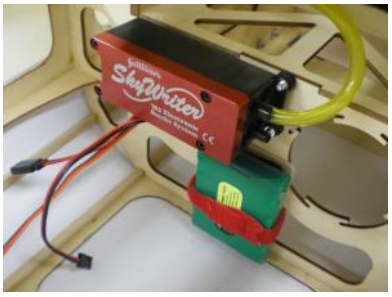
Smoke Systems Explained–How to be an RC Skywriter!

If you have ever been to an RC airshow, then you've seen aerobatic airplanes using smoke during their flight routines. When used properly, smoke systems can add a great deal to your flight presentation. The uniqueness it gives to specific segments of your flight routine will increase their appeal and pizzazz to both the spectators and your fellow pilots alike.

MAN contributor and expert aerobatic pilot and national champion John Glezellis give us an up-close look at installing a smoke system properly for consistent performance.

Decisions, Decisions

Today, many commercially-available smoke systems use a separate battery source to control the smoke pump unit. I recommend these types as they don't draw current from your receiver battery, and the volume of smoke that is produced can be easily controlled via your computer radio. While I have not used all of the smoke systems that are commercially available, I have tested and have successfully used several of them over the years.



My personal favorites include the SmartSmoker from Tajera Microsystems Engineering, Inc. (TMJ), and the Skywriter from Sullivan shown above. Other popular manufacturers include 3W and Slimline, and while I have not personally used these pumps, I know they work equally as well.

Pumpless Smoke

Another popular smoke system is an older product but it still works great and doesn't have a electrically driven pump. It is the B&B Specialties Smoke Pumper. This high volume smoke system contains the Pump, BB Control Valve, hose and all fittings for easy installation. The Super Smoke Pumper does not include the smoke generating muffler or smoke fuel tank. The heart of the BB Smoke System is, of course, the pumper which operates on engine crankcase pulsing pressure. No need to worry about a ruptured smoke fuel tank filling the inside of the fuselage with fluid. The smoke fuel tank is not pressurized. It is a surefire way of moving fluid from the smoke tank to your smoke generating muffler. Simple and effective.

Installation

If you are using a smoke pump such as the SmartSmoker or the Skywriter, you will need to gather the following materials:

- Smoke Pump Unit
- Check Valve
- Battery pack (4.8 – 6V)
- Fuel Tank for Smoke Fluid
- Fuel filler Dot
- Zip Ties
- Gasoline-proof fuel line
- Neoprene tubing
- T-Fitting

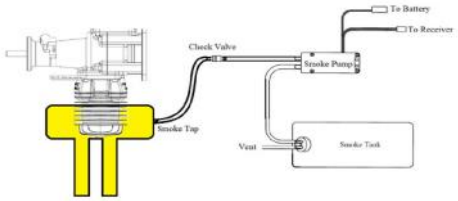
Some pilots will be using the same aerobatic airplane for IMAC (sequence competition) as they use for their freestyle competition. Since smoke isn't needed for IMAC routines, making a removable tray to support the smoke tank, pump, and pump battery, is a simple and quick way to save a pound or more in weight. If your model is a tad on the heavy side, give this idea some thought.

Start by installing the smoke tank. If there's room, I always prefer to mount my fuel tank and smoke tank together in an area very close to the airplane's Center of Gravity. This way as fuel and smoke fluid is depleted the mod-

el's CG will remain unchanged throughout the flight. If your fuel tank and smoke tank are located in the front of the model, you'll find that your model is nose heavy at the start of the flight and as the flight progresses, you'll have to change elevator trim as the model becomes more and more tail heavy.

I run three lines out of the smoke tank. One line simply vents to the outside of the aircraft on the bottom of the model, the second attaches to the smoke pump (the internal line is attached to the clunk), and a third line that is used for filling the tank and is attached to a fuel dot. I also prefer to mount my pump close to the smoke tank, and close to the tank's height within the airframe. I also make the smoke battery removable. I use a 2000mAh NiMH battery, but with such a small current draw, a 500mAh battery could be used and will provide about 30-minutes of smoke-on time.

