

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



President—Leo Pfeifer IV
Vice President—John Geyer
Treasurer—Oliver Weinen
Secretary—Guglielmo Santoro
Editor—Bob Pundy



DECEMBER 2019

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.



The Editor wants to wish all the Sun Valley Fliers and their families and friends the best of the holidays and a very healthy New Year, Bob

Inside this issue:

VIDEOS
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Retracts
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Monster Bronco

SVF CLUB ending 45 years

President Report
Birthdays
Minutes & Board

Meeting December 4, 2019



Presidents Report For December 2019

Hello all,

I would like to take this time to wish all of our SVF Member's a Merry Christmas and a Happy Chanukah to you and your families. May you all have a Happy and Healthy New Year! I cannot believe that this year is almost over.

I will remind you again that our 4th Annual Membership/Family Fly-In is on Saturday December 7th from sun up till midafternoon. For all of you that responded to my emails thank you and you will have food! Remember to bring chairs and money for our Raffles. I hope to see you all out there for a wonderful day of fun, and you will get a chance to meet all of the members you have not seen min a while! Let's all support our club and come out!

If you have NOT yet renewed your membership for 2020 please do so as there will be a late fee imposed after January 1st. To the members that already renewed Thank You!! If you need your membership stickers please see me down the field or any Board member or at the meeting.

Well that is about it. Again Happy holidays to all!!

Our December Membership meeting is December 4th Wednesday at Deer Valley Restaurant at 7:00Pm. If you are eating please get there early.

Lou Pfeifer PV.

President SVF

Merry
Christmas

Happy
NEW YEAR

HAPPY
HANUKKAH



11/06/2019 MEMBERSHIP MEETING MINUTES

Officers: President- Lou Pfeifer, V.P. - John Geyer, Treasurer- Oliver Heinen, Secretary- Bobby Santoro

Board Members: Charlie Beverson, Jamie Edwards, Craig Guest, Wayne Layne, Bryant Mack, Ernie Mack, Frank Moskowitz, Bob True, Tony Quist.

Absent: Frank Moskowitz, Bryant Mack, Ernie Mack, Craig Guest

Open: Congratulations to **Bryant Mack** on his 1st place win at the Tucson Shootout and 3rd place in freestyle.

Guests: n/a **New Members:** n/a **Solo Pilots:** 1 in progress!

Secretary's Report: Bobby Santoro **Motion:** Tony Quist **2nd:** John Geyer

1. Approve October's Minutes

Membership Report: Bob True Membership renewals 2020, 69 new members to date

Treasures Report: Oliver Heinen **Motion:** Lou Pfeifer **2nd:** John Geyer

- 1) Approve Financials for October

Safety Officers Report: Ernie Mack n/a

Old Business: 1) 4th annual Membership /Family Fly-In will be on Saturday December 7th from Sun up till early afternoon. Donuts and coffee in the morning, and Lunch around 12 or 1:00. Soft drinks also. SVF pays for the whole day!! No cooking, food will be catered.

- 1) Need volunteers to help in kitchen, set-up/tear down, clean up. Help with selling 50/50 raffle and Plane raffles.
- 2) Still no new information on the ongoing AMA/FAA battle! For those who are interested, more info regarding the ongoing battle can be found on the AMA facebook page where blogs are posted explaining the current situation.

New Business 1) Glue that was handed out to guests is compliments of Brian Omeara, thank you Brian Thank you to **Tony Quist** for reaching out to Horizon Hobby for raffle prizes for the family fly in. Thank you to **Ron Petterec** from Sig who will be donating a plane to raffle off at our family fly in. Thank you to **Bryce Hatfield** for sponsoring a Gyro and obtaining a plane from Flex to be raffled off at the family fly in.

Door Prizes: Norman Pilchner, Charlie Beverson, Bernhard Doerenbecher, John Wanner, Don Kelley, Tony Quist, Mike Schmidt, Michael Mead, Rich Bishop, Wayne Layne, Lou Pfeiffer Sr. Dennis Lamb, Oliver Heinen, Frank Seminera

50/50 Raffle: \$28 to winner, \$27 to club, Winner : **Jamie Edwards**, opted to donate all winnings to club, thank you!

Show and Tell: **Wayne Layne** - Shared the new Core 26 channel transmitter from powerbox (<https://www.powerbox-systems.com/en/products/radio-system/fernsteuersystem/radio-system-core.html>)

Tony Quist - Shared the new IX20 transmitter from Spektrum (<https://www.spektrumrc.com/Products/Default.aspx?ProdId=SPMR20100>)

Adjourn at: 8:05 Motion: Lou Pfeifer **2nd:** Tony Quist



11 /11/2019 Board Meeting Minutes

Officers: President- Lou Pfeifer, VP. John Geyer, Secretary- Bobby Santoro, Treasurer- Oliver Heinen

Board Members: Charlie Beverson, Craig Guest, Jamie Edwards, Wayne Layne, Bryant Mack, Ernie Mack, Frank Moskowitz, Bob True, Tony Quist.

