THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

OCTOBER 2023

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
SVF CLUB ending 48 years as a charter club

President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Oliver Henien
Secretary—Mike Peck
Editor—Bob Purdy

MEETING AT FIELD OCTOBER 7 at 8 AM

OCTOBER 2023 SLOW ROLL PRESIDENTS LETTER

Welcome to the October 2023 Slow Roll.

By the time you read this article, you should all have received your membership renewal reminder via email. Our renewal runs from October 1st through December 31st, 2023. After that you will be delinquent, and you don't want that to happen. I urge not to wait until the last minute to renew. Your membership fees allow us to continually upgrade the field and keep it clean while also offering a safe place to fly. PayPal is the easiest way to pay for your dues. Just go to the Join/Renew link on our website. It will walk you through the process. If you don't want to use PayPal, then we have an option to pay with a credit card, cash, or check. Send Tony Quist our membership director, an email at quist23@cox.net and he will help you through the process.

While you are renewing your membership, you might want to have a look once again at our safety and field rules. They can be found on our website under the link called **"Field Rules and Regulations"** located on the right side of the home page. There are three links once you get to the Rules page. They are Sun Valley Fliers **By-Laws, Field Rules and See and Avoid**. All good documents that you should be aware of. Remember our safety office is Ken Rhoads. You can always ask Ken kennyrhoads@hotmail.com about anything safety related. **Note:** This topic came up during our last club meeting. It's the 3rd bullet point under Flight Rules: *All pilots intending to fly on or over the runway must call out maneuvers verbally and have the permission of the other pilots on the flight line. Takeoffs, landings and deadsticks have runway priority 100% of the time. In the event of an emergency, any pilot flying over the runway must vacate the space immediately.*

We are still waiting for our FRIA approval. However, as AMA anticipated, the FAA has announced they are extending the Remote ID enforcement (FRIA) date by six months. Operators now have until March 16, 2024, before they will have to comply with the rule. This extension provides the FAA with more time to approve FRIA applications and manufacturers the time for production of broadcast modules. For the FAA's full statement on the extension, click here.

To remain current with the most recent government-related news, regularly visit the AMA Government Affairs blog.

For those of you that haven't attended a club meeting in a while, October is the time to start. Please join us on **Saturday October 7th 8am at the field** which is where our club meetings have been held. **8 am** seems to have been working well for us as a start time so we will leave it at that for now. We will have many raffle prizes and the "50/50" could make you very happy $$$. You never know what might happen, and you don't want to miss it. We have coffee and donuts for your enjoyment. Remember, the meeting is at the SVF Field and starts at 8am.

Have fun out there!

Frank Moskowitz

President

Sun Valley Fliers Club Meeting Minutes
Sep 2, 2023

Officers Present: President Frank Moskowitz, Vice-President John Geyer, Treasurer Oliver Heinen, Secretary Mike Peck

Board Members Present: Charlie Beverson, Dan Bott, Jim Sprecker, Val Roqueni, Brian Rhoads, Craig Guest

Meeting Open: President Moskowitz called the meeting to order at 8:02 AM at the SVF field.

Guests: None

New Members: Scott Carraway

New Solo Pilots: Todd Inskeep - congratulations, Todd; well done.

Secretary's Report: There were no corrections or additions to the July 01, 2023 SVF meeting minutes, and the minutes were approved as written.

Treasurer's Report: Oliver Heinen reported the club treasury balance. The report was approved as presented.

Membership Director's Report: Tony Quist reported that there were three new members that joined the club, bringing total membership to 244. Next month, we will begin the membership drive for 2024.

Safety Officer's Report: There were no reported incidents or problems that came to Ken Rhoads attention in the last month. Members were reminded they are welcome to call Ken with any safety concerns or questions. John Geyer noted he had heard some complaints about members making high speed passes down the center of the runway. Members were reminded that the most recent change to our field rules allowed flight over the runway as long as there were no other models in the air at the same time. This includes low passes over the runway, hovering over the runway, etc. Dan Bott suggested that if this is now a problem, the Board of Directors could take another look at the field rules to change it, or designate a rules committee to review all field rules and bring proposed changes to the Board.