With a smoke pump like that from TME and Sullivan, you will notice that two servo leads come out of the pump. One is connected to the battery and the second lead plugs into a spare channel port in the receiver.

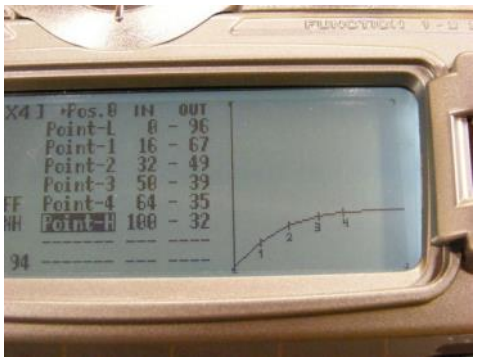


Twin Cylinder Setup

While using a twin-cylinder engine with two mufflers, Like this Zenoah GT 80 and Slimline Smoke Mufflers shown above, the smoke system needs a T-fitting to supply fluid to both mufflers. I attach Neoprene line from the "T" Fitting to each exhaust header (via a threaded pressure tap,) that I further secure to the header using JB Weld. I use gasoline tubing from the pump to a "T" fitting and Neoprene line after the T-fitting. Neoprene withstands heat much better than standard gasoline line. A check valve helps prevent muffler pressure pushing fluid backwards through the smoke pump during periods where the smoke system is off. The check valve is located between the tank and the T-fitting.

Smoke Pump Programming

If you feel that simply assigning your smoke pump to operate on a switch at one standard speed is acceptable, think again! When smoke is injected into the model's muffler or exhaust system, it is critical to change the volume of fluid being pumped. If too much oil is injected into the muffler while the throttle is at a low setting, it can kill the engine. Not good for a maneuver like a spin with smoke on.



Above, Now, it is important to utilize a Curve Mix to ensure that the smoke pump is off when the throttle stick is at idle, and the pump gradually increases in speed as the throttle is advanced. In addition to using a Mix, you can also decrease the smoke pump rate by using your ATV screen. Here, we have decreased the speed, when activated, to 50%. Find the proper balance by using both the Mix, and the ATV screen, to find the optimal rate.

For my airplanes, I plug the smoke pump into a spare channel and assign it to a switch. For example, let's say that I have Aux 4 as a free port on my receiver. In this case, I'll assign Aux 4 to the Mix Switch on my transmitter. Then, I will utilize one of the programmable mixes to mix Throttle (the master channel) to Aux 4 (the slave channel). I then assign this mix to the switch (Gear Switch), and program different points on my mix graph (using a mix curve,) for different pump speeds to operate at in relation to the throttle setting. For example, at idle, I want the pump to barely operate so that little to no smoke fluid is pumped into the exhaust. As I increase the throttle, the smoke pump increases the flow. Using both the Adjustable Travel Volume screen and the Mix function can change the rate at which the pump operates at its fullest potential. Remember, though, the curve mix is critical!

When programming the smoke volume, you can make most adjustments on the ground. For maximum power, though, let your engine idle for a minute or two on the ground. Then, activate your smoke pump at or close to full

power. If you see a large burst of smoke initially followed by a smaller amount of smoke, decrease your smoke rate as too much oil is being used. Making fine adjustments like this will ensure that you have a reliable and impressive amount of smoke during your flights. Fine tuning the pump will also maximize your “Smoke On” time.

Enhancing Your Flight

If you simply use your smoke during the entire flight, it isn’t nearly as impressive as if you use it only to highlight specific maneuvers. For example, if you want to perform a knife-edge pass, turn the smoke on before you roll the model to knife-edge, and then shut it off after you complete the maneuver and you roll back to upright level flight. This is much more entertaining, adds a unique visual dimension, and optimizes your smoke fluid usage.

Final Thoughts

Installing and properly using a smoke system with your aerobatic plane is both quick and easy to accomplish. Laying down a long, thick, long lasting smoke trail is very satisfying and can be used for both an aerobatic routine, or with WW1 and WW2 warbirds. It’s all about having fun and impressing your flying buddies. Until Next Time, Smoke on and fly hard!