Absent: Ernie Mack, Bryant Mack

Open: 18:33

Guests: n/a

Secretary's Report: Bobby Santoro

- 1) Approve October's Minutes **Motion: John Geyer 2nd: Jamie Edwards**

Treasures Report: Oliver Heinen

- 1) Approve Financials for October. **Motion: Frank Moskowitz 2nd: Charlie Beverson**

Safety Officers Report: Ernie Mack

1. Taiwan Glider Accident

Membership Services: Bob True

1. Membership Renewal 2020
2. 75 Members have renewed so far

Old Business:

- 1) Family/Membership Fly-In is on for December 7th.
- 2) Frank is securing a price on Subway. He offered to pick them up day of event. Thanks Frank!
- 3) Have received about 7 members to help on the event.
- 4) So far we have 50 people that confirmed.

New Business:

1. Discuss the Winter War Bird's event. (Tony)
2. 1/8 Air force has confirmed that they are renting our field for October 30th thru the 1st of November 2020.
3. Discuss when to seal the runway and Pit area. It is dry already

Adjourn at 19:06 Motion: Lou Pfeifer 2nd: Frank Moskowitz

SVF
4TH ANNUAL MEMBERS
& FAMILY FLY IN
OPEN FLYING
RAFFLE PRIZES, 50/50 RAFFLE
DECEMBER 7, 2019



FOOD TO BE CATER
SOFT DRINKS/COFFEE IN A.M.