Field Maintenance Report: Brian Rhoads reported that the buckets at the East and West ends of the field will be replaced. Also, were there people dumping additional tires beyond the old wooden log parking barriers at the South edge of the parking lot? Motorcycle and racing tires were noted in this location in addition to tires be used to have at the edge of the runway.

IT Update: Bobby Santoro was planning an update to the SVF website, however, it is not complete yet.

Old Business:

1. Ramada permitting is still in progress. Our Civil Engineer, Steve Bargeloh, is waiting for floodplain clearance from the City of Phoenix who has accepted our submission for review/approval. The County Flood Control District is aware of the status. Steve and the club are making progress, but there hurdles to jump through. Steve is ready to submit the building permit application when the floodplain clearance is complete.

New Business:

1. According to the AMA, the SVF is in the queue for FRIA approval. There is no decision at this time, but the AMA is trying to work out as many preliminary concerns as possible prior to submitting the application to the FAA on our behalf.
2. Bob Bayless has the flyer for the December 9, 2023 Fly 4 Tots event at the SVF Field. It will be an electric flying event to benefit the Marine Corps Reserve Toys for Tots drive, and will be co-hosted by the SVF and the One Eighth Air Force. The entry fee will be one unwrapped toy.

50/50 Raffle: The raffle was won by Norm Pilcher, who donated the money back to the club. Thank you Norm!

Show & Tell: None

Meeting close: Motioned, seconded, and approved to close the meeting at 8:39 AM

Respectfully submitted,
Michael Peck
SVF Secretary

John M. Wisniewski

1937 – 2023

Gainesville,GA - John M. Wisniewski, 86, of Gainesville, passed away on October 1, 2023. He was born on July 12, 1937, in Chicago, IL, to the late John and Frances Wisniewski.

John, also known as Jack, was a loving, warm, and kind individual. He had a passion for RC planes and drones, fishing, boating, and traveling. In his spare time, he enjoyed indulging in these hobbies, which brought him great joy and fulfillment.

John proudly served in the Navel Reserves, dedicating his time and effort to his military associations. His commitment and loyalty to his country were commendable.

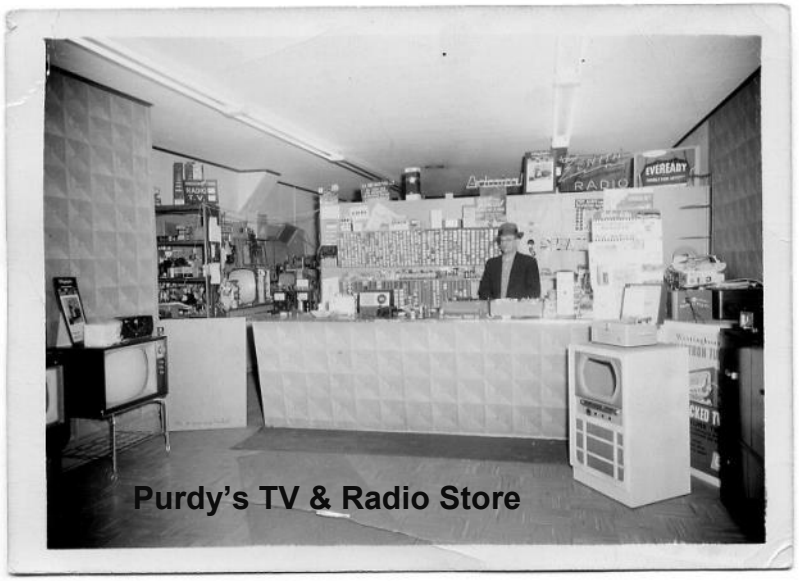
He will be deeply missed by his son, Robert Bordeau Jr, his daughter, Elizabeth Mercer, his loving companion, Mary Bob Fox, his sister, Elizabeth Wisniewski, his niece, Meredith Wisniewski, his grandsons, Robert Bordeau III and Leslie Bordeau, his granddaughters, Jessica Johnson, Carrie Hill,Emily Caviness, Megan Mercer, several great-grandchildren, and many nieces and nephews. John was preceded in death by his wife of 50 years, Grace Wisniewski, his brother, Robert Wisniewski, and his granddaughter, Amanda Stancliff.

