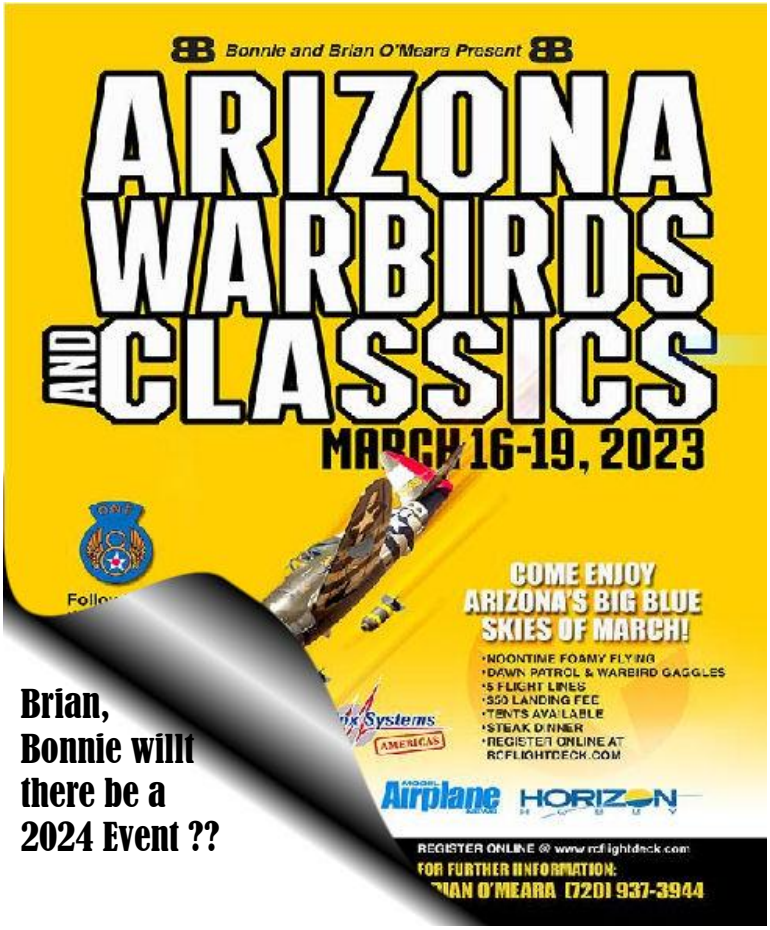
THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Dan Smith
Secretary—Bobbie Santoro
Editor—Bob Purdy

APRIL 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.



Brian,
Bonnie willt
there be a
2024 Event ??

Inside this issue: Cover Page by Frank
SVF CLUB ending 48 years as a charter club

MEETING AT FIELD April 1 at 9 AM

April 2023 Slow Roll Presidents Letter

Welcome to the April 2023 Slow Roll. I hope everyone is having a great year so far.

Arizona Warbirds and Classics. March 16-19 was the Arizona Warbirds and Classics Event. The weather cooperated somewhat, and all told it was a fantastic time for all involved. See pictures and comments in this edition of the Slow Roll. I want to thank all the SVF members that volunteered their time for all the various tasks that were required for this huge event.

Sun Valley Fliers Club Elections. Yes, it's that time of year again. Nominations for candidates to run for SVF Officer & Board of Director positions will be conducted during our Saturday April 1st meeting. 9am start time as usual at the field.

Any member can nominate another SVF member from the floor at the April meeting as long as the nominee is willing to run. The Board of Directors serves two-year term and there will be 4 openings this year. All officers are up for re-election since their terms are for one year at a time. If you would like to be a part of how this club is run, you might want to come to the April 1st meeting and find out the latest. Our nomination committee consists of John Geyer and Arthur Gambino. Feel free to reach out to any of them with questions.

The actual election results will take place at our May 6th meeting so please put this date down on your calendars so you can be there. We are also going to continue with our online method for submitting Ballots. We have been using this method for many years with great success. Prior to the voting week, you will receive an email with instructions on how to submit your vote. If you have any questions about voting or casting ballots, please contact John Geyer at jegeyer@centurylink.net

The weather is getting warmer which means more of our members will be at the field. As our membership grows and new faces appear, we all need to ensure that our field maintains its stature as the best-looking and most desirable club in the area. It's everybody's job to help. If you would like to voice your opinion regarding anything to do with our club, then please come to the monthly meetings. We look forward to hearing from each of you.

For those of you that haven't attended a club meeting in a while, April is the time to start. Please join us for the April 1st club meeting. 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. The meeting is at the SVF Field and starts at 9am.

Have fun out there!

Frank Moskowitz
President

SVF MEETING March 4, 2023

Sun Valley Fliers

What's Happening

Lou Pfeifer with Sal Ambrosio who just turn 90. Sal is an honoary member of the SVF

Here is what is left of my Corsair motor that I blew up.