WOULD YOU LIKE TO HELP? CONTACT,
LOU PFEIFER IV
PRESIDENT@SUNVALLEYFLIERS.COM

BRING A CHAIR, IT WILL HELP
SVF SAFETY IS # ONE
PRIORTHORITY



What's Happening



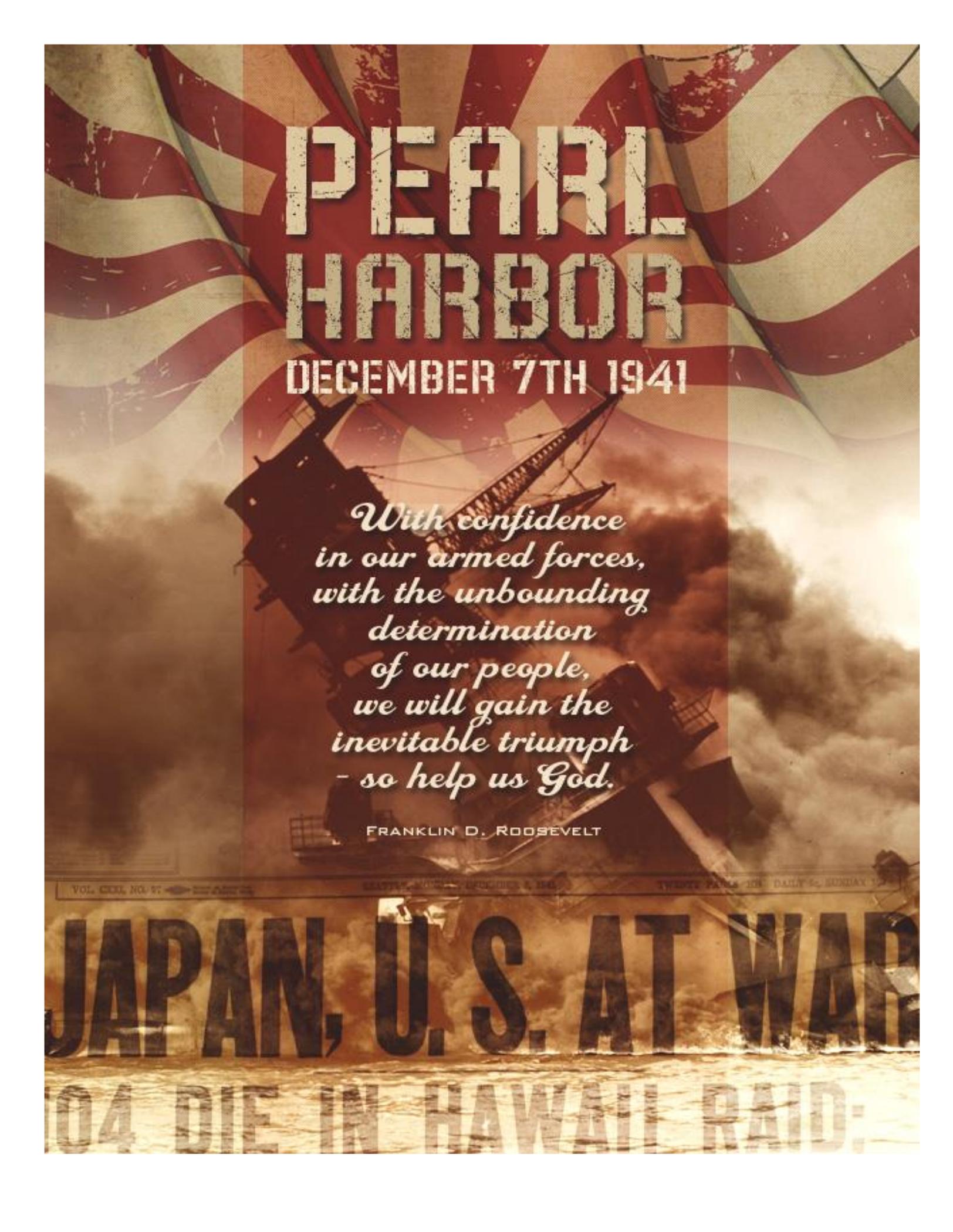
Full scale fly by



Spencer's F-16



Ron, Dianna, & Barbra



PEARL HARBOR

DECEMBER 7TH 1941

*With confidence
in our armed forces,
with the unbounding
determination
of our people,
we will gain the
inevitable triumph
- so help us God.*

FRANKLIN D. ROOSEVELT

VOL. CXXI, NO. 97

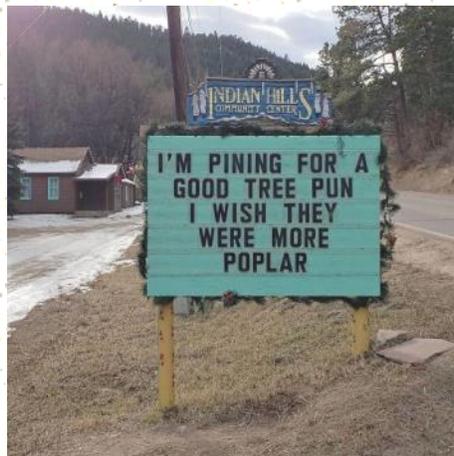
SEATTLE, WASH. - DECEMBER 8, 1941

THIRD PAPER 10¢ DAILY 5¢ SUNDAY 15¢

JAPAN, U. S. AT WAR

104 DIE IN HAWAII RAID:

No, it's not Burma Shave



SUNDAY FLIERS



SVF Sun Valley Fliers





Military Aircraft of all eras in military schemes are welcome to fly.
Park fliers will only be flown before or after normal flying hours.

Landing fee is \$40. AMA membership required

Flying awards for all eras of aircraft

Static awards for kit built, ARFs, and Craftsmanship

Limited camping for out of town participants. email CD.

Hosted by Sun Valley Fliers

Cave Creek and Jomax RD in North Phoenix, AZ

email qulst23@cox.net

Top Flite Warbirds — Checklist for Success

Gerry Yarrish



Warbirds, especially giant scale fighters, are very popular these days. Go to any warbird event and you will see at least these three classic fighters, the P-40 Warhawk, the P-51D Mustang and the F4U Corsair. With so many great flying warbirds, more RC modelers are stepping up to the giant scale class and enjoying the power and performance of these WW II classic dogfighting machines.



One of my favorite giant scale warbirds is the F4U Corsair ARF from Top Flite. Compared to other warbirds in its size range (50cc engine, 86.5 inch span), the big bent-wing warbird is a relatively easy to fly model. But if you have never flown a big, giant scale warbird before, it does take a little getting used to, before you can become comfortable flying in the traffic pattern. Here are some tips for flying your first Giant Scale Warbird.

Ground Check All successful flights start with a proper preflight condition check. Actually, this is a good thing to do for any size RC plane, but I consider it mandatory for big warbirds like the Corsair. But even before you get to the flying field, be sure everything is assembled correctly and that you have added some lock-tite to all the nuts and bolts you don't want coming loose. Also, be 100% sure that your model is properly balanced and the CG is where it is suppose to be.

A good bit of advice here is to team up with an experienced RC warbird pilot before and during the first flight. Two sets of eyes will help discover any issues that may need correcting. Also, having a pro test fly your plane first is the best way to start off.