A funeral service will be held at Colonial Wojciechowski Funeral Homes, located at 6250 N. Milwaukee Ave., Chicago, IL. The funeral home has been assisting the family with the arrangements.

John's warm personality and kind-hearted nature touched the lives of many. He will be remembered for his love for his family, his dedication to his country, and his zest for life. May his soul rest in peace.

What's Happening

John Geyer giving Todd Inskeep his Solo Certificate. *Well done Todd!*



Editor: John was working at Franks Hobby House when I came in to order an item, John help me and made the order under my name. John ask me if I was related to anyone that knew of Purdy's TV & RADIO STORE in Chicago? I said yes that was my DAD'S store. (Milwaukee & Armitage Ave)

John went on to explain how he knew my dad. John was going to college at the Illinois Institute of Technology and he would have a school project and needed some components, on his way home he would stop at the store and get them. *What a small world! Eh!*

The other thing John and I had in common was we both went to the same high school. Lane Technical.

One thing John had his hand in building the DORNEIR DO-X flying boat. See October 2006 Slow Roll.

Thanks John for the memories. *Bob Purdy*

SVF Meeting September 2, 2023

Sun Valley Fliers

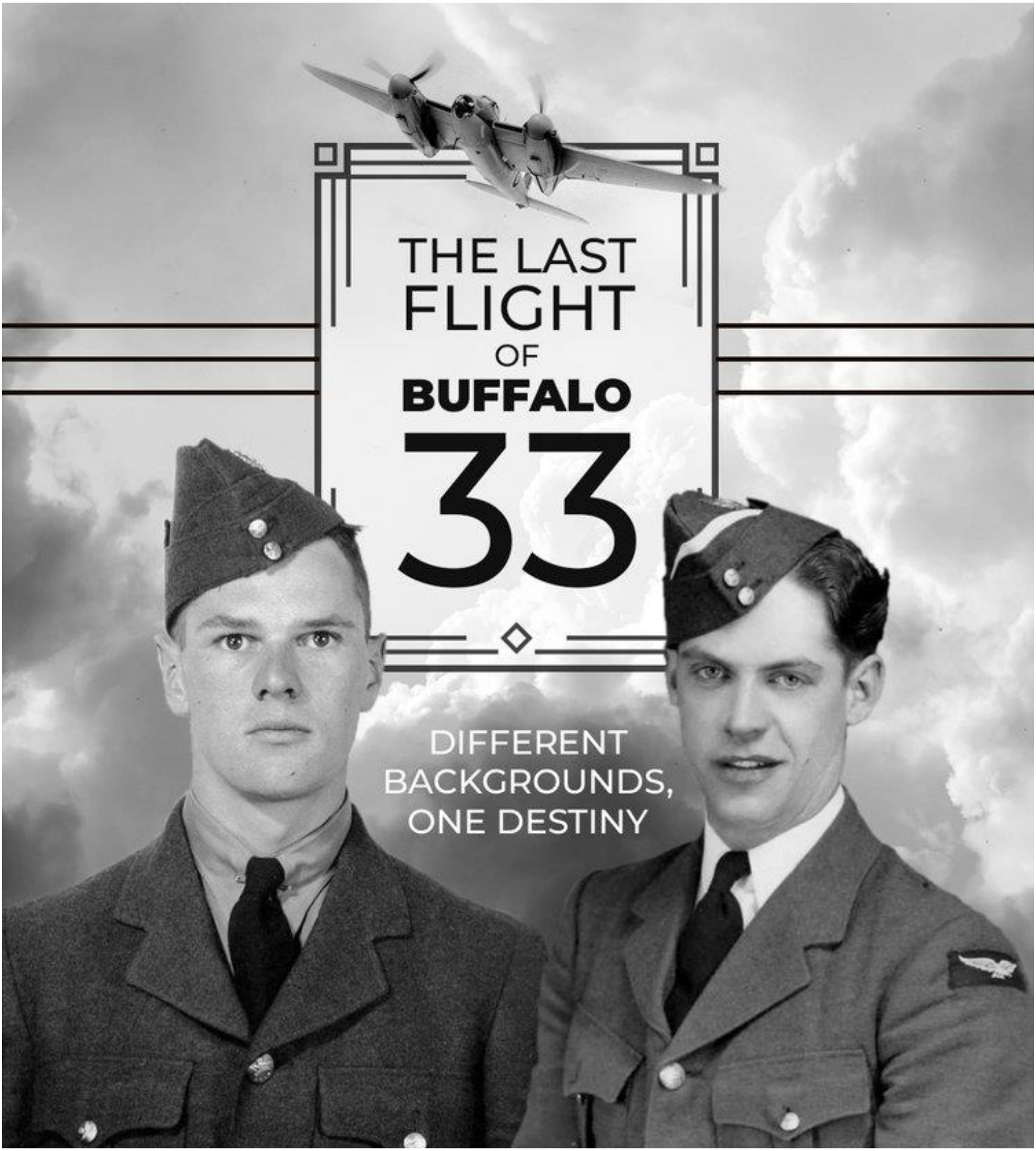
SVF Meeting September 2, 2023

Sun Valley Fliers

Noon Time Display??

Sun Valley Fliers

Brian Rhodes has a quiz for you members. Who is the actress, what airplane is she sitting in, and where is this taken place??



https://www.vintagewings.ca/stories/the-last-flight-of-buffalo-33

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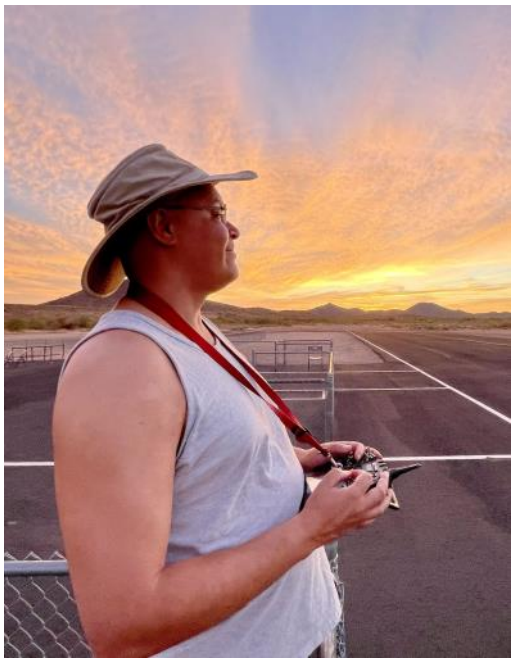
Sun Valley Fliers



SVF Sun Valley Fliers

Building a Kit? Read these 10 tips first!

Andrew Griffith

KIT BUILDING 101

- Article and Photos by Gerry Yarrish