Tony do you want to start a GO FUND ME?????

AZ WARBIRDS & CLASSICS

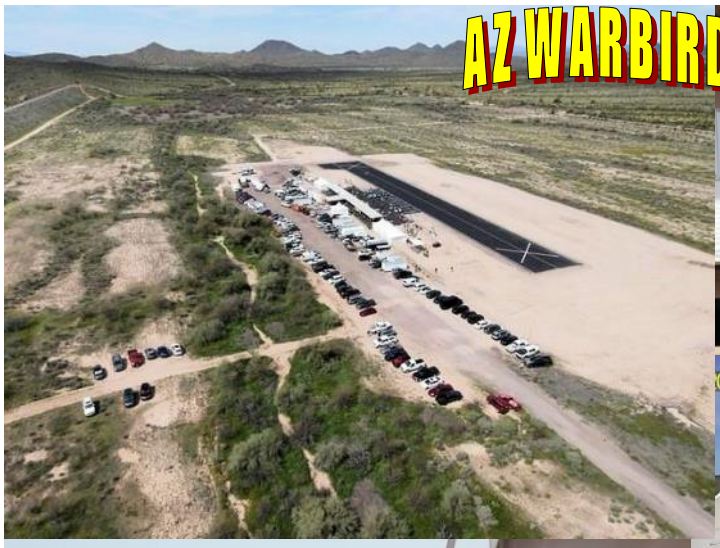
The Judges Bob & Kent

Sun Valley Fliers

AZ WARBIRDS & CLASSICS

Sun Valley Fliers

AZ WARBIRDS & CLASSICS



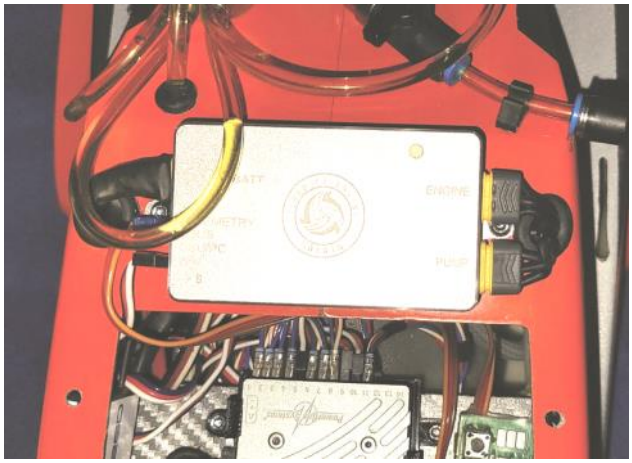
Turbine Radio Setup – Jet Programming Explained

When casual modelers see a turbine-powered jet, they see a hodgepodge of wires and fuel lines running all over and think “Wow! I could never figure all that out.” The truth about it is that it isn’t all that complicated once you understand what everything does and how it fits into the big picture and contributes to the result, your jet in the air. This article will help demystify the unique steps to configure your radio system to operate a gas turbine engine. Programming for a turbine jet isn’t vastly different than any other model. You need to apply your rates and exponential throw so that you’re comfortable flying your model, whether it be a turbine trainer like a Turbinator or a big scale F-18. Where programming a turbine jet differs is mainly in setting up the throttle because you no longer have direct throttle control like you do with a combustion engine or electric motor.

A BIT OF BACKGROUND

Turbine engines are controlled by an Electronic Control Unit, or ECU. The ECU is the brains of the outfit and is usually a separate box about the size of a receiver. Plugged into the ECU is the ECU battery that is either a 3-cell LiFe or LiPo that provides power for the fuel pump and starter motor. Also connected to the ECU is a control output to the fuel pump, an output to the turbine itself, and a servo connection to the throttle channel port of the receiver. There is also a connection provided for the Ground Support Unit (GSU), a small screen that allows you to view and change turbine parameters, and optionally a telemetry output to provide data to the radio system such as turbine status, rpm, voltage, fuel flow etc.

The ECU installed in my CARF Rebel Hot controls all facets of the turbine operation including shutting it down if it looses signal or has a fuel issue.