Controls. The first thing you should do is perform a radio/control check. Don't just wiggle the sticks and see that everything moves. Make sure everything is moving in the correct direction. Stand at the tail of the plane looking forward and pull back on the stick. The elevator should move up. Check the ailerons in the same way. Move the stick to the left and the left ailerons should move up while the right one moves down. Be sure to check the rudder in the same way, as well as the throttle. Push the stick and make sure the carburetor opens up.

Make sure all the controls move freely and do not bind. With flaps sometimes they can reach the end of their travel and cause the linkage to hit the servo hatch cover. Use the end point / servo travel function of your radio to set up the flaps so they do not cause the servos to bottom out in either the up or max down positions. You can hear the servos buzzing if they do. This can drain your battery pack so take care of this in the workshop.

For your first warbird I recommend using the control throws listed in the instruction manual. This to work every time and you can adjust the throws to your liking after your first flew flights. With the Top Flite Corsair I was surprised with how little elevator throw was called for. Only 3/4-inch up and down for the high rates, and 1/2-inch for low rates. As it turned out, this was just about perfect while using 20 percent Expo. You don't want an overly sensitive airplane on the first flight, especially in pitch.



Firewall Forward. Fuel up your model and then start your engine to check its performance. Gasoline engines are easy to operate if you use the correct procedure to start them. But also you have to install the engine, the fuel lines and tank properly. Use gasoline grade lines and tank stopper and install a fuel filter between the tank and the carburetor. It is a good idea to install a filter in your fuel supply container's filler line as well. Be sure to use the correct size propeller as recommended in the engine manual.

Start the engine and let it warm up for a minute or two. Have a friend secure the model's tail and then advance the throttle slowly to full

power. You should have a smooth transition from idle to full. Adjust the carburetor as needed so the engine doesn't load up after a sustained idle. Also, adjust the high end needle for max power and then back off the needle slightly for a 200 to 300 rpm drop. Do not run your engine lean! With the engine running do a radio range check. If everything checks out, you're ready for your first flight. Cycle the gear once or twice with the engine running and make the retracts' air system maintains proper pressure.

Takeoff Big warbirds with big engines have lots of torque on tap so advance the throttle slowly and smoothly. Don't just jam it full on! Rudder is your friend here so anticipate a slight drift to the left caused by the torque. Fed in a small amount of right rudder and hold it in until the model gets back on course. It may also be helpful to hold some right rudder during the climb out.

Don't horse the plane off the ground. Get in the habit of using all the runway available until you get to know the plane. With the Corsair and its rearward moving retracts, the model is a bit nose heavy with the gear down and so, does not like to hop off the ground without a bit of back pressure on the stick. This is a good thing. After a decent ground roll, slowly pull back on elevator until the model breaks ground. Hold the back pressure and see how the model climbs out. If it starts to steepen ease off a little on the back pressure. After establishing your departure, think about hitting the retract switch and pulling up the gear.

Make a climbing crosswind turn (away from the pits and flightline) and head downwind while maintaining a shallow climb. If this is your first giant model, keep in mind that it is going to look bigger in the pattern than your standard size sport plane. You start flying the plane too far out if you maintain your old sight window for a perceived model size. Make a 180 degree turn back to upwind and start trimming the model for straight and level. I like to do this at cruise speed which is about 2/3 throttle depending on your model. Don't fly your entire flight at full power! Fly a few more laps around the pattern and feel things out.

First landing After a little while, you may want to bring the model in for a landing and calm down a bit. Have your instructor bring it in for landing and have him call out what he's doing. Where he reduces power and lowers the flaps and retracts, what power setting he's using on final and so on. Once safely on the ground, you can go over the trim settings and check the plane's condition for anything that might have come loose. Grab a soda and discuss the plane and its performance. Check the radio's battery pack voltage, and top off the air pressure for the landing gear. Refuel the plane and make another flight.

Solo Flight.

Go through the whole sequence again and concentrate on flying smoothly. Don't get tunnel vision or freeze on the sticks. Try to relax and talk with your instructor during the entire flight. You know the plane flies great! Now perform a few maneuvers at a safe altitude. Try a loop and then a roll or two. Perform



both maneuvers into the wind. Now slow things down a bit and fly a few laps at reduced air-speed. Fly at reduced power and then make a lap or two with the flaps down a notch. Note whether the nose rises or tucks down when you lower the flaps. Note the amount of trim (if any) that's required when you reconfigure your plane.

Stall Test Next see how your model reacts during a stall. This helps you recognize when the model is approaching its minimum airspeed condition and how to recover quickly. If you've balanced your plane properly, it should not snap violently when the wing stalls. Climb to a safe altitude, slowly reduce power and keep the wings level. Start feeding in up elevator to maintain altitude while reducing power. If the wings

start to rock, use rudder to correct. When the nose drops, release back pressure on the stick and smoothly apply power. If the stall produces an extreme nose drop, release the back pressure and establish forward (downward) flight to increase airspeed while applying power. Then apply some up elevator to return to straight and level. Once you know how the plane behaves in a stalled condition it will make your landings safer and more precise. Now fly a few more laps around the pattern, and setup for your first landing.

Landing pattern The best way to perform consistent landings is to set up the approach the same way every time and let the process become automatic while developing good habits. With the increased drag produced by the flaps your warbird will start to slow down. When you reduce power during the approach your model will continue to lose airspeed and you will need to adjust your power setting to control your descent rate. Remember, throttle controls the rate of descent and elevator controls airspeed.

I like to make a traffic pattern pass directly in front of myself then bring power back to half and lower the landing gear. You should visually confirm that your wheels are all the way down before committing to land. About 100 to 150 feet is a good pattern altitude. Turn to the downwind leg and feed in half flaps. You can set up your radio with a slider switch or with a three way switch for up, half and full down flap positions. I use a slider that has an audible tone for half flaps. With the Corsair no retrim is required when the flaps are lowered but if your model needs it, make any required corrections to maintain a slight nose-down attitude. With some radios you can mix in some elevator correction when the flaps are deployed. Flight testing helps determine how much is needed.

Make your turn onto the base leg at about 100 feet and add the last bit of flaps. Turn on to the final approach and establish your descent by reducing power to a little above 1/4 throttle. Keep the nose pointed down slightly and maintain level wings. Adjust the throttle slightly to maintain a smooth landing approach and concentrate on bringing the plane to the end of the runway at about 10 to 15 feet above the ground. If you're coming in too steep, add some power. If the model is too high, don't dive for the deck. Apply power smoothly and try again. Go around at about with increased power and set up a new landing approach. But don't attempt a turn until you have gained sufficient airspeed. Use rudder to keep the plane on course all the way to touchdown and use small aileron inputs to keep the wings level. Most experienced warbird pilots shoot their landing approaches at a 30 to 45 degree approach angle. This helps maintain proper airspeed and control. Don't try to drag your plane in at a normal, flat landing approach. Too often this leads to the airplane slowing down too much and entering a tip stall.

Touchdown. When the plane is at the end of the runway reduce power to just above idle and start pulling back on the stick for the landing flair. Don't force the tail down with excessive up elevator. Let the plane settle onto its mains and stay on the rudder to keep the plane on the centerline. Once the plane is on the ground reduce power to idle and let the tail come down by itself. If you force the tail down during

maintain proper airspeed and control. Don't try to drag your plane in at a normal, flat landing approach. Too often this leads to the airplane slowing down too much and entering a tip stall.

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Once the plane back on the ground and stopped you can relax a bit and then taxi your mighty warbird to the pits to clear the runway. It's no secret that to become a good pilot you need to practice. Concentrate on learning one task at a time and doing it well before going on to the next. The same applies with giant warbirds. Hook up with an experienced flying buddy and fly, fly, fly. Nothing feels as great as mastering a giant scale warbird. Soon you'll be the pro that helps other new warbird pilots earn their solo wings!

Good luck, have fun and don't forget to check your six!

Photos by Hope McCall and Ken Park

Monster Bronco's First Flight

Debra Cleghorn



Talk about first-flight jitters! Watch as Jörg Albrecht takes his slightly smaller than half-scale OV-10 Bronco out for its first flight and technical inspection. The 192-inch-span, built-up model weighs 210 pounds and is powered by two JetCat SPT 10 Turboprop turbines. Jörg designed the plane as well as its gears and brakes. Special thanks to Matthias Kerstan for making the video and to RCScaleAirplanes for posting it.

VIDEO https://www.youtube.com/watch?time_continue=2&v=JUzNDSH6x2A&feature=emb_logo



FREDERICK FORSYTH'S

THE SHEPHERD

How the story of an RAF pilot in trouble
over the North Sea became a lasting family
Christmas tradition for many Canadians.



Story and Illustrations by Dave O'Malley

[http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/206/
The-Shepherd-a-Canadian-Christmas-Classic.aspx](http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/206/The-Shepherd-a-Canadian-Christmas-Classic.aspx)

Dustin Y & his Dad Allen spotting



Allan Young & his son



Marty, Bryce, Joseph & the QQ RV-8.



Yuri, Alan Y, Bryce H, Gerry, Bob T & Allens new Flex Jet





Bryant Mack & the ARS 300



Joey G & his new Skywing Laser!