- Our RC hobby has been around for many decades, and it has been, for the most part, a hands-on DIY pursuit. In the beginning, all there was to choose from were builder's kits. In recent times, the hobby has evolved to include easier-to-assemble "almost ready to fly" (ARF) planes, which greatly sped the development of experienced RC pilots. This, however, came at the cost of modelers having less workshop experience. This article highlights some of the basics of building a model airplane from a kit. Let's get started.

- **Tech Tip**
- Rule number one for kit building: Read the instructions. Read them several times before you begin to glue things together. If you have difficulty understanding them, reach out to an experienced friend for help. You need to know what you're doing and how to do it before you begin.

- **STEP 1 CREATE A HEALTHY WORK ENVIRONMENT**
- One of the best parts of being a model-airplane builder is putting together a specialized workshop. Most of the time, this happens in a corner of the garage or in the basement, so you can contain all the wood shavings and not get the rest of your home dirty. All you really need is a bench or two, and these can be made out of inexpensive interior-grade hollow-core doors and 2X4 lumber from a home-improvement center. Your bench needs to be straight and true, and truth be told, your workbench should be your first building project if you want to become a kit builder.

- A neat workbench is a great start for any building project, whether it is a kit or an almost-ready-to-fly.
- Keeping your bench clean, organized, and well lit will go a long way in speeding the model-building process. A handy shelf above your bench is good for storing often-used supplies and a roll-around toolbox/cabinet keeps tools handy and within easy reach. I have also found it handy to make a smaller work board topped with stick-on cork material for use as a secondary work surface. You can assemble and build long parts on the main workbench while assembling smaller items, like tail surfaces and wing halves, on the building board. This is more convenient if you don't have the room for two full-size benches in your work area.