Smoke Fluid

Over the years, I have had great success by using Super Dri Aviation Smoke Oil by MDW Aviation. This fluid is designed for both full scale and model airplanes alike, and it burns very well. Also it is safe for the environment and is bio-degradable.

Smoke fluid is also available from Robart Mfg., and their “Liquid Sky” smoke fluid is white in color, long hanging and a unique and pleasing Root Beer scent. Pilots everywhere are boasting about great success with Robart’s Liquid Sky and it is popular because it does not attack foam. It’s also available in larger containers for the really active show pilot.

Take a visit to your local hobby shop to order, or check them both out online at: robart.com.

Above, Mitch Epstein’s 2010 Gun entry was a sight to be- Not only was the airplane tifully built, but it smoked flawthroughout the competition.

Top hold. beau- lessly

Rolf Schönenberger spent 500 hours building this unusual Polikarpov I-16 Rata using all-wood construction. The 1/2.6-scale model weighs in a 79 pounds and is powered by a 400cc Moki five-cylinder radial engine spinning a 38×20 Seidel prop. Although the full-size didn't have brakes, the model has pneumatic disc brakes (required in Switzerland for 55-pound and over models) and handmade pneumatic landing gear. Thanks to RCScaleAirplanes for taking this video at the recent Warbird Meeting in Oberhausen, Germany.

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

Built and painted by Phil Noel of Pinnacle Aviation, this 1/3.5-scale Tomahawk Bae Hawk 100 is decked out in Royal Canadian Air Force camouflage. Pilot and owner Steve Mills is flying for the Wings & Wheels crowd in this video using a JR 28X radio. Watch the landing for a perfect drogue chute landing! Thanks to Pete and Dean Coxon for taking and sharing this great clip.

VIDEO
http://www.modelairplanenews.com/blog/2016/07/14/giant-jet-puts-show/

Super-size Special Ops Heli

You've got to see the detail on this electric-powered model of the Sikorsky CH-53 Pave Low helicopter to believe it! Built and flown by Reto Marbach, this aircraft is powered by a Pyro 850 Kontronik motor and 200-amp speed Cosmik high-voltage speed control. It weighs in at 37.5 pounds and flies like a dream. Thanks to RCHeliJet for sharing this great video.

VIDEO

https://www.youtube.com/watch?v=70MkwLtu0FY

VIDEO

TESLA Factory Tour
https://www.youtube.com/watch?v=6G41VHi5M8U

YESTERDAY'S SHOW WAS THE LAST FOR F-4S EVERYWHERE–

THIS IS DEVASTATING

PHANTOM OF THE AIRSHOW.

1. It's that time again, the **EEA AirVenture Airshow** is back for another week-long celebration of all things aviation. **Kicking off the festivities two F-4 Phantoms took to the skies to show their agility and pulled off low flybys for a crowd of enthusiastic onlookers.**

2. Introduced in 1958 the McDonnell Douglas F-4 Phantom II was used by most branches of the U.S. Military becoming one of the most successful fighters of its time. The F-4 is able to reach a top speed over Mach 2.2, equipped with air-to-air missiles and ground bombs it dominated the skies until its last mission conducted in April of 1996. True to its name the Phantom has become a rarity in recent years, most of the remaining fighters have been converted to drones (designated QF-4s) and they begin to serve a new purpose as unpiloted flying targets.

3. "Our goal is to use them to the max extent possible through its service life as that means we are going to shoot them down as much as we can. At the end of the program any airplanes are left that we are not able to down the plan right now is that we are going to demilitarize them, make them not serviceable and then we are going to tow them out to bombing ranges at Holloman Air Force Base and they will be used as surface attack targets there as well."

4. – Lieutenant Colonel Ronald "Elvis" King

5. This once proud fighter jet's future seems to be target practice for modern aircraft. The F-4 may be extinct soon but a few of them made it out to Oshkosh, Wisconsin for the AirVenture Airshow. **Lieutenant Colonel King brought these drones to display and admits that he has less than 21 Phantom F-4s left in service and most those fighters will likely be destroyed by the year's end.**

VIDEO

https://www.youtube.com/watch?v=40fY2IC-RLU

Sun Valley Fliers

19 Things Every Pilot Needs to Know

One great thing about this hobby is that there's almost always a better and quicker way to make the process easier on the modeler, pilot or builder. We asked some pros in the industry and our contributors for their advice on easier approaches to building or flying. Here are the top 20 tips (listed in no particular order) that we liked and thought you might enjoy as well.

A PROPER FLARE

Landing is always the one of the hardest events during flying. A proper flare is what makes that perfect touchdown and the type of plane will determine how to flare correctly. Start out by flying about a foot above the runway, then hold in the flare all the way to touchdown with a light wing loaded aerobatic plane. For heaver wing loaded scale/racing planes, start the flare at the same point. As soon as the main wheels touch, quickly ease off the up-elevator. This should prevent the plane from bouncing down the runway.

SHIFT YOUR EQUIPMENT PHOTO 1

Batteries can be moved forward and backward to balance out the plane. Using a long strip of Velcro will let you place your battery wherever it's needed. Be sure to mark that spot so other batteries will be in the same place.

Balance your planes (whether they're large or small) by shifting around the equipment inside the aircraft. Adding weight seems counterproductive because it's important to always try to keep the weight down on the plane, especially the smaller ones. In most cases, the heaviest item is the battery and this can easily be moved around to balance the plane. If you do have to add extra weight, again, go to the battery if possible. By using a larger battery instead of lead weights, you can benefit from the extra wing loading by getting some additional flying time.

CONTROL YOUR WIRES PHOTO 2

Wrapping the servo wires around a Phillips screwdriver will allow them to retain that coiled shape, making for a neat installation.

When working with smaller electrics, long servo wires can really become a problem-they tend to stick out like a bad hair day! Keeping these wires in line will generally involve taping or tacking them down in a number of locations, which adds more weight to the aircraft. One simple way to have some control over them is to wrap the wires tightly around a Phillips screwdriver and slide them off. This forms the wire into a tight roll that's easy to tie down in one or two spots. Now the wires are under control and give your aircraft a nice neat look.

BORE HOLES WITH A BODY REAMER PHOTO 3

Body reamers, which can be found on the RC car side of the hobby shop, are great for boring holes in all kinds of material. Step ones like this let you make exact size holes.

Body reamers are great for making all kinds and sizes of holes in balsa, fiberglass or foam. If you get the one with dimensions on the reamer, you can cut the exact size you need. They also make neat cuts in the covering material.

USE HOT MELT GLUE PHOTO 4

Using hot glue is a fast way to assemble any flat foamie. Use sparingly because it will add some weight rather quickly.

When you need to build a foamie fast, which is any time you build a foamie, consider using hot melt glue. This glue is easy to use; bonds well to foam and will set up almost instantaneously. The glue fills in any gaps, remains semi-flexible and never becomes solid, which is good for planes such as foamies that are always flexing. Be sure to use the low-temperature hot glue; this will stick without melting the foam.

LET'S DO THE TWIST

For foamie airframe assembly, do the twist. Twist carbon-fiber rods into the foam like a drill bit and you'll have less chance of tearing or wrinkling the foam when installing.

THE PERFECT WRINKLE REMOVER PHOTO 5

Using an oven mitt after the heat gun will guarantee good contact of the heated glue onto the balsa.

All ARFs will require some heating to shrink down the covering and remove the wrinkles. The covering iron will do a good job, but may leave marks on the covering, even when you use an iron sock. Try using a heat gun set to the low setting to quickly remove any wrinkles. But don't just use it and rely on the air to seal down the covering to the wood; that won't happen. You'll need some pressure on the covering to create a solid bond between it and the wood. This is where an oven mitt comes to the rescue. A good-quality oven mitt will allow you to follow the hot air of the heat gun with some hand pressure on the covering. While the glue is hot, the pressure from your hand will seal the covering down on the wood and the soft material of the mitt will cool the covering and make it bond right away. Use this method to remove wrinkles and you'll prevent any possible scratches on the covering.

DON'T FORGET TO FLOSS PHOTO 6

Dental floss makes a great servo retainer because it's easy to use and strong. This connection will remain together until you cut the floss.

Dental floss is great to keep your teeth and gums clean. But it's also great as an inexpensive keeper for servo extension; just thread it in between the wires and tie it tight. Dental floss is strong and it will stay there until you cut it off. It's also much easier to use in the field compared to tape or shrink tubing.

CLEAN YOUR CA TIPS Keeping the CA glue tip clean is a problem for all hobbyists. They just don't stay clear for any length of time. One way to rectify that problem is to get a jar and fill it with acetone. Take the CA tips and drop them in the acetone overnight. By morning, they should be as good as new!

FLIGHT CONTROL CHECK PHOTO 7

When checking the control direction, stand behind the plane like this.

To ensure a successful flight, always do a control throw/direction check before flight just to make sure you don't have reversed controls after the takeoff. Stand behind the plane and move the stick to the left and right; the aileron should move up on the side of the wing that correlates to the stick movement. Then move aft-elevator stick and the elevator should move up, forward stick and the elevator will move down. The rudder should match stick direction. Double checking this will help to ensure a successful flight.

THREADING TUBES

When running thread or wire through tubing for a pull-pull setup, use a thin and long length of carbon-fiber rod taped to the thread as a "fish tape." No more struggling with a weight at the end of the string or bunching the thread up in the tube.

WHEN TO TRIM THE RUDDER PHOTO 8

To trim out the rudder, watch what the plane does while banking during the figure-8s.

Almost all planes will need some rudder trimming, but how do you know? One way to find out is to fly the plane in a horizontal figure-8 and see how it reacts. If the plane drops while making a left turn but climbs when making a right turn, then you need some right rudder. If the plane drops while making a right turn while climbing when making a left turn, then you need some left rudder.

PRECISE GLUING

To place glue into tight places and corners, use a hobby syringe. These syringes work with epoxy, wood glue, Gorilla Glue and even silicon seal (in most cases one time use). If the wood glue or epoxy is too thick, thin it a little using water and alcohol respectively. Syringes are great for things like hinges slots and filling holes with glue.

SEALED EDGES

Ever had heat-shrink covering that just keeps coming up no matter how many times you reseal it with the hot iron? You can help to prevent this from starting by wiping MonoKote trim seal around all the edges when the

plane is new. But after the trim starts coming up, just use a small drop of CA glue under the loose covering. Hold it down and hit it with a small spray of accelerator.

GET A CONTOUR GAUGE

A contour gauge is a tool that every modeler should have. They're great for shaping the cutouts in the spinner. If you need a new former for the inside of the fuselage, just use the contour gauge to get the shape of the fuselage on the outside and reduce it by the thickness of the sheeting. Now you have a piece that's a perfect fit on the inside!

TRIM STEPS PHOTO 9

The trim steps are shown in this menu. The ailerons are set at 10 (coarsest), which will move the ailerons the most distance with each click. The elevator and rudder will have much smaller movement with each click.

Trimming up your plane is an extremely important procedure to perform during the first flight. There will, however, be times when the plane will just not track correctly. For example, the plane may want to climb so when you add in one click of down, the plane will start heading for the ground. The only issue is that your trim adjustment sensitivity is too large. Most radios today will allow you to adjust the trim steps so that they are not so large. Of course, this will require more clicks on the trim tabs to move the control surface the same distance. When you first fly the plane start out with larger trim steps, that way you have some control surface movements to trim out the plane initially. Once trimmed, set the steps to smaller movement and refine out the plane trimming.

GLUING SERVOS PHOTO 10

Using electrical tape around the servo will prevent any glue from seeping inside and sticking to the servo body.

With flat foamies and other small park flyers, it's easier to glue down those small servos than trying to screw or bolt them in. The only problem is that no matter which type of glue you use, CA, epoxy, silicon seal, Goop or hot glue, you'll always have a mess to wipe off the servo when you pull it out to use in another plane. The best way around that is to use tape around the body of the servo so that when you have to take it out, just remove the tape and you have a clean servo. I like using electrical tape because it forms a glove-like fit and gives a nice tight seal around the servo that won't let any glue seep in.

O-RING ALTERNATIVE

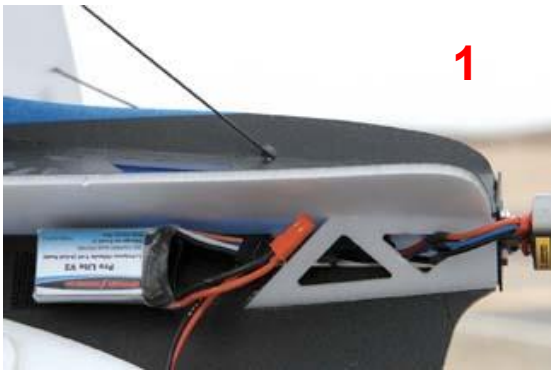
Sometimes it's rough finding the right size O-ring for the park flyer prop savers. A great alternative is to acquire lengths of surgical-type tubing from a hospital supply house. From this you can cut lots of O-rings to any thickness. This stuff has more elasticity and will last longer than the regular O-rings.

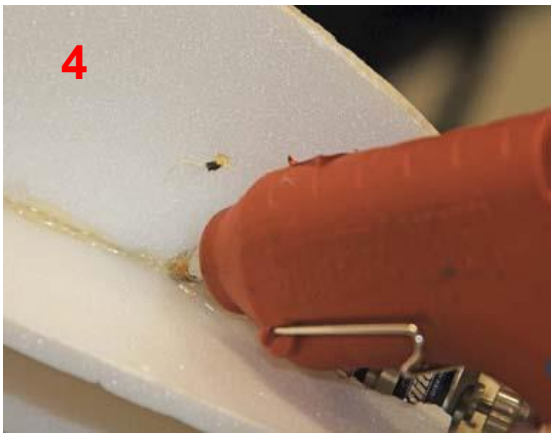
LEVELING THE WINGS PHOTO 11

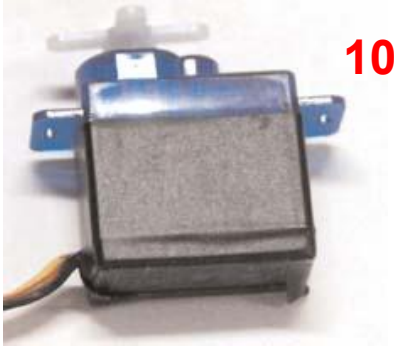
When flying toward yourself like this, the controls on both the rudder and ailerons are backwards. This requires much more concentration from the pilot.

Flying the plane away from you makes it is easy to control (at least somewhat) because when the stick is pushed to the right, the plane goes to the right. The same holds true when pushing the stick to the left. But when the plane is coming back at you, everything is reversed. A simple trick to move the wings back to level after making a turn is to move the stick to the low wing. For example, if you're looking at the plane as it's heading toward you and the left wing (actually the right one) is low, then move the aileron stick on the transmitter to the left and the wing will straighten out. You can then release the stick when it is level.

So, there you have it, 19 modeling tips that will make your life easier! Just think, if one of these saves you 10 minutes, it made reading this article worth your while. Enjoy!







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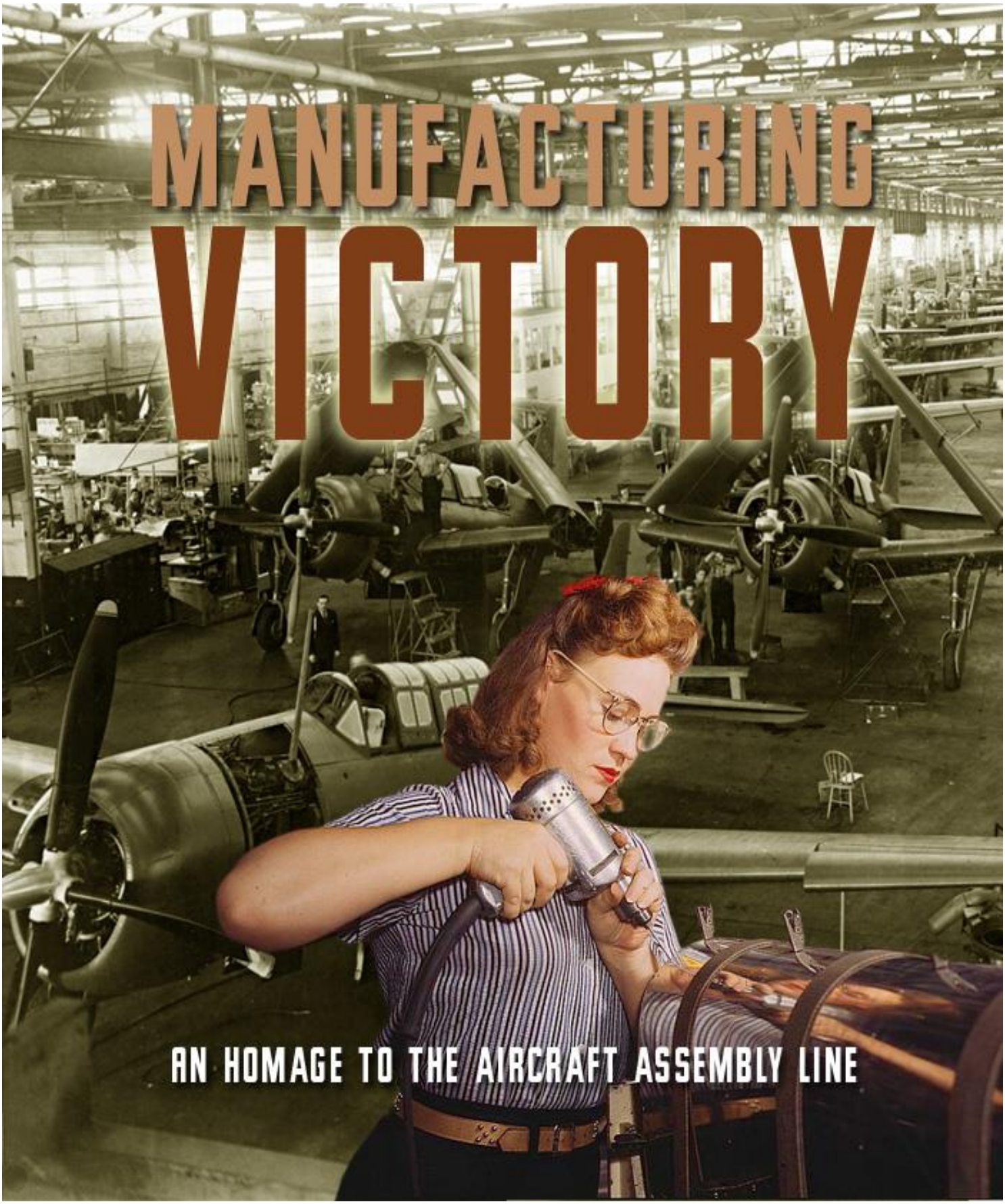
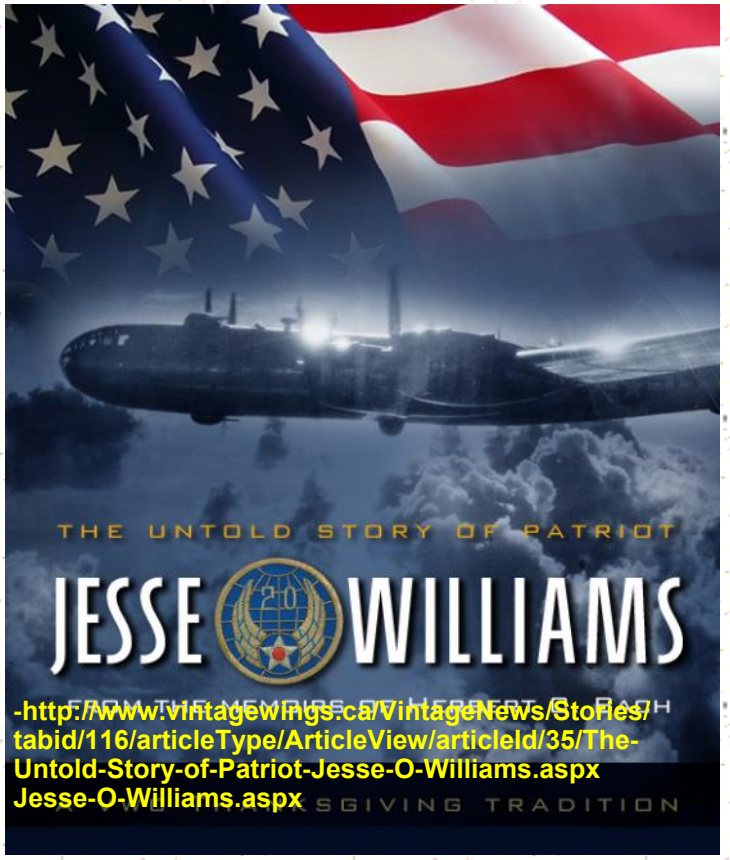


http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/367/Manufactured-Victory.aspx

EXTRA'S

To HOT for a Float Fly??

Dan's new Corsair



-http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/35/The-Untold-Story-of-Patriot-Jesse-O-Williams.aspx
Jesse-O-Williams.aspx

http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/563/This-is-it.aspx

VIDEOS and Websites Links

Click on to view video, website

B-29 "DOC" First Flight 3:13

https://vimeo.com/175487327

Warbirds Over Delaware 2016 Part 1 1:0:0
https://www.youtube.com/watch?v=m8OqPe25ClU

Warbirds Over Delaware 2016 Part 2 44:34
https://www.youtube.com/watch?v=WzsBVFOg2lE

1st Annual Northeast Scale Qualifier 2:13
https://www.youtube.com/watch?v=s_ZTFfmUIGc

Warbirds Over Delaware 2016 13:07
https://www.youtube.com/watch?list=PL989C97EC89A35004&v=3MS_MHsdbK0

Boeing 737 Takeoff 2:27
http://www.chonday.com/Videos/baotasfaueinbr4

China Drone 4:01
https://www.youtube.com/watch?v=Dl9UKiy9aII

Sell items.
http://sunvalleyfliers.com/forum/viewforum.php?f=16
My thanks to those who passed this info on.

AUGUST 2016 SVF Birth Day Boys

First name Last name	Member type	Dob
John Boccia	Regular	08/01/1963
Jim Spice	Senior	08/01/1947
Gerald Brown	Senior	08/01/1938
Edward Andres	Senior	08/04/1928
Frank Moskowitz	Regular	08/05/1954
Paul DeLawder	Regular	08/07/1958
Zac Bern	Regular	08/07/1980
Sean Marhevka	Junior	08/08/2001
Rick Marshall	Regular	08/08/1959
Colin Markwart	Junior	08/11/2003
Jackson Furedy	Regular	08/13/1952
Bill Pearse	Senior	08/14/1941
Joseph Wuestenhoefer	Junior	08/14/2000
Joseph Santoro	Regular	08/14/1973
Steven Neumann	Regular	08/14/1973
Gary Hedges	Senior	08/16/1943
Richard Hartman	Senior	08/19/1940
James Musser	Senior	08/21/1937
Ronald Thomas	Senior	08/21/1949
Ian Snarski	Junior	08/21/2002
Bob Corley	Senior	08/23/1950
Fredric Greenblott	Junior	08/23/2001
Frank Seminera	Senior	08/25/1941
Barrett Hochhaus	Regular	08/26/1977
Jonathan Colner	Senior	08/27/1949
Dan Smith	Regular	08/27/1978
Ray Fulks	Senior	08/30/1947

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

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