Able M & his EF Extra 78"



Kyle P & his Mom with Yuri's EF Bud Light Laser



Barry F & Joey G & his new CARF Extra



Jared S & his new MXS.



Dustin Y & Barry F new modhisto CARF Jet!



Mike M & his F-15



Spencer K & his new F-16 Viper



Allan Young & his son Dustin



Ryan Riveras new Timber



Joe G & his Goldberg trainer!



Warbird Retracts Installation

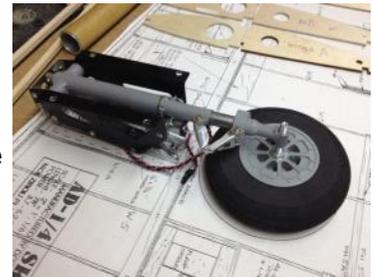
Gerry Yarrish

With the wing finally assembled and joined to the fuselage, we can get to the best part of heavy metal warbirds — installing the landing gear. For the 85 inch Skyraider we started the planning early for the retracts installation. With most ARF warbirds, the wing and the attachment points for the recommended retracts will already be worked out, but with all plans built airplanes, you got to make sure things are going to fit. Earlier in the build-along we covered the part where we actually used the retracts as spacers to set the position of the plywood ribs that would support the mounting rails for the gear. In this project we are using the electrically driven 148E 90-degree rotating gear from Robart Mfg. So lets get back to the workbench and see what's involved. Also not this procedure works for all model airplanes using similar gear.

The gear is driven with its own driver unit and everything is plug-n-play. The gear cab work with anything between 4.8V and 9V but for reliable operation you should keep the battery voltage close to the upper end of the range. For convenience, Robart also sells a voltage regulator that delivers 9V and it can take up to 25V or input power. I will be using a 11.1V 3S Lipo pack to supply power the egulator. The driver can be powered directly from the receiver or with an aux. battery pack as I am doing.



Here early in the construction of the Skyraider wing, the gear, along with a 4-inch Top Flite Corsair style wheel, is placed over the



plans. This showed whether the gear would clear the main wing spar, which it does. But it also showed that the 148E set was wider than the reduced gear drawing on the wing top view. This showed that we would have to adjust the rib spacing while building the wing.

So with the ribs glued in place and adjusted for the dihedral angle, so the gear struts would end up square to the ground, I made the mounting rails by laminating three layers of 1/4 inch birch plywood. Note that the rails have to be trimmed to clear various bolt heads that protrude from the gear's trunion frame.

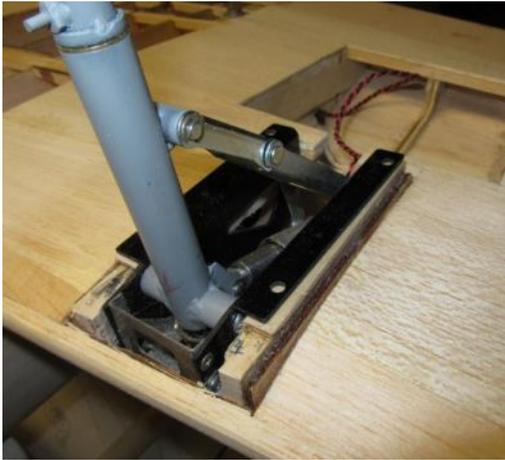


Here you see the wheel well areas on the sheeted wing and the rails glued in place. Note that I have added 1/8 inch thick plywood strips to the rails so the top of the gear frames would clear the wing's top sheeting. Also not that where the wing's main spar has been trimmed away to clear

the gear strut, I added a 1/4 inch doubler to reinforce the area.

Here the gear has been placed on the rails and the clearances have been checked. it is also important to make sure the gear frame attach-





ment tabs lay flat on the two rails. If they do not and you screw the gear into place, you can tweak the frame and cause the mechanics to bind.

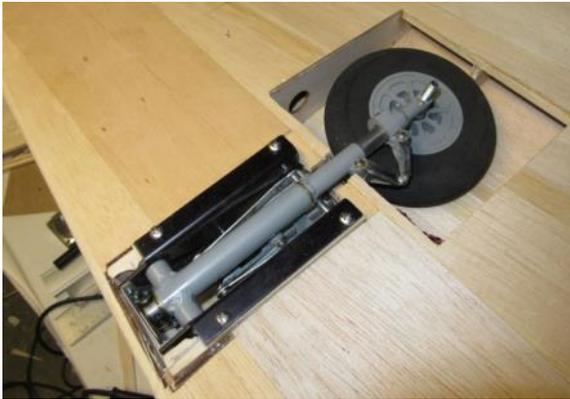
Here the gear has been installed. I marked the rails through the attachment holes and I drilled 1/8 inch holes all the way through the rails. I then used 6-32 x 1-inch-long pan head sheet metal screws

to secure the gear.

Powering up the gear individually I retracted the gear and



checked the clearance around every possible contact point. Gear doors will be added after the Skyraider has been test flown.



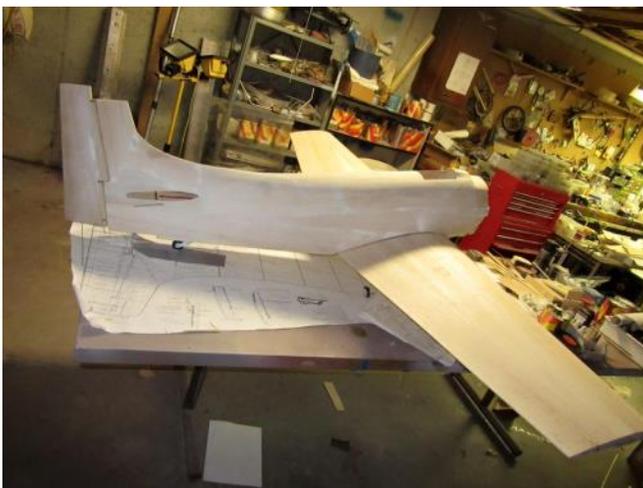
With the wing and landing gear installed, the Skyraider finally is now standing up on its feet! A milestone moment for any model.



Here you see the gear in the down position. Note that the gear struts are 90

degrees to the ground and are parallel to each other. The two black set screws on the axle support fittings are used to adjust and lock in the wheel/axle toe-in angle. This is very easy to do once the gear have been installed. Once you dial in the toe-in angle, use a drop of Zap Thread Lock to prevent the set screws from becoming loose.

So that's it for now. Lots more to come so stayed tuned!



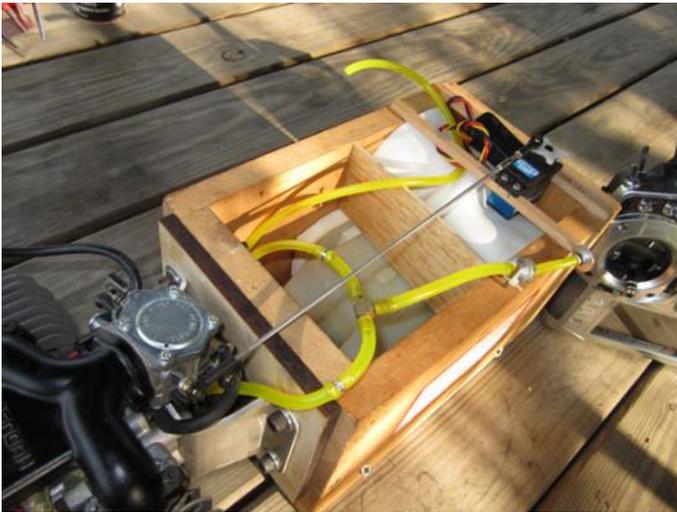
Keeping it Cheap and Safe!

Gerry Yarrish



When ever I test run and adjust a new engine, I prefer to set it up on a sturdy test stand/table instead of on the model airplane. Here is my Zenoah GT-80, 80cc twin-cylinder gasoline engine for my Fokker Triplane that I am test running. Fuel tank (and smoke oil tank) are installed and the throttle linkage and choke linkage are also worked out. But to adjust the carburetor and select the correct propeller, this is how I do it.

I make a heavy-duty, open top box from 3/4-inch pine boards which I screwed together with sheet rock screws. I then added a birch plywood face drilled to accept the engine. I used 1/4-28 cap-head bolts (the same as on the model,) and the throttle linkage is also exactly the same geometry as in the model. This way I could fine tune the servo travel and end-points with my Spectrum DX18 transmitter. The servo and receiver and battery pack are all properly installed in the engine test box as is a 32 oz. Sullivan fuel tank. I installed a 2-line fuel setup and use a T-fitting and a fuel dot for filling and draining the tank. For this engine I am using smoke mufflers from Slimline Products and the engine is very quiet and the performance is excellent. No over-heating at all.



The engine box is attached to a sturdy picnic table with 3-inch-long Deck screws and is very secure. (My wife was not pleased so I recommend an old table you can use exclusively for RC stuff).

The box is also very easy to remove after testing and I keep it handy in the workshop. The birch “firewall” pad can be changed out to match different engines. For testing I used a variety of 24 to 27 inch propellers and I finally selected a hardwood Falcon 26×8 propeller with excellent results. The fuel is a gas/oil mix of 50:1 using Husqvarna Chainsaw 2-stroke oil. It comes in convenient 2.6oz. bottles ideal for mixing with 1 gallon of gasoline for the 50:1 ratio.

The engine has a starter spring attached to the aft end of the crankshaft so the GT-80 is very easy to start without using a big electric starter.



Starting procedure is: 1, close the choke and open the throttle fully. 2, Grab the prop and pull it clockwise to load the spring. 3, At the 2 o'clock position simply release the prop tip and the engine spring spins the prop. After about 5 or 6 tries, the engine will “bark” to indicate it has enough prime in the carburetor. 4, Open the choke, and set the throttle just above idle with trim full open. 5, The engine starts after about 3 more flips and it settles into a nice idle. Lowest reliable setting gave an idle just under 1,950 rpm and the



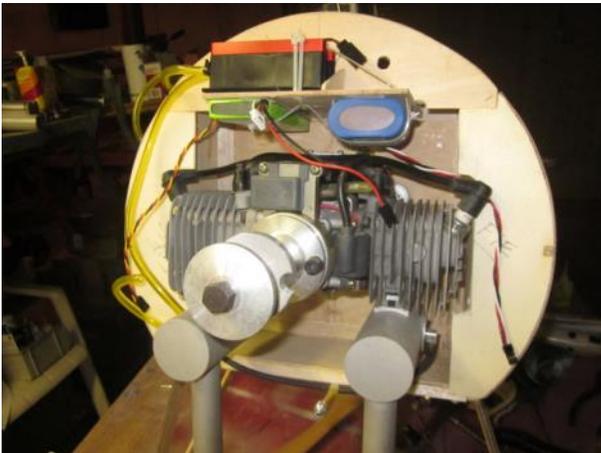
top end without adjusting the carburetor was a smidge under 7,000 rpm. I used a digital GloBee optical tachometer to check the numbers.

After running two full tanks run through the engine and tweaking the carburetor it was ready for re-installation in my Balsa USA triplane. My test flight of the 1/3-scale Triplane (back in August,) was very successful and the engine performed perfectly not requiring any additional adjustment. I really like using this engine test box setup to adjust my engines, especially large gasoline buring beasts. Give it a try. And remember, safety first when ever handling and running any RC engine.

Zenoah Engines

Engine shown in the unfinished Triplane. Notice clearances cut for proper cooling.

Test flight day at the flying field. The GT-80 fired right up without a hitch!



I found that Falcon 26×8 propeller and Zenoah GT-80 combo ideal for this giant scale triplane.





VIDEOS and Websites Links
[Click on to view video, website](#)



https://www.youtube.com/watch?time_continue=49&v=FFrm4gyW0PA&feature=emb_logo

<http://www.mission4today.com/index.php?name=ForumsPro&file=viewtopic&t=14428>

Good Brothers Pioneers in Radio Controlled Model Aviation

<https://www.youtube.com/watch?v=jduj1wkGFT0>

<https://www.youtube.com/watch?v=ISpl6iVg4SE&feature=youtu.be>

My thanks to those who passed this info on.



DECEMBER 2019 SVF Birth Day Boys

Micah Martin
James Osborn
Louis Bennett
Richard Bishop
James Talmadge
Leo Chandler
Michael Carrillo
Peter Boland
David Widerhorn
Dan Bott
Ron Anderson
Vadim Tkachenko
Martin Jones
Lawrence Radford
Jacob Sunenshine
Kyle Ponsler
Tim Winklepleck
John Long
Richard Mills
Gary Schlegel
Vincent Difabbio
Mike Garner



Mon-Fri 9:00 AM — 8:00 PM

SAT 10:00 AM — 8:00 PM

SUN 11:00 AM — 6:00 PM

**HOBBY
BENCH**
COMPLETE HOBBY & CRAFT CENTER

8058 N. 19th Ave. 602-995-1755 Phoenix

M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

4240 West Bell Rd. 602-547-1828 Glendale

M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

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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.





THE SLOW ROLL



Club Officers 2018-2019
 Lou Pfeifer IV, President
 John Geyer, Vice President
 Oliver Heinen, Treasurer
 Bobbie Santoro, Secretary
 Safety Officer Ernie Mack

Bobby Santoro
 Website Supervisor
 Please check your
 Membership list for
 Phone numbers.



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First Class Mail

SUN VALLEY FLIERS
P.O. BOX 31816
PHOENIX, AZ. 85046-1816

WWW.SUNVALLEYFLIERS.COM

To:



SINCE DECEMBER 1974