- Keeping your tools handy and within easy reach with a roll-around tool cabinet speeds construction.
- Good overhead lighting is a must. You will enjoy building more if you can easily see what you are doing. Ceiling shop lights—specifically, single and dual fluorescent lighting—is surprisingly inexpensive and readily available at hardware stores and home-improvement centers. Hang them over your workbench above head-banging height. While you are at it, install a couple of shop power strips so that you can easily supply power to the light fixtures and your power tools.

- Fluorescent or LED lights are a must. You will enjoy building more if you can easily see what you are doing.

- **STEP 2 GENERATE A PLAN OF ATTACK**
- This is the main difference between kits and ARFs: You have to build the kit plane, and that requires plans, which are usually included with the kit parts. A good way to deal with the plans is to cut them apart and separate the various parts into smaller sections. Some of the drawings (cross-sections and details) show how things go together. I like to tape these to the wall so that they don't take up room on the workbench and I can refer to them throughout the build without interruption. Place the drawings for the tail surfaces, fuselage, and wing panels on your work surface so that you can build the parts on top of them. I like to start building kits with the fuselage first since all the other parts are attached to it. If this is your first kit plane, start with the smaller tail surfaces and build them on the separate building board.

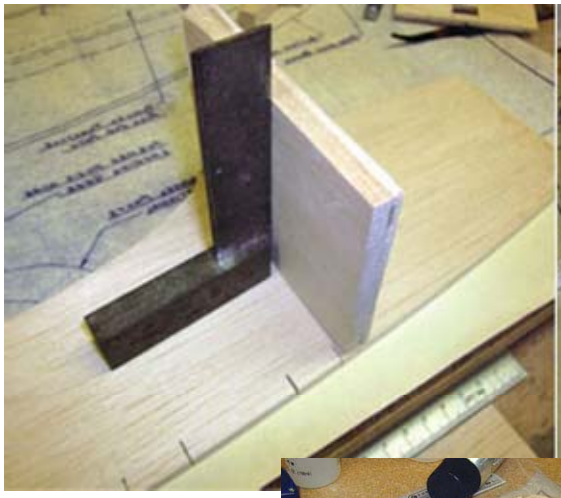
- Here, the two fuselage sides are being assembled. The positions of the parts are determined by measuring them from the plans.
- Use the side-view drawing to work out the placement of the formers and doubles that the sides are made up of. When it comes to gluing the two sides of the fuselage together with the formers, use a straight reference line as a guide. Draw centerlines on all the formers and then, as you add the formers and draw the sides together at the tail, align the centerlines with the reference line. You can draw a line on the workbench or use one of the border lines that are drawn on most plans.
- It is also important to protect your plans to prevent your parts from being stuck to the paper. I use clear plastic Plan Protector from Great Planes, but you can also use clear film covering. You can also use small sheets of wax paper or plastic food wrap placed under specific gluing points to protect your planes.

- Whether you use commercial plan protectors or some plastic food wrap, preventing your parts from sticking to the paper is important.
- With plan details taped to the wall, you can refer to them during construction and they won't take up room on your building surface.
- **STEP 3 ENSURE PROPER ALIGNMENT**
- As you get into the build, it is important to use squares and 90-degree triangles to help keep parts square and properly aligned as your glue joints dry. Measure your centers and draw centerlines on parts so that you can, at a glance, see if they have been installed correctly. When you build a wing

panel, you first start by pinning the bottom spar securely in place over the plans. You then add the various ribs to the spar, making sure they are placed vertically using a builder's triangle as a guide. Tack-glue each rib into place and then, after installing the top spar, finish gluing the ribs into place. Always take your time and make sure everything lines up properly before finishing the gluing.

- Use squares and 90-degree triangles to help keep parts square and properly aligned as your glue joints dry. Measure your centers and draw centerlines on parts so that you can, at a glance, see if they have been installed correctly.

- **Tech Tip**
- There are plenty of glues to choose from at the hobby shops. As a general rule, CA glue comes in thin, medium, and thick viscosities. Use thin CA for tight-fitting joints and medium CA for where there might be a slight gap between parts. Thick CA glue usually takes a little longer to dry, so it's a good choice when gluing parts together where you'll need a little more time to get the alignment correct, such as for long pieces of wing sheeting. Straight pins, tape, and clothespins are all great for holding pieces together as the glue dries.



- **STEP 4 MAKE CLEAN CUTS**
- When it comes to cutting parts to shape or to fit, always use a sharp hobby-knife blade. As you use them, the blades will become dull, and this will affect the quality of the cut. Using dull blades also requires more cutting pressure, and this can be dangerous because you might slip when making the cut. Make your cuts, using a straightedge as guide, then make several light passes to complete the cuts in balsa sheeting. For items like leading edges, spars, and other "stick" stock, I find it helpful to cut them longer than needed. I glue them into place, then use a razor saw to cut off most of the excess length; I finish it off using a sanding block. This produces a clean and accurate finished assembly. This is especially important for the wing center ribs, where the wing panels are glued together, and for the wingtip ribs, where you'll later attach the wingtips.

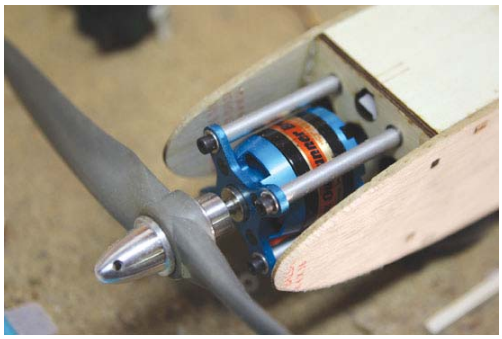
- **STEP 5 BUILD TO SUIT**
- An important part of building a kit is the planning stage. You will have to decide early on what radio gear and servos you are going to use, and what type of power system you plan to install. Having your hardware handy makes your build go smoother as you can prep various parts before they are glued into place. Take the firewall, for instance. With my latest build, I went with a Himax brushless motor from Maxx Products for power. Before gluing the firewall into place, I used the motor-mount hardware to determine where the attachment holes needed to be drilled. The same goes for the servo rails. By having the servos on hand, you can determine the servo-rail spacing. Having the battery pack and

speed controller, you can also work out where everything will need to fit before gluing formers and doublers into place.

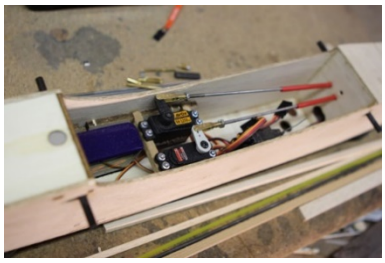
- Part of this planning also includes the layout and installation of your pushrods for the elevator and rudder. You need to work this out before you finish sheeting the top and bottom of the fuselage. It is extremely difficult to install pushrods and their guide tubes after all the sheeting is in place. Also, remember to install the top and bottom sheeting so that the grain runs across the width of the fuselage. This adds more strength than if you ran the grain from nose to tail.

- Glue the top and bottom fuselage sheeting (cross-grain) in place after installing the pushrods and guide tubes.

- Here is the Himax motor powering my new project. I used the motor mount to determine the placement of the attachment holes.



- When installing your servos, make sure that the servo arms do not interfere with the sides of the fuselage or any other equipment in the radio compartment.



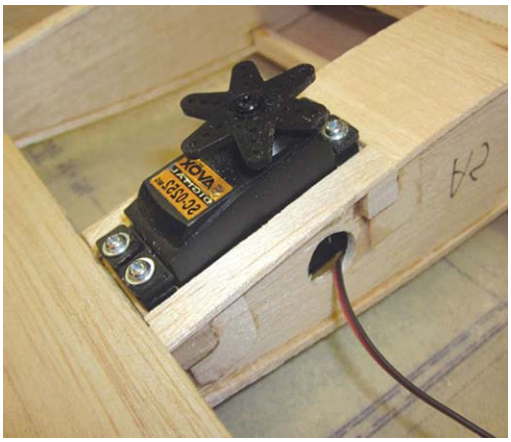
STEP 6 SET UP YOUR LINKAGES

- Since the pushrods transfer the servo's movement to the control surfaces, you should install the servos first and then the control surfaces before you can set up the linkages. Be sure to use hardwood, such as spruce, or even 1/2-inch-wide strips of 1/4-inch-thick plywood to make strong servo mounts and rails. Install the rubber grommets and brass inserts into the servo's attachment tabs and then drill pilot holes through them and into the servo rails. I use cap-head screws from RTL Fasteners for all my hardware, but most servos come with servo mounting screws. Be sure to add a drop of thin CA to the screw holes to help "harden" the wood so that the screw threads won't strip out.