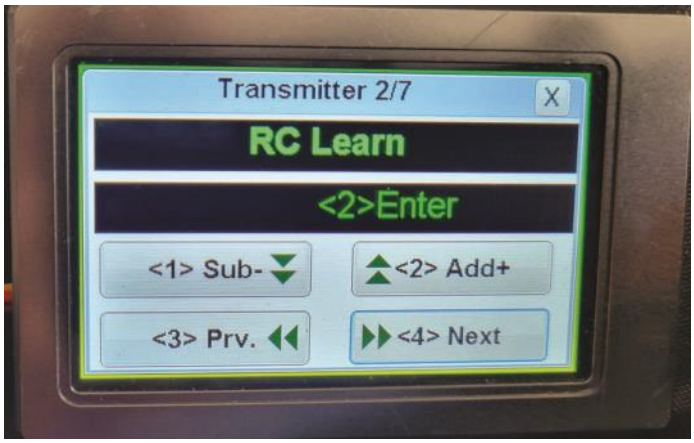
Controlling the fuel pump allows the ECU to add fuel to the motor as the throttle stick is advanced and reduce it as the throttle is retarded. This is carefully controlled by the ECU via parameters like acceleration delay and deceleration delay. If you were to jam the throttle stick fully forward and the pump voltage exactly followed the throttle stick, it’s likely that you would dump so much raw fuel into the engine that it would put out the flame and drown the motor. Similarly, if you reduced it too quickly and the pump responded instantly it would starve the motor of fuel and shut the motor off. Given that dead stick landings with a turbine jet are an adventure many jet pilots wish to avoid, we let the ECU manage the fuel flow to the engine.

RADIO SETUP

All turbine engines that I have experience with, which includes Jet Cat, Kingtech, Swiwin, and Jet Central, require you to do a process known by various names but can be universally referred to as “Learn RC.” There are three points that the ECU needs to learn with respect to the radio system: Full Throttle, Idle, and turbine Shutoff. Pilots of electric-ducted-fan models will be familiar with calibrating a speed control to the throttle stick on the radio, this is a similar situation with an additional parameter.

Those three positions are controlled by a combination of the throttle stick and throttle trim. The shut off position is low throttle stick and full down trim. Idle is full down stick and throttle trim advanced to maximum. Full throttle of course is full up throttle stick. With most radio systems the default for the throttle trim is that it only affects the lower half of the throttle stick throw and has no effect over half throttle. Some radios this require this limitation to be defined in the trim setup screen, check your documentation and servo monitor.

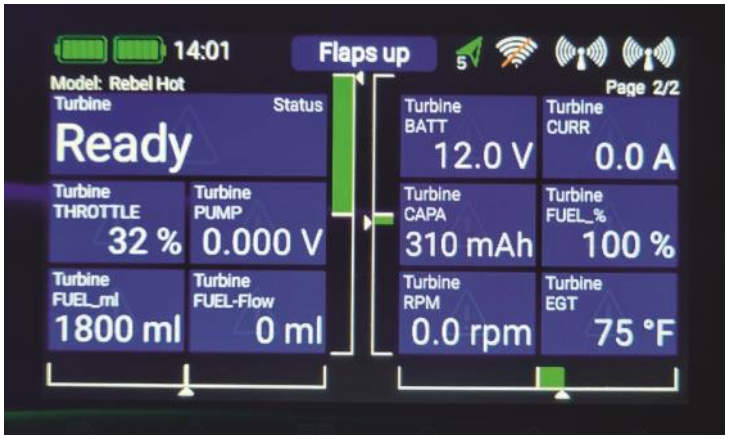
All turbines have a sequence that needs to be accomplished to calibrate the ECU to the throttle channel on your particular radio system. A Kingtech touch screen GSU is shown here.



Activating the Learn RC function on the GSU will cause the system to ask for the three respective points and at each point it will measure the pulse width of the throttle signal and when the user indicates they have the desired stick/trim configuration they press a button to save it and move on.
Sound simple enough? It really is but there's some advanced features of our radios we can use to make our life easier. More on that later.

PREFLIGHT STEPS
Now that our ECU knows the throttle configuration, when we are ready to go fly, we go through the following steps. First, with the throttle and trim both down the GSU or telemetry unit should indicate that the turbine is in Shutoff status. Advance the trim to full up trim and the status should change to READY. That means everything is clear to start the engine. Advancing the throttle stick to full for a second or two and bringing it back to idle tells the ECU to initiate the start sequence.

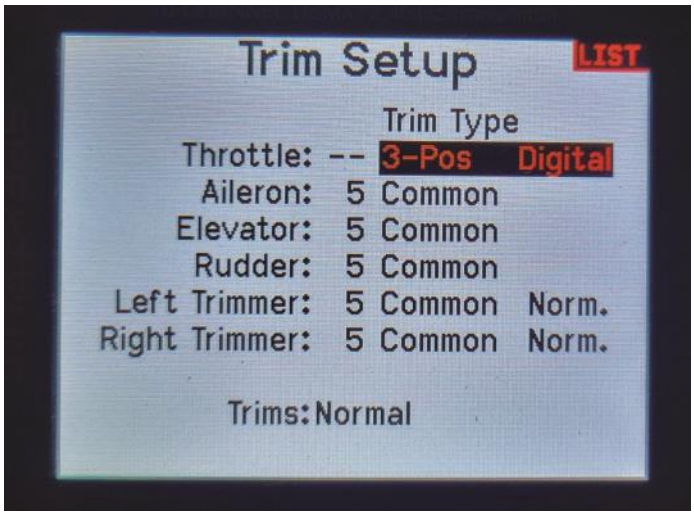
VSpeak module telemetry sends the data that would be displayed on the GSU to a variety of radio systems. This example is what is available from the Swiwin turbines on my PowerBox Core radio.



From that point on, the GSU is in control of spinning up the motor, lighting the glow plug or ignitor, advancing the fuel pump voltage and verifying that certain temperature and rpm parameters are met as the start proceeds through each stage. I should note at this point that the user can abort the start sequence at any time and shut down the fuel by lowering the trim to full down. If the ECU detects any issues like failure to light off, low RPM, too high an exhaust gas temperature, air bubbles in the fuel supply or anything that doesn't match exactly the parameters for a clean, safe start, the ECU will immediately shut things down and throw and error code telling you the reason for the abort. (Tech note: while we covered the common startup sequence some turbines have their own procedure, always read and follow the manufacturer's instructions.)
If everything goes as it should the status will change to Running and the user will assume control of the throttle again. At this point the motor is running and your throttle stick is active, but it's important to remember that you're requesting a certain power setting of the ECU with the throttle stick, the ECU determines the fuel flow required to meet that request and adjusts the pump voltage accordingly while monitoring the rpm and temperature and making minute adjustments as required.

Advanced Programming
Now that we've got the basics out of the way it's time to acknowledge that jet pilots are often advanced radio users, and we want to get the most out of our investment. The first advanced setting we need to look at is throttle trim step. Most computer radios allow us to adjust how course or fine and adjustment the trims affect the various surfaces. My Spektrum NX10 at default trim step of 5 (0 through 10) takes about 50 clicks of trim to go from Shutoff to Ready (you can hold the trim button, but it still takes a couple of seconds to go from low to high trim). Advancing the trim step to 10 and it takes about 20 clicks. Better, but you can select Trim Type and change that to a two- or three-position switch. Now to arm the turbine I only have to give one click (two-position) or, and this is my preference, two clicks (three-position) to go from Shutoff to Ready.

The Spektrum AirWare shows that you can set your trim step to a variety of things including make it a 2 or 3-position switch to quickly arm and shut down your turbine.



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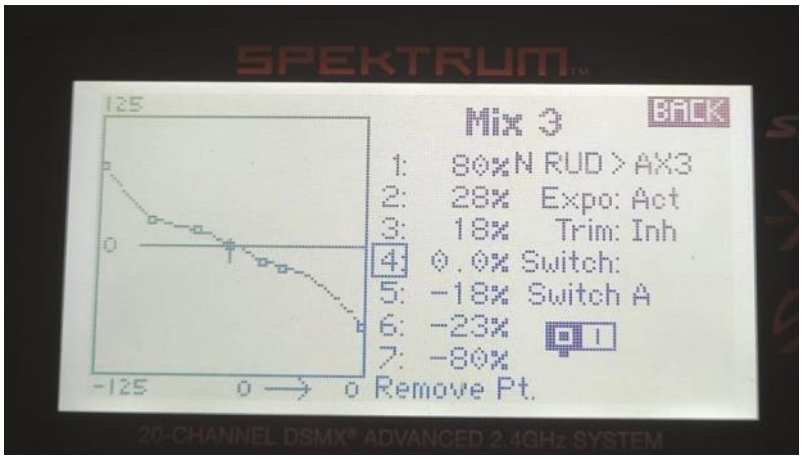
Using the two click method has several advantages. You can arm the motor almost instantly and more importantly you can shut it down immediately. Using the three-position gives you nearly instant control yet allows you one click of buffer, so you don't activate one or the other direction by mistake and is the best of both worlds and what I teach when working with new turbine pilots. An alternative to this is that some radios allow you to move the throttle trim off the trim tab completely and assign it to a toggle switch. Assigning trim to a toggle is a common practice of turbine helicopter pilots.

The key is to find what works best for you because the ability to shut down the turbine quickly in case of a fire or imminent crash, without the need to fumble around on your radio, can save you serious damage and money.

NOSE-WHEEL STEERING

Most jets have some things in common and one of those is the presence of a nose wheel is both steerable and retractable. I'm going to teach you a trick that gives you isolated control of your nosewheel steering independent of the rudder and allows you trim it without the need to enter a menu. Various radios accomplish this using slightly different terminology but allow you a similar functionality. I'll describe the process using the extremely popular Spektrum radios, but the process can be adapted to radios from most manufacturers.

Nose wheel steering mix created that disables steering when the gear is retracted, allows setting the throw and expo individually from the rudder, and allows you to trim it on the fly.



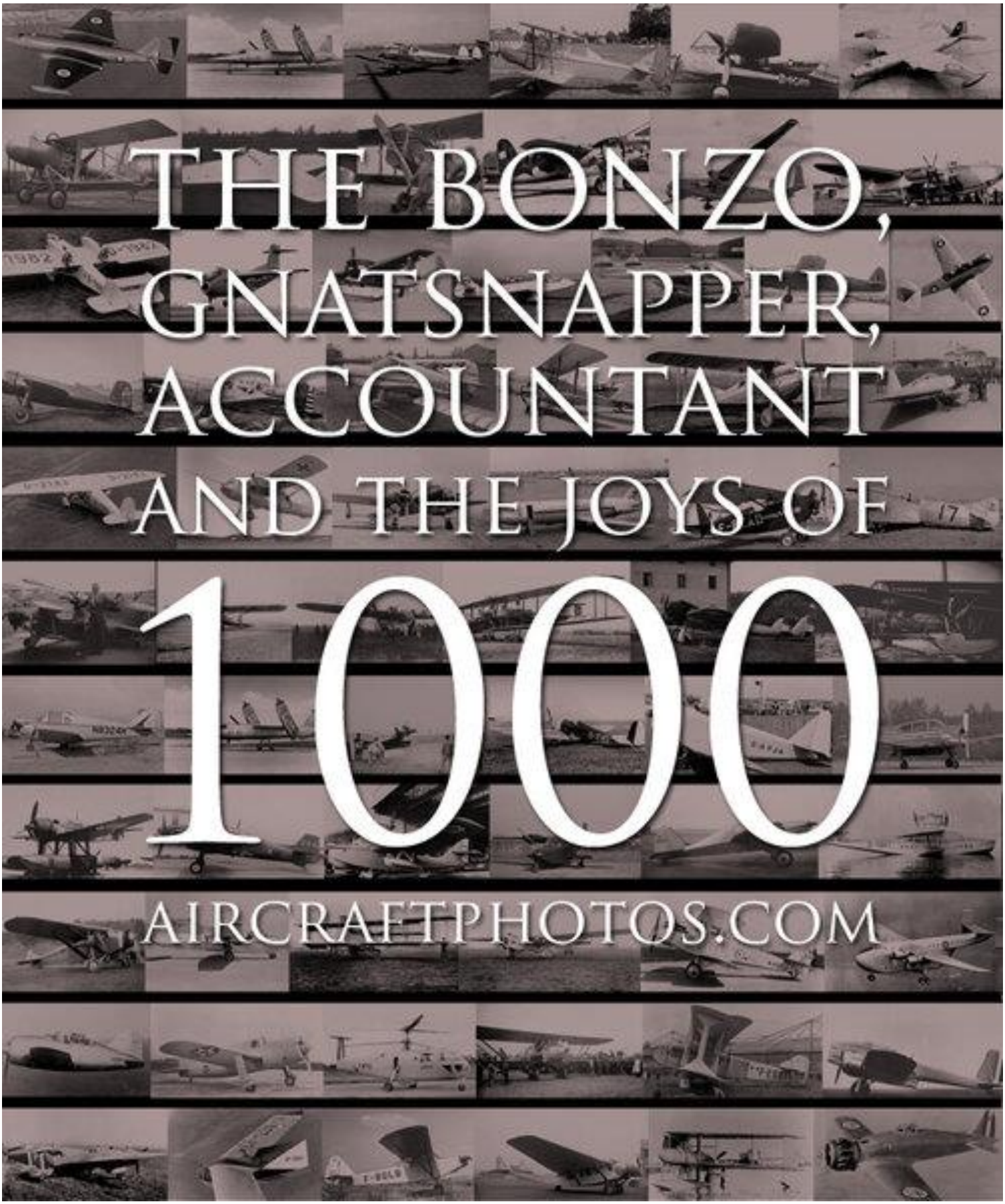
First, create a mix from the rudder channel to the nose wheel steering servo. There are linear, or 1-to-1 mixes and curve mixes. I use a curve mix and use the points on the curve to adjust the expo on the nose steering because nose wheel steering can be highly effective. Set the mix to be activated by a switch and make that switch the gear switch such that the steering is active when the gear is down. This centers the steering and shuts off the servo while the gear is retracted saving both the receiver battery moving a servo that's contributing nothing during flight and keeps the nose wheel from banging back and forth in the gear well, possibly preventing mechanical damage.

The last step is to assign the input for the steering servo to LTRM or RTRM, the small trimmers on the face of most transmitters that often go unused. This step gives you the ability to precisely trim the nose wheel steering during taxi tests without the need to enter the transmitter programming menu to adjust the sub-trim. I've seen the steering assigned to a rotary knob and while that works the knob can be disturbed when changing models or even handling the transmitter, so it's not the ideal solution.

Text & photos by Andrew Griffith

<u>HAVE YOU HEARD THIS!</u>

By now you heard that the Air Races at Reno will be the last race there this year.
How about did you hear that SIG MFG. is moving to the Chicago area.
I didn't know that Stanley/Black&Decker aquires the CRAFTSMAN brand from Sears.



https://www.vintagewings.ca/stories/gnatsnapper

Stay In Control 10 Top Radio Programming Secrets

The devil is in the details. After installing your servos according the manufacturer's directions, you might find that when the servo arm is placed on the spline, it isn't at a perfect right angle to the servo casing. Or, after you've hooked up the various linkages, you discover there is too much or not enough travel throw when a certain control surface is deflected. How about adjusting those throttle linkages to get that carburetor barrel either wide open or fully closed when the throttle trim is lowered? If you have experienced these scenarios and own a computer radio, the solutions are just a few minutes away. This article will help you to achieve basic radio- and servo-setup success.

INSTALLATION 101

1 First, check that your servos are properly installed. Unless you're flying a foamie or small electric in which the servos are glued into place, use the rubber grommets and brass eyelets that come with your servos. Install them so the wide brim of the eyelets are under the grommets (between them and the servo tray). Tighten the screws until their heads meet the brass bushing's top edge. The rubber grommet will be compressed a bit, but that's OK. The object is to have a secure, shock-mounted servo installation that won't move when the servo arm is deflected. If the eyelet is installed with the wide end up, the grommets will be compressed so much that they won't isolate the servo from the source of vibration.

DIRECTION CORRECTION

2 This is a crucial setup check and should be done before any linkages are hooked up. Does the control surface move in the correct direction relative to the transmitter's stick input? Start with one servo and place the servo arm on the spline. Don't concern yourself with whether it is exactly 90 degrees to the case. Turn on your transmitter and receiver and move the stick (top) that corresponds with that channel. If you see that the arm is moving in the wrong direction required for the correct control surface movement (middle), use the servo reversing menu and hit select "norm" to "rev" so the servo responds in the correct direction (bottom). Now go one by one through the remaining servos and correct their directions if necessary.

CENTERING THE ARM

3 First, all servos should be centered with the transmitter sticks and the control trim levers centered, then place the servo arm on the spline (mechanical portion). Move the arm's position on the spline to get it as close to 90 degrees to the servo case as possible then, if necessary, use the sub-trim menu to adjust the arm's position. Do the mechanical adjustments first; don't rely on the subtrim function only. This can affect the servo's overall control throws and end points.
For most elevator, rudder and aileron servos, the servo arm should be at a 90-degree angle to the case.

MECHANICAL HELP

4 Because the servo placement is usually pre-determined in an ARF, you need to mechanically (i.e.

no programming) set the control linkage at 90 degrees to the servo arm. Determining which hole to use in the servo arm is simple: if you want more throw on the control linkage, place it in the hole farthest from the servo's center; closer if less throw is desired. Different size models will have various linkage setup requirements, so consult the instruction manual for the proper linkage setup. With the linkage disconnected to the servo's arm, there shouldn't be any binding when you move it by hand.

SURFACE CONNECTION

5 The control surface's linkage connection depends on the type and size model you're flying. If you want to achieve maximum surface deflection, connect the clevis to the control horn using the hole closest to the surface. For large-scale and 3D airplanes, connect the linkage to the outermost hole (farthest from the surface) for maximum leverage; this also helps to prevent flutter. This photo (below left) shows threaded rods for control horns with plastic connectors to which the clevises attach. Note that they are at the end of the rod rather than close to the surface. It is usually best to have a straight line from the pushrod linkage's fuselage exit to the hole in the surface's control arm/horn. Sometimes a slight bend in the rod (top right) after it exits the fuselage is needed to relieve servo and linkage binding.

END POINTS

6 Depending on your brand of transmitter, you'll see EPA, ATV or Trav. Adj. in your radio's menu. EPA means endpoint adjustment; Trav. Adj. is travel adjustment, and ATV is adjustable travel volume. These programs adjust how far the servo arm will move in either direction. Their default settings are usually 100 percent but can often be increased or decreased using the increase/+ or decrease/-keys. Use this menu when you have either too much or not enough control-surface travel when you try to match the manufacturer's recommended settings.

Here's an example. Your model's elevator travel should be only 1 inch up or down, but when you move the radio's elevator stick to its most forward and aft positions, the elevator moves 2 inches each way. While in this menu and on the channel you need to limit (in this case, elevator), pull the stick all the way back, hold it there and keep pressing the decrease/- key (lower left) until the deflection matches the 1-inch mark. Push the stick forward and do the same to achieve the correct amount. Note: if you had to reverse your servo's direction, you might have to hit the increase key (lower right) to decrease the throw. If you need to increase travel, hold the stick in the mentioned positions and hit the increase key. Repeat this for your aileron and rudder deflections using side-to-side stick movements.

TWO POSITIONS

7 With the flip of a switch, dual rate commands two different amounts of surface deflection when you move a transmitter stick. Generally limited to the elevator, rudder and ailerons, dual rate is great for test flights, takeoffs and landings. The first amount of high-rate deflection was set when you adjusted the control-surface travel to the manufacturer's recommendations. On your transmitter, dual-rate switches correspond with the mentioned channels. When you set your travel volume/high rates, the switches were either up or down. How you set them is up to you; some folks like to flip the switches up for high rates and down for low. Others prefer the opposite. Go to the dual-rate menu in your transmitter and note the switch position; these are marked with either a 0 and 1 or a 1 and 2. These examples show 1 and 2. The factory-set percentages for each position is 100 (top left), so leave your preferred high-rate switch position at 100 and flip the switch to the low-rate position. Using the decrease/- key, lower the percentage rate until the surface deflection measurement matches the recommended low-rate amount (middle left). As you do this, hold the corresponding transmitter stick to its fullest forward or back, left or right position and watch the surface deflection decrease down the markings on the ruler held in your other hand (bottom left) to measure the deflection amount. Sometimes, a third hand helps with setting the low rate. Now hold the stick fully deflected and flip the corresponding channel dual-rate switch back and forth. You should see the control surface move to two different positions (top right).

STOP OVERCONTROLLING

8 Exponential (aka expo) decreases the sensitivity of the stick inputs around the center of its movement. Whether you're flying 3D or just taking off or landing, this function is extremely helpful for the over-controlling pilot and I highly recommend that you use it until you perfect your technique. On some radios, this feature is found in the dual-rate menu. In others, you have to go to the non-basic menu to find it. It's best to consult your radio's manual if you can't

find it. Once found, the screen shows “expo” and a percentage amount, usually factory-set at 0 (top left). Select a specific channel on the screen and press the increase/+ key to dial in the amount of required expo (top right). Sometimes, manufacturers have it listed in the instructions (you see this especially in 3D airplanes), or the amount is left up to you. Before you decide, it is best to note the amount of stick movement with which you fly. For example, if you’re flying a trainer and move the sticks all over the place, you want to set those percentages on the high side-usually around 30 to 40. If you have a finite control of the sticks, 15 to 20 seems to work well. High-performance 3D aerobats can require 50 to 60 percent or higher.

Some surfaces may require a different percentage than others, which is fine. Note that expo is set for each dual-rate position, so you may need to adjust the expo percent for the low dual-rate setting as well (lower left and right).

TURNING HELP

9 What is aileron differential? Simply this: when you move the aileron stick, one aileron deflects at a higher amount of travel while the other one deflects at a lower amount. This helps to prevent adverse yaw, which is the airplane’s nose initially turning in the opposite direction of the turn input, thus resulting in a slip during the turn. Who should use it? Pilots whose left thumbs are not quite adapted to adding rudder input when initiating turns. It is particular useful when flying high-wing scale aircraft and trainers, as it visually smoothes out the turn. As with expo, aileron differential is either in the regular menu or the non-basic and is also based on a percentage amount. When you bring up the aileron differential screen, you see a 0 as the factory-set percentage. Use the increase/+ key to add the differential to your aileron’s deflection. A good starting amount is 25 percent. Try that for a flight or two; if you discover it needs to go higher, increase by increments of 5 until you achieve the desired results: a smooth, coordinated turn when you only use the ailerons to bank the model.

THROTTLE SETUP

10 First and foremost, you want the throttle linkage to run in as close to a straight line as possible from where the linkage attaches to the throttle servo’s arm to its connection on the carburetor barrel’s control horn. Sometimes, a straight line is not possible and the linkage might need a Z-bend, usually within the fuselage’s radio compartment. There shouldn’t be any binding in the linkage’s movement. If there is, you need to mechanically fix it before you set your throttle travel on your radio. Now go to radio’s endpoint adjustment menu and dial up the throttle channel. You’ll note that it reads 100 percent in either the throttle-up or -down position (top right). Here’s one way to achieve the correct high- and low-throttle settings.

When connecting the throttle linkage to the servo arm, usually with an EZ connector or Kwik Link, push the linkage in the direction that fully opens the carburetor barrel. Remove the servo arm from the throttle servo, slide the connector onto the wire and reattach the arm so it is in the full-throttle position when the transmitter stick and trim are set as such (above). Tighten the small hex-head bolt and your high-throttle travel position should be set. If you hear the servo binding, lower the percentage on this position using the decrease/- key until the buzzing disappears. You may only need to drop a few percentages to achieve this. Next, lower the throttle stick all the way to see how far the carburetor barrel closes (top right). If it closes all the way, decrease the travel throw until there is an opening that will allow air into the carburetor (above right). Lower the throttle trim and note the position where the barrel completely closes. If it doesn’t, adjust this by decreasing the travel throw (left). Your engine should completely shut off when you lower the stick and then the throttle trim. The throttle trim need not go to its max lower limit to stop the engine from running. Your engine’s travel limits are now set.

Remembering THE MIKOYAN-GUREVICH CF-121

REDHAWK

In 1961, Canada's long-standing friendship with the United States of America was pushed to the breaking point over Soviet MiG fighters in the Royal Canadian Air Force.

Read it at vintagewings.ca

https://www.vintagewings.ca/stories/the-breaking-point

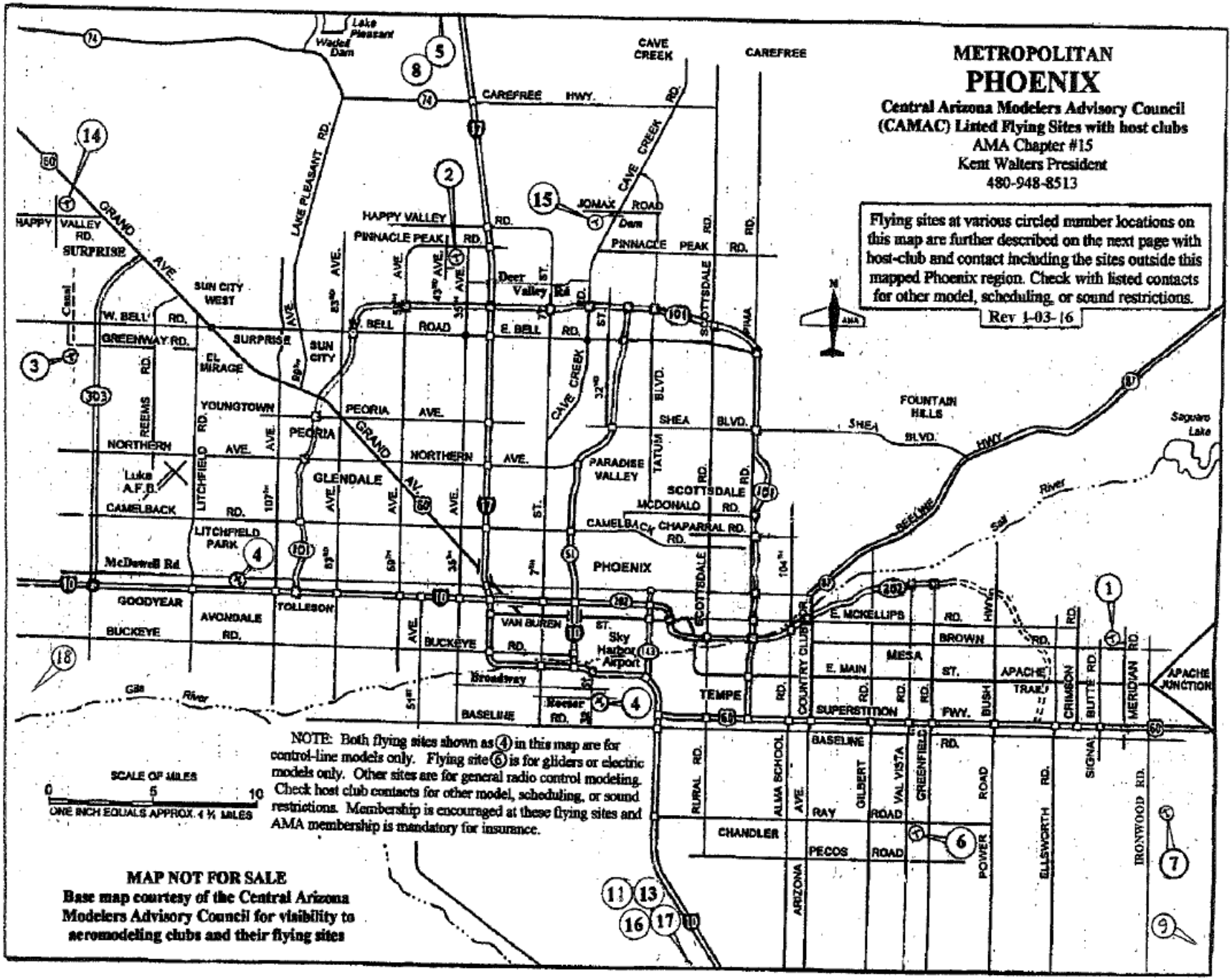
2023 Events

Event	Field	City	Host Club	Date
Tucson IMAC/F3S	Tucson R/C Club Field	Tucson	Tucson R/C Club	Mar 25-26, 2023
Gunsmoke	Superstition Airpark	Mesa	1/8 Air Force	Mar 31-Apr 1, 2023
EF-1 Race	Superstition Airpark	Mesa	AZ Model Aviators	Apr 9, 2023
SAD 3D Festival	Tucson R/C Club Field	Tucson	Tucson R/C Club	Apr 12-16, 2023
May-Fly	Scalf Field at CAