

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Lou Pfeifer IV
Vice President—Andrew Schear
Treasurer—Nate D'Anna
Secretary—Allen Hemenway
Editor—Bob Purdy

SEPTEMBER 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 Carlen Cyphers TBM @ Bartlett Lake

Warbirds/Rockies Flyer

DYNAJET Plans

PROFILES

Many Photos

RC Videos

HI FLIGHTS

Fuel Tanks

Proof Reader Wanted

Lake photos

Extras

SVF CLUB Starting 41 years

President Report

Minutes

Birthdays in back

GREAT VIDEOS

SVF MEETING September 7 @ 7 PM



Presidents Report Slow Roll August 2016

Hello SVF Members,

I hope you all had an enjoyable summer. It is getting to that time of year for us RC enthusiasts to finally go out to the field and really enjoy our great club. We are looking forward to seeing all of you out there especially our friends and fliers who we have not seen in a while.

For those of you that have been down the field recently you will see a few new added items to our field. The first is we replaced the wind sock with a new one, being the old one was torn up by the monsoon. The other is that we replace the entrance gate lock with a combination lock and we are no longer going to use a KEY lock. The reason for this was to cut our operating cost to the club being the keys and locks were just too expensive. I hope you all agree with this change. I have had NO negative feedback on this issue as of this point.

We have had a couple of injuries sustained at the field within the last few weeks that required the use of FIRST AID. Fortunately in BOTH instances Ken Rhoads a retired Fireman treated both, and was equipped with his OWN FIRST AID kit. Thanks Ken! I just ordered a **NEW FULLY EQUIPTED FIRST AID KIT** that will be installed this weekend in the kitchen area where the old one was positioned! Please take the time to familiarize yourself on its location..

Now that the weather is cooling we will be able to start on some of the repairs at the field that needs to be done. We may need to call on some of our members to help us out.

In closing the board will be finalizing a date for our **Members Fly-In** so we can all enjoy this great event. Please have fun at the field be courteous to your fellow members and **MOST OF ALL BE SAFE!**

Thank you all,
President SVF,

Lou Pfeifer IV.

SVF MEETING SEPTEMBER 7 @ 7 PM



Sun Valley Fliers General Membership Meeting Minutes – 8/3/2016

Meeting called to order by Lou Pfeifer at 7:00pm. There were 26 members present.

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

Board Members in attendance: Luke Martin, Steve Myers, Steve Miller, Bob True, Mike Smith, Ernie Mack, Wayne Lane, Scott Johnson

Absent: Tom Kametz

Open: Lou opened the meeting and welcomed back Dick Miller. Lou also thanked Charlie Beverson for his outstanding service to the Club and presented Charlie with a service award plaque.

Guests: None

New Members: Welcome Wayne Robinson as a new member.

Solo Pilots: None

Secretary’s Report – A motion to **approve** the minutes from the July 6, 2016 meeting was made by Lou Pfeifer Sr and seconded by Andrew Schear. The minutes were approved as published in the **Slow Roll**.

Treasurer’s Report – **Nate D’Anna, Nate gave his Treasurer’s report.** Wayne Layne made a motion to approve the report which was seconded by Wayne Robinson. The Report is on file to see by request.

Membership Director’s Report – **Bob True, 268 members as of the meeting**

Safety Officer’s Report – **Tom Kametz, No report**

Old Business: 1) The new combination lock has been installed and is working. The old key lock will be removed shortly.

- 2) Lou reminded the membership regarding keeping the field clean. Empty any trash cans you see full and please pick up any loose trash.
- 3) The new club email distribution lists are complete, including a group list for the membership and emails and distro lists for the Board and Officers. The new web-site is in test mode and is expected to be running before the next membership meeting.
- 4) Lou gave a safety reminder regarding the yellow chopper which often flies low and very near Jomax. Keep an eye out and stay clear.

New Business -The wind sock was damaged in a recent storm and was removed. A new sock was ordered and will be installed as soon as it arrives.

Door Prize Winners: Lou Pfeifer Sr. Jim Spice, John Olejniczak, Tom Guca, John Skarda, Steve Miller, Bob Purdy, Bob True

50/50 Winner: Wayne Robinson

Show and Tell: Wayne Layne brought in a P-38 which he is building from plans. The fuselage is sheeted using narrow strips of balsa that are each beveled to fit properly and he plans to power the model with twin 150’s! Wayne hopes to complete it by next year. A very impressive model by a very skilled builder.

The meeting adjourned at 7:55 pm

Respectfully submitted, *Allen Hemenway*

What's Happening



Charlie Beverson being presented with an award for his many years of service to the SVF Club. SVF President Lou Pfeifer presented the award.



Dave Morales at one time a SVF with his Stuka and P-38. Nice work with the photo touch up.





World's Biggest RC Turbine Jet

There's big and there's BIG!!! This new RC turbine powered jet aircraft is the work of Frank Schroeder who has posted several images online covering its construction. It is a 1/2-scale Saab JAS 39 Gripen and it is 279.53 inches long and weighs in at an amazing 260.15 pounds!

VIDEO

<https://www.youtube.com/watch?v=e22ymhwT0i4>

With a thrust output of 220.46 pounds it has 18 liters (just under 5 gallons). Certainly at the upper range of the Large Aircraft Association's regulations, this amazing jet is amazing to watch fly. You all had lots to say after seeing the video. Thanks to Patrice G. for sharing this video.



The impressive Miles M39b Libellula project is a canard design built to a 29% scale, (between 1/4 and 1/3rd scale). The full-size aircraft was first time on July, 22 1943, and proving to be aerodynamically stable. The Libellula, (pronounced 'Lee-Bell-Loo-Lah'), was designed as carrier-based, high-altitude bomber to be powered by three turbo-jets. To test the theory a 5/8s scale version of the bomber was built and designated the M.39B. Flight trials were initially on a private basis, but in 1944 the M.39B went to the Royal Aircraft Establishment at Farnborough, where it suffered two accidents. After extensive repairs the work ended and the aircraft was scrapped in 1947

After extensive repairs the work ended and the aircraft was scrapped in 1947

Specification

Crew: 1
Length: 22ft. 2 in.
Wingspan: 37ft. 6 in. Rear wing (25 ft. front wing).
Height: 9ft. 3 in
Empty weight: 2,405 lb.
Gross weight: 2,800 lb.
Powerplant: 2 × 140 hp. de Havilland Gipsy Major inline engines

Performance

Maximum speed: 102 mph
Stall speed: 59 mph (flaps down)
Rate of climb: 1,100 ft./min.

Video courtesy of Tboborrap1



VIDEO

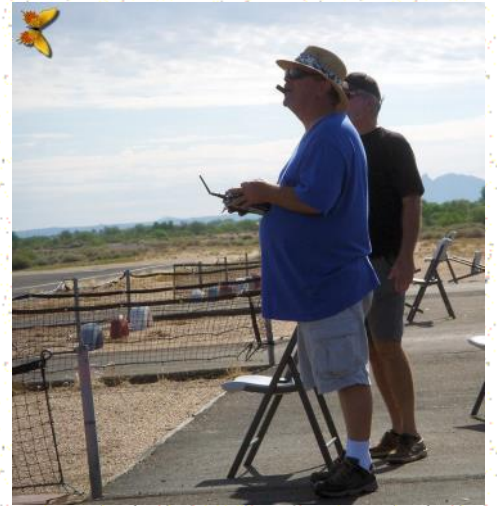
<https://www.youtube.com/watch?v=JfqdGJJbIE4>



One of the six F18's performing practice carrier landings. On Goggle Earth you can see the field layout



SUNDAY @ CAVE BUTTES



FUEL SYSTEMS MADE EASY —

The first step in keeping your engine happy

Radio control model airplanes rely on two basic systems to fly, the radio system and the power system (excluding gliders). Whether you have a nitro-burning glow engine or a high-octane, gasoline-sipping powerplant, if your engine loses its fuel supply, you'll find yourself in a dead-stick situation with a plane that wasn't designed to be a glider. To prevent dead-stick landings, the first steps are taken at the workbench while you install the fuel tank and other necessary fuel-system components. Though this is an easy task for experienced builders, newcomers may find it a bit of a challenge. This article will highlight some of the basics of the fuel components that feed your model's engine and will make all that plumbing more understandable.



THE BASICS

Fuel tanks come in all shapes and sizes.

Fuel filters are worth their weight in gold! Clean fuel means no trash in the tanks.



Whenever possible, pad your fuel tank with foam rubber-it helps prevent "foaming."

Just like the family car, the fuel tank contains the engine's fuel supply. The tank is connected to the engine's carburetor with flexible fuel line (plastic tubing), and a rubber stopper seals it. For a tank to operate properly, it must have a vent line that allows air to enter the tank as fuel is drawn out. It relieves the vacuum left in the tank. Model airplanes don't always fly straight and level. To allow the fuel to flow at different attitudes, the tank has a flexible internal pick-up tube. A heavy "clunk" fitting is attached to the end of the pick-up tube to always keep the end of the tube at the lowest part of the tank. If the pick-up tube wasn't flexible, once the fuel level dropped below the pick-up tube, the supply of fuel would stop and the engine would die.



Lengths of brass tube pass through the tank's rubber stopper, and the fuel lines that carry the fuel to the engine slip over the ends brass tubes. The rest of the fittings and accessories help the fuel system work properly and make it easier to maintain and operate.

BAD VIBES

Making your fuel tank easy to get to makes maintenance of your fuel system easier to do.

The removable fuel tank tray can also secure your battery packs.



One common problem that can lead to your engine running lean is fuel foaming in the tank. Vibration causes this and it forms tiny bubbles in the fuel. The bubbles cause erratic fuel flow and the air in the bubbles causes the fuel mixture to lean out. The simple solution to this is to make sure to properly pad your fuel tank with soft foam rubber. Also, make sure that after time, you check the padding to see if any part of the unprotected tank is coming in contact with the model's inner structure like a former or engine mount bolt or



nut. I prefer to use rubber bands to hold the foam padding in place but you can also use tape. Make sure you don't compress the foam too much as this will lessen its ability to isolate the tank from the vibration.

Regular maintenance is key to keeping your entire model in top condition. One way to keep a better eye on your fuel system is to make the tank removable. When there is no fuel tank compartment hatch, I make a slide-in tank tray from liteply and a matching set of rails inside the fuselage. This way, I can slide the tank into place and secure it with a couple of small screws. You can save more space by attaching your battery pack to the tray as well.

This system works extremely well, especially with larger, gasoline-powered planes.

To choose the correct size fuel tank for your airplane, check your kit's directions or check the engine manufacturer's recommendations. You'll want a tank that can hold enough fuel for a 15 to 20 minute flight.

TWO-LINE SETUP

Adding a fuel filter to your fuel supply line gives you double protection.



A two-line fuel system is the simplest and almost foolproof way to go. The setup requires only two pieces of brass tube, a clunk, a rubber stopper and a short length of silicone tubing. Bend one tube 90 degrees to form the vent and insert it through the stopper. The vent lets outside air in as the fuel is drained out, and it acts as an overflow indicator when you fill the tank. The second tube is the fuel-supply for the engine and the interior pick-up tube and clunk are attached to it. To fill the tank, the fuel supply tubing is removed from the carburetor and attached to your filler pump line. When the tank is full, you simply reattach the line to your carburetor. The vent line is often attached to a pressure fitting on the engine's muffler. This arrangement helps pressurize the tank to enhance fuel flow to the engine.

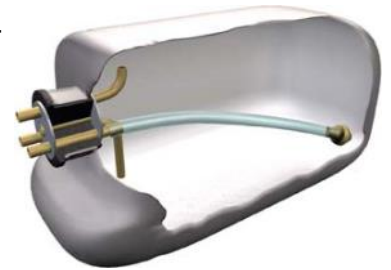
2-line setup

The simplest and most trouble-free setup is a two-line tank.



THREE-LINE SETUP

In a three-line tank, the setup is just like for a two-line arrangement, but a third line is added and used to fill the tank. The third line doesn't need an interior pick-up line and clunk, but many do add them to allow the removal of fuel at the end of the day. Before running your engine, you must seal off or cap the third line to prevent fuel from leaking out. Fuel line plugs called "Fuel Dots" are available commercially to do this, but



you can also use a tight-fitting machine screw or a short piece of 1/8-inch-diameter brass rod material as well. In a pinch, you can use a one-inch length of 1/4-inch dowel.

3-LINE SETUP

Three-line tank setups allow convenient tank filling without removing the fuel line from the engine.

GASOLINE FUEL SYSTEMS

All sorts of fuel filler fittings are available. T-fittings and fuel dots can be used for gas engine setups.

The simplest fuel systems are those for gasoline-powered engines. Unlike glow engines, which use a venturi vacuum to draw the fuel into the carburetor, most gas engines use pumper carburetor to draw fuel from the tank. The placement of the tank is not nearly as critical as for glow engines. Also, the gasoline carburetor has a diaphragm pump, which prevents fuel flowing into the engine unless it is running.



To fill a gasoline tank, you can add a T-fitting to the engine's fuel supply line with an added length of tubing. When you pump fuel into this line, it only flows into the tank and won't flood the engine. When the tank is full, plug the fill line and the engine draws fuel from the tank. By adding a long fill line and using a Fuel Dot, you can place your "filler cap" anywhere you like, this is great for scale models with large fiberglass cowls that hinder easy access to the fuel lines.

This is a typical trouble spot. Vibration can cause the fuel line to fray and cause a leak.

TROUBLESHOOTING

Properly installed, your fuel system will last a very long time and may never need to be changed. In a hard landing, however, some of its parts may be dislodged or a line can become kinked or pinched. Here are some common fuel-flow problems and fixes.

After a hard landing, the flexible pickup tube and clunk inside the fuel tank can be forced all the way forward. This can go unnoticed until the next flight when the tank stops delivering fuel to the engine in a nose-high attitude. To prevent this, solder a short piece of brass tube to your clunk. This decreases the pick-up tube's flexibility a bit but still allows it to draw fuel in normal flying attitudes.

If your engine starts to run lean for no apparent reason, check for small pinholes in the fuel-supply lines.

Check closely where ever there is a tight bend or where the fuel or line comes into contact with the firewall. To help prevent chafing at the fire-wall pass-through, drill a small hole in the firewall and use a length of brass tube in the holes. Slip the fuel lines over the brass tubes to complete the system.

If your engine begins to run erratically, debris may have gotten into your fuel system. It usually finds its way into the model's fuel tank from your fuel storage jug, and if it blocks fuel flow, your engine will die. To prevent this, use an in-line fuel filter in the fuel supply line just before the carburetor. Install another filter in your fuel-pump line so you fill your tank with filtered fuel. Add a combination fuel clunk/filter, and you have a triple defense against dead-sticks.



Do new FAA drone rules go far enough for Arizonans?



The nearly 8,000 registered hobbyist drone users in Arizona will not need to take the Federal Aviation Administration's new test. (Photo by Ally Carr/Cronkite News)

READ AND SEE VIDEO

<http://cronkitenews.azpbs.org/2016/08/30/faa-releases-new-drone-rules/>

SVF EDITOR LOOKING FOR PROOF READER!

Bugs flying around with wings are flying bugs

By Wayne Hansen
Redwood Co. Extension Educator

Antirrhinum continues to develop on many green ash, oak and maple trees. Small spots and blotches are the typical symptoms and are often accompanied by defoliation. NOTE: Do not confuse these flying bugs with the flying ants that are often seen around my house. What are they and how do I get rid of them?"

Exclusive To All Newspapers

DIANA WAS STILL ALIVE HOURS BEFORE SHE DIED

A SERIES of previously unseen CCTV images have revealed that Diana was alive and well before she was tragically killed in Paris, ten years ago.



INSIDE • Do you think Diana is dead? Or have you seen her in Moscow? Call now 0900 500 0000. If not, call 0900 000 0000. Calls cost more, p. 246

Girls' schools still offering 'something special' – head

Girls' schools still offer a 'something special' – head



Federal Agents Raid Gun Shop, Find Weapons

Store Owner Arrested Previously

By Brian Burbar

On July 2, federal agents raided a gun shop in [redacted] and found a large number of weapons. The store owner, [redacted], was arrested previously.

REGION

Homicide victims rarely talk to police

Most homicide victims do not talk to police, according to a study by researchers at the University of California, San Diego. The study found that only 10% of victims talk to police within 24 hours of the crime.

Tiger Woods plays with own balls, Nike says

By Steve Kopp

Nike says Tiger Woods is playing with his own balls. The company has a long history of providing equipment to professional athletes.

The bra celebrates a pair of historic milestones this year

After 100 years of innovation, the device still holds up

By SHARON FINK

It's time to mark two important milestones in the history of the bra. The first is the 100th anniversary of the invention of the bra. The second is the fact that the bra is still a popular and profitable fashion item.

Worker suffers leg pain after crane drops 800-pound ball on his head

CHARLESTON (AP) — The state Division of Highways granted contracts to a contractor to build a road. A worker suffered leg pain after a crane dropped an 800-pound ball on his head.

SPORTS

Rangers get whiff of Colon



AL WEST. Angels' pitcher Tim Lincecum, combined with his defense, combined with his defense.

SVF's On Land & Bartlett Water



Carlen Cyphers & Mariah

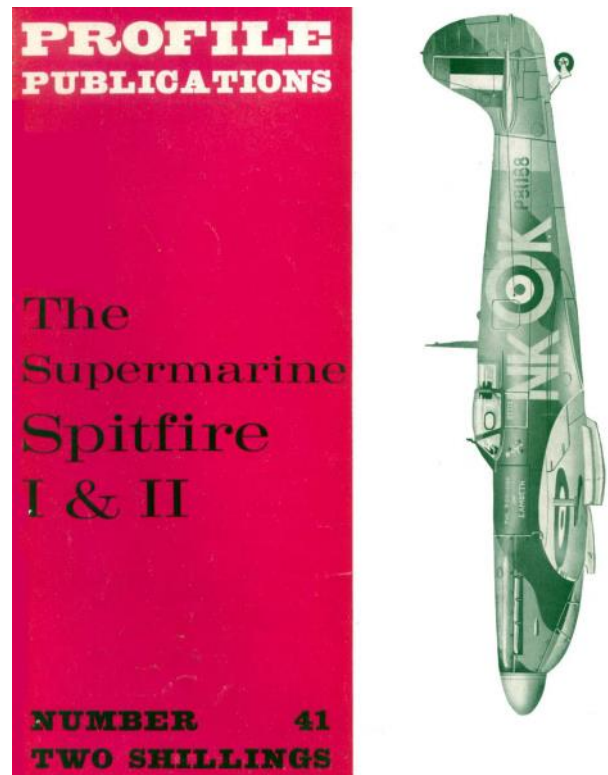
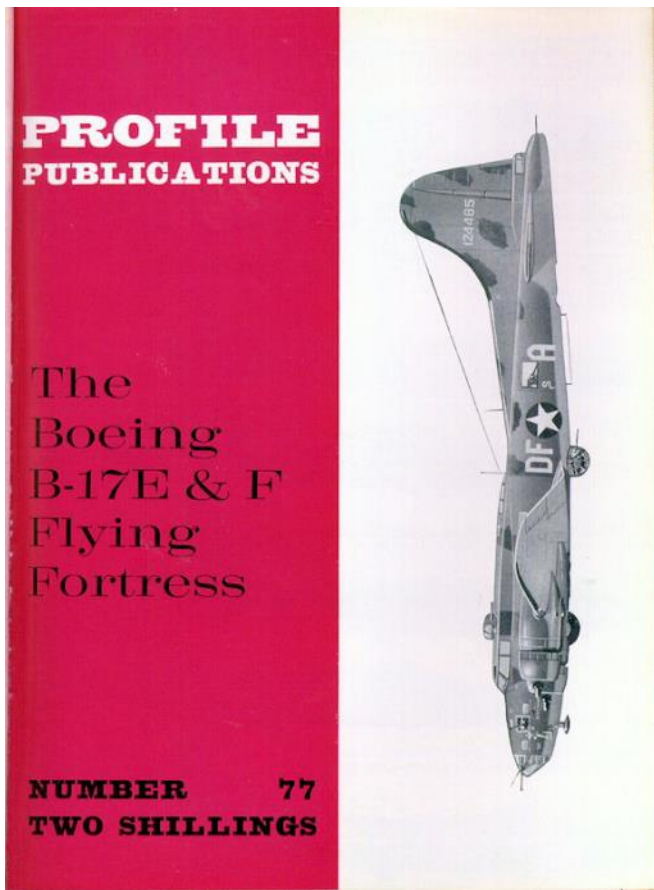
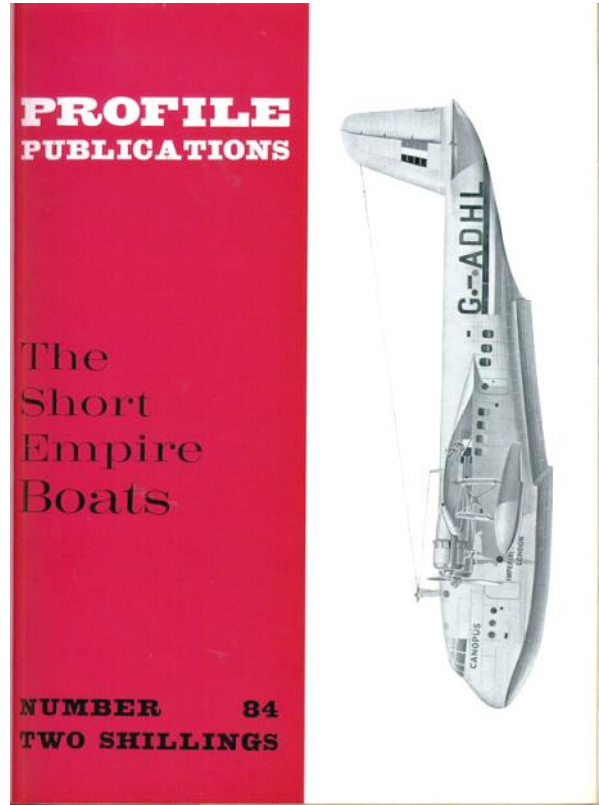
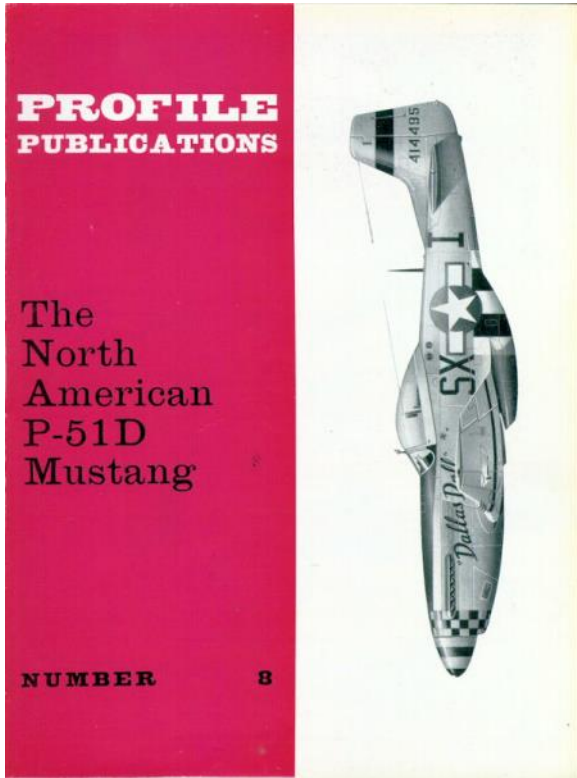


Barry Hinrichs & Jackie

PHOTOS by Martin Jones

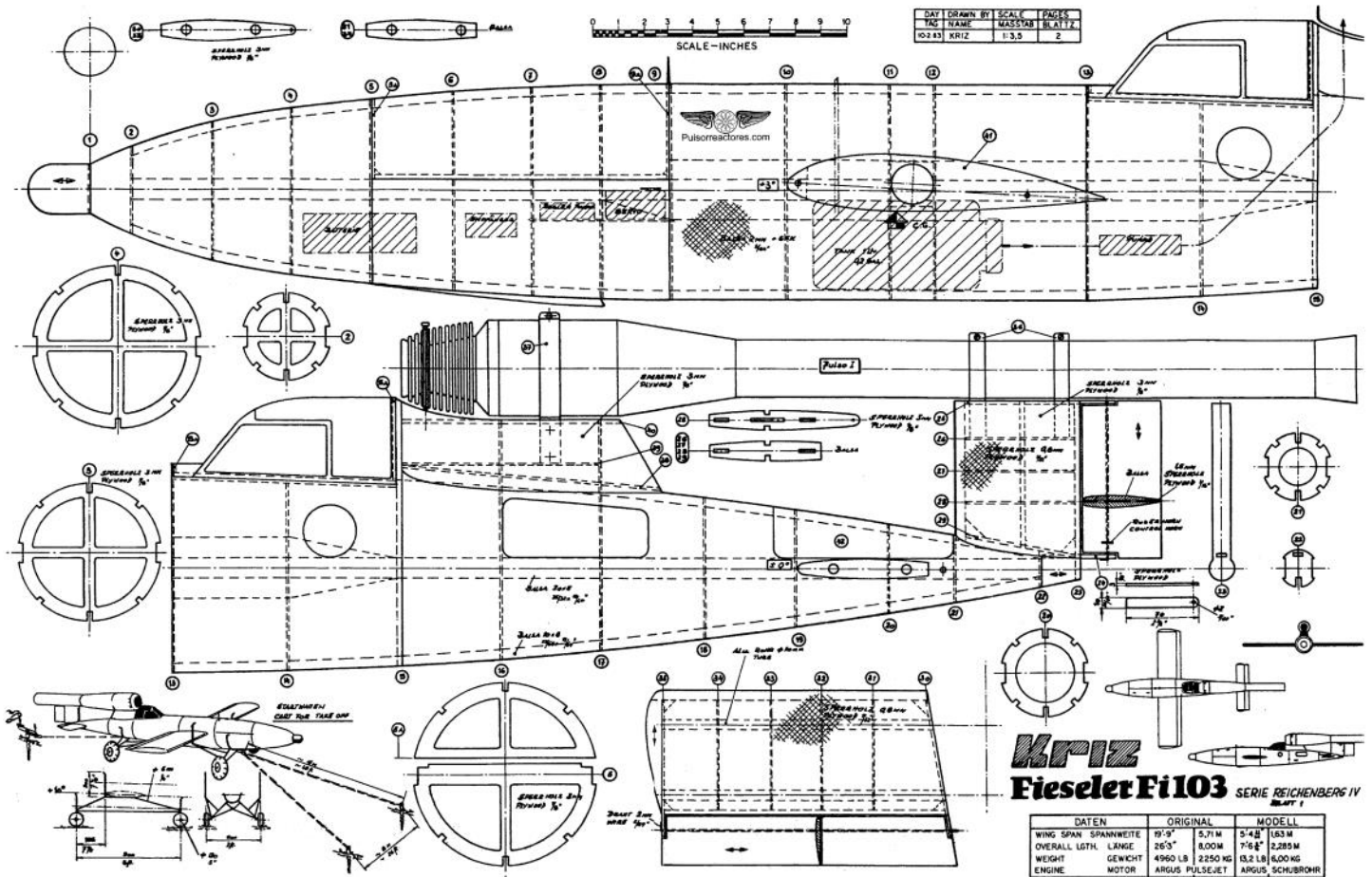


Scale Members Do You Need All 200+ Profile Publications



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SVF's Here Is The Plans You Need. Get Those Dyna-Jets, Redheads, Out Of The Box.



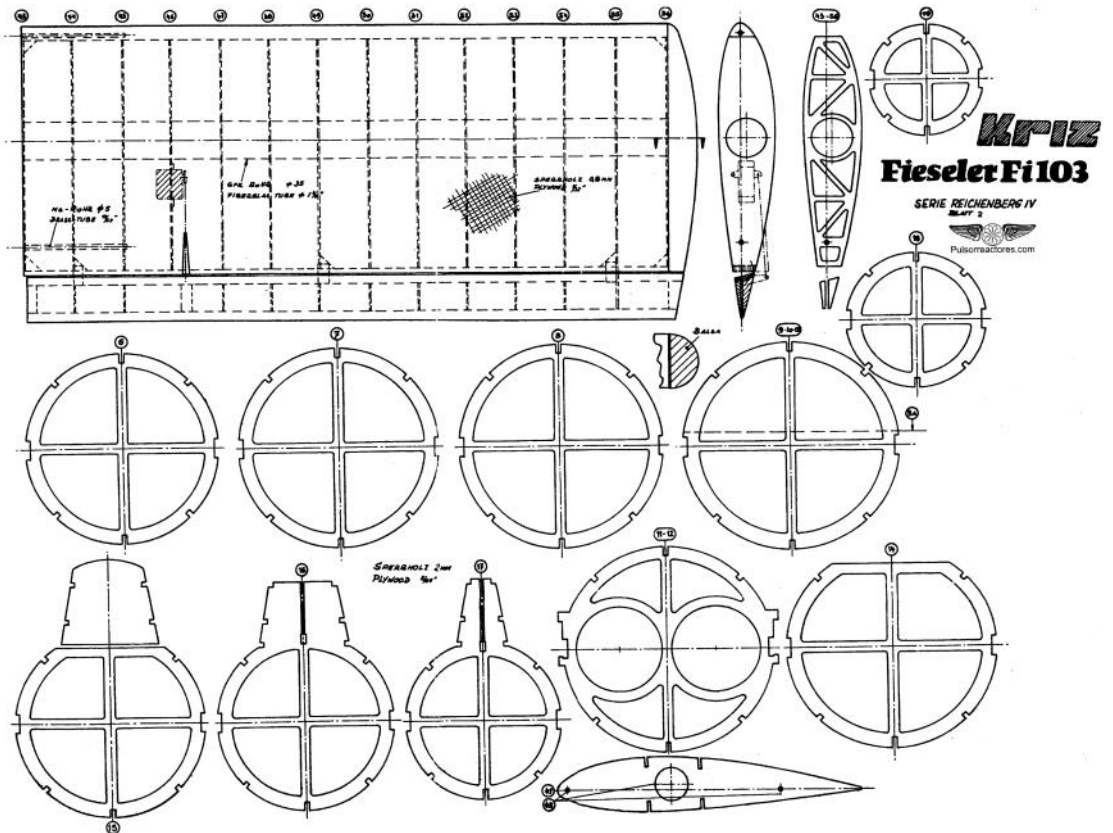
KRIZ
Fieseler Fi 103 SERIE REICHENBERG IV
BLATT 1

DATEN	ORIGINAL	MODELL
WING SPAN	SPANNWETE	5'48" 1633 M
OVERALL LGTH.	LÄNGE	7'6" 2.285 M
WEIGHT	GEWICHT	13.2 LB 6.000 KG
ENGINE	MOTOR	ARGUS PULSEJET
		ARGUS SCHUBROHR



Fieseler V1

A 65inch/165.1cm Wingspan model of the V1 with a pilot. The Fieseler Fi103 was a one way bomb with a pilot. The pilots would steer their aircraft towards the target, jettisoning the cockpit canopy shortly before impact and bail out. It was estimated that the chances of a pilot surviving such a bailout were less than 1% due to the proximity of the pulsejet's intake to the cockpit. Volunteers trained in ordinary gliders to give them the feel of unpowered flight, then progressed to special gliders with shortened wings which could dive at speeds of up to 300 kilometres per hour (190 mph). After this, they progressed to the dual-control R-II. The R-II had a second cockpit fitted where the warhead would normally be.





MAGEE

THE BOY HERO AND THE POET LEGEND

A PHOTO ESSAY ON THE LIFE AND TIMES OF
JOHN GILLESPIE MAGEE JR. THE POET OF "HIGH FLIGHT" FAME

by LINDA GRANFIELD

WITH DAVE O'MALLEY

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/575/The-Boy-Hero-and-the-Poet-Legend.aspx>

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warbirdsovertherockies.com



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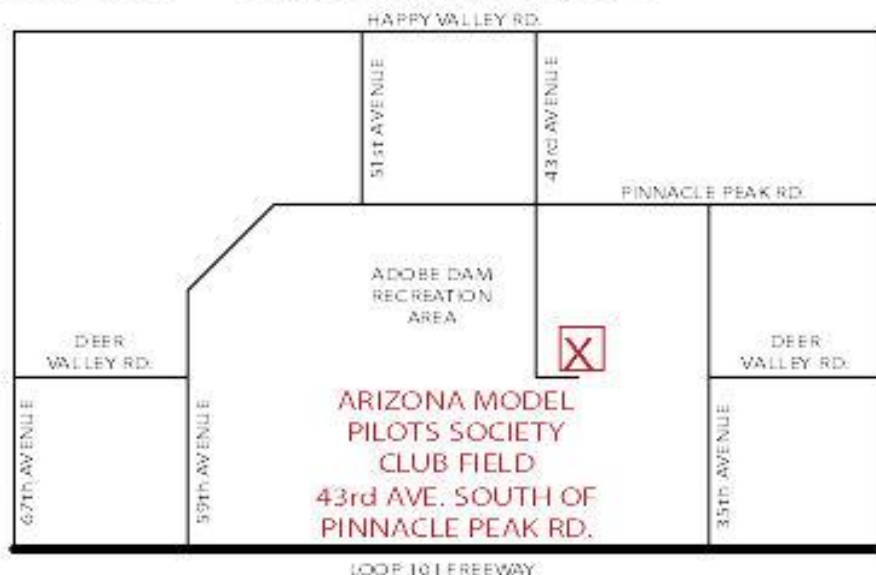
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VIDEOS and Websites Links

Click on to view video, website



Sean D. Tucker Aerobatics 2:37

<http://www.youtube.com/watch?v=L1GVpyHYwtM>

A-10 + Nerf Blaster 4:07

<https://www.youtube.com/watch?v=8nMFvzZKKmk>

Emirates 777 wake vortex spectacular! 1:12

<https://www.youtube.com/watch?v=ViKYFsN3p24>

RC boat is INSANE .31

<https://www.youtube.com/watch?v=xJ8t6wvoHtY>

construction of a nieupoort 28.avi 9:10

<https://www.youtube.com/watch?v=xaotlR0nMW4>

F2A World Record - Control-line model aircraft speed. 1:52

<https://www.youtube.com/watch?v=4vAw1CC4A3g>

P-51D Mustang 1:96 8 Channels 2:32

<https://www.youtube.com/watch?v=JSgRTPGYEQ&feature=youtu.be>

A-26 Invader Nose Gear Collapse On Landing 3:08

<https://www.youtube.com/watch?v=hMctfB1SKFQ>

U-2 Dragon Lady Flyover - EAA AirVenture Oshkosh 2016 2:22

<https://www.youtube.com/watch?v=cBmM7gw58Zs>

Airventure 2016 Oshkosh - 9 minute Tour 9:30

<https://www.youtube.com/watch?v=ogP4wXGkoac>



Sell items.

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

My thanks to those who passed this info on.



SEPTEMBER 2016 SVF Birth Day Boys

First name Last name Member type Dob

Craig Early	Regular	09/01/1954
Bryce Hatfield	Regular	09/01/1963
Jon Bowers	Senior	09/03/1943
William Jenkins	Regular	09/03/1964
Dave Uhlving	Regular	09/03/1953
Ronald Petterec	Senior	09/05/1945
Oliver Heinen	Regular	09/05/1975
Gene Peterson	Senior	09/08/1942
Arthur Gambino	Regular	09/08/1958
J B Bowers	Senior	09/12/1941
Bryant Mack	Regular	09/14/1997
Jack Dolan	Junior	09/15/2001
Stephen Myers	Senior	09/21/1946
Gary Gregory	Senior	09/22/1945
Debin Ray	Regular	09/22/1982
Carlen Cyphers	Regular	09/22/1993
Gerald Via	Regular	09/23/1958
Gavin Sichevski	Junior	09/23/2004
Barry Mazer	Senior	09/24/1949
John Serio	Regular	09/27/1976
Stephen Quill	Senior	09/27/1946
Connor Burns	Junior	09/29/2000
Derek Micko	Regular	09/30/1976
Vince Perko	Regular	09/30/1966



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SPECIAL NOTICE TO PILOTS!

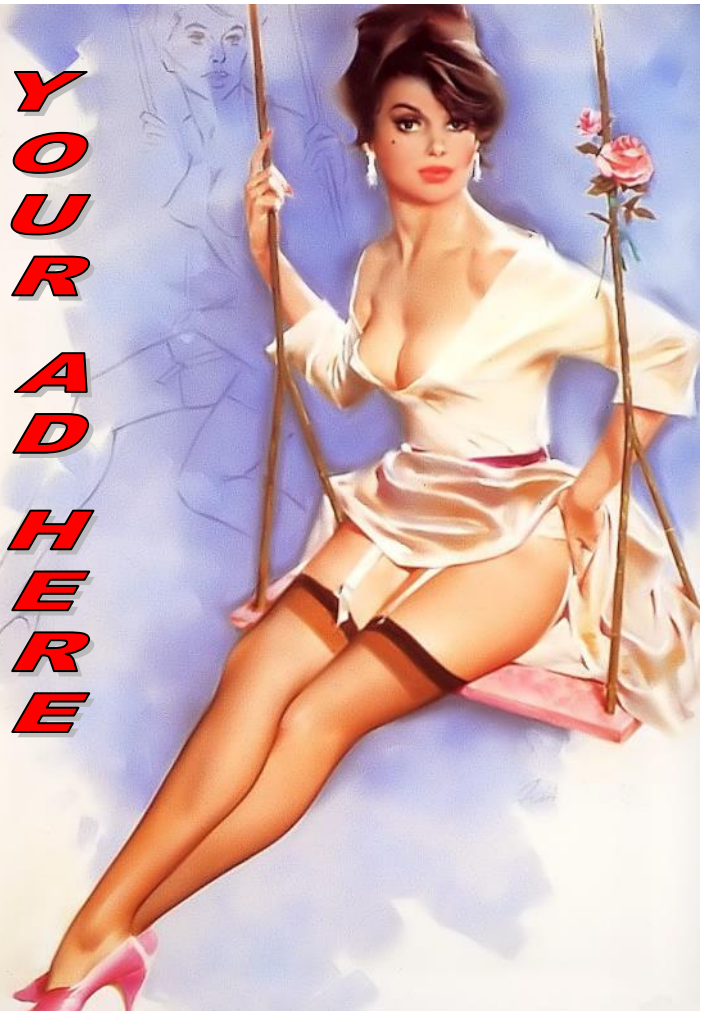
"Sun Valley Flyers Utilizes a 400ft ceiling for flying model aircraft allowing for only momentary breaks caused by non-sustaining maneuvers.

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 privileges.



**Y
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R
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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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