- You can pick your own hardware for a kit plane.
- I like using a combination of Great Planes and Du-Bro Products to make up my control systems. Twelve-inch-long pushrods with threaded ends and mating clevises are available from Great Planes. It also has clevises that are soldered to the other end of the wire pushrod. This setup works well and allows for about half an inch of length adjustment. For my large 60-size Florio Flyer, I used this setup, with servos mounted just in front of the stabilizer. Make sure you install the Du-Bro control horns so that the attachment holes line up with the hinge lines of the control surfaces.

- Always use hardwood for your servo rails.

- When you install your control linkage, center your control surface and attach your control horn so that the holes are lined up with the hinge line.



- Test-fit your servo before covering your model.

- **STEP 7 SOLDER THE HEAVY PARTS**
- When it comes to soldering large-gauge wire, such as for pushrods and clevises, always clean the parts with sand-paper and use high-silver-content solder and proper flux. Do the same for soldering the wire landing together. I find that Stay Brite silver solder and liquid flux work great. It is important to use a lot of heat when soldering; I use an 80-watt soldering iron with excellent results.
- To end up with a straight and properly aligned landing gear, you first have to clean all the parts and then attach the base ends to the fuselage with the required straps. Next, use a length of wood and a couple of clothespins to clamp the struts into alignment so that the axles ends can be soldered together. I use thin copper wire to bind the front and rear wires together, wrapping the solder joint area tightly and neatly. Apply a few drops of flux to the wire and the gear struts and then apply heat. Place the soldering iron under the wraps, and apply the solder to the top. When the wires and gear struts are hot enough, the solder will flow smoothly into the joint area. Don't move the gear until the solder has cooled. Check the alignment of the second side, and repeat the process to complete the job. After the solder has cooled, remove the gear from the fuselage and clean the solder joints using a wire brush and some solvent, such as rubbing alcohol, to remove the leftover flux. Install the wheel and reattach the landing gear after you've covered the fuselage.

- Before soldering your gear, attach them to the bottom of the fuselage.

- Clamp the landing gear so that the solder joints are held in alignment.

- Use thin copper wire to wrap the solder joint area.

- A good solder joint will be smooth and shiny.

- Add your wheels and lock collars to complete the gear.

- **STEP 8 JOIN THE PANELS**
- To strengthen the center section where the two wing panels are glued together, you have to wrap the center seam with some fiberglass tape and glue it into place with slow-setting epoxy resin. To make the job a bit easier, install the fiberglass tape to the top and bottom surfaces separately and overlap the pieces at the leading and trailing edges. To make the epoxy resin easier to apply, I use equal parts of part A and B and then some denatured alcohol so that it is all mixed together in thirds. Lay the tape into place, dribble the resin on top of the fiberglass, then place some of the clear plastic plan protector over the joint. Using some scraps of balsa sheets, squeegee the resin under the clear plastic so that it completely fills the weave of the reinforcement tape. Tape the clear plastic in place until the resin sets up completely. Then remove the plastic sheet, and repeat on the other side of the wing. When the job is done, you will have a very smooth surface produced from the plastic sheet and the overlapped sections of tape will be properly bonded together and flattened out. No sanding is required, and the covering material will stick nicely to the smooth epoxy surface.

- Using a graduated mixing cup allows you to precisely measure and mix the epoxy and the alcohol

- Here, the fiberglass tape and epoxy have been covered with the clear plastic. Left: After removing the plas

- After removing the plastic sheet, the finish of the epoxy is smooth and does not require any sanding.

- **STEP 9 FIT THE HINGES**
- Once all your parts are built and assembled, you have to fit all the hinges (but don't glue them into place until after the model has been covered). Du-Bro Products makes great plastic pinned hinges, and you can get CA glue–style hinges from Radio South. It's up to you which one to use.

- Properly installed plastic pinned hinges will provide smooth, bind-free control response. Du-Bro has a hinge-slotting tool set that makes the installation easy.

- For long control surfaces, like the ailerons, it is important to install all the hinges so that they are in alignment with each other.
- **STEP 10 COVER AND FINISH IT**
- Ready for takeoff? Almost! Before you can fly your new kit-built model airplane, you will have to cover it. There are several brands of coverings available including plastic films, such as Hangar 9's UltraCote and Top Flite's MonoKote, as well as painted cloth fabric, such as Solartex from Balsa USA and SIG Mfg.'s Koverall. Each brand comes with detailed instructions, but if you need help, ask an experienced friend for assistance. It's the covering and finishing that truly sets your kit-built model apart from the rest.

- For a smooth covering job, you have to sand all your airplane's parts smooth. There should be no gaps or uneven glue joints. Using a sanding block is the best method to produce an even surface.

U.S. SCALE MASTERS CHAMPIONSHIPS

U.S. SCALE MASTERS 2023

OCT 11-15 | MESA, AZ

42nd National Championships

Model Aviation's Premier Scale R/C Contest!

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For Contest Info Contact CD - TIM DICKEY
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USSMA National Chairman - CURTIS KITTERINGHAM
cak11@cox.net ... 1 (760) 807-5519

Find Us On Facebook

For Contest Rules and Sponsorship Opportunities, Go To ...

www.usscalemasters.org
www.azmodelaviators.com

December 9, 2023 8AM to 3PM

The Sun Valley Fliers & The One Eighth Air Force present

FLY 4 TOTS

An Electric Flying Event

To Benefit

MARINE CORPS RESERVE

TOYS FOR TOTS

Date: December 9, 2023
Location: Sun Valley Fliers Field
Time: 8:00 AM till 3:00 PM

AMA card required
AMA Sanction 15317

Entry fee: 1 Unwrapped toy

Lunch: Sub Sandwiches will be available for purchase

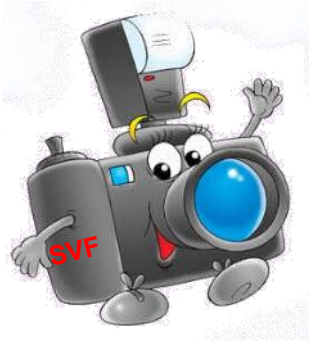
Mystery Judges will award trophys

There will be a raffle for all attendees. Must be present to win.

Robert Bayless CD
623-694-3379
sumobob@cox.net

All Electric Flying Models welcome!

Sun Valley Fliers Field is located on the Southwest corner of Cave Creek Road and Jomax.



VIDEOS and Websites Links
Click on to view video, website

CHECK THESE VIDEOS OUT

STARTING INTURBINES PART1
https://www.youtube.com/watch?v=iWWYR-BMQwQ

STARTING IN TURBINES PART 2
https://www.youtube.com/watch?v=lgyF9QjdCHQ

AKAGI CARRIER
https://nautiluslive.org/video/2023/09/17/first-visual-survey-ijn-akagi-chicheng-historic-battle-midway-shipwreck

KAGA CARRIER
https://nautiluslive.org/video/2023/09/19/deep-sea-dive-battle-midway-wreck-ijn-kaga-jiahe

Where are your videos????

My thanks to those who passed this info on.

OCTOBER 2023 SVF Birth Day Boys

Basilio	Lorenzo
Brox	Dean
Chamberlin	Brian
Collar	Mark
Deppert	Ron
Guest	Craig
Paquin	Rick
Poynter	Norman
Purdy	*Robert*
Rhoads	Kenneth
Ringering	Douglas
Ritchey	Robert
Rosenkrans	Ramon
Santoro	Bobby
Wallis	Neil
Walters	Cecil

THE SLOW ROLL

Club Officers 2022-2023
FRANK MOSKOWITZ, President
John Geyer, Vice President
Oliver Heinen, Treasurer
Mike Peck, Secretary
Safety Officer Kenny Rhoads
Bobby Santoro
Website Supervisor
Please check your Membership list for Phone numbers.

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Jim Sprecker '23-25
Craig Guest '23-25
Brian Rhoads '23-25
Charlie Beverson '22-24
Dan Bott '22-24
Val Roqueni '22-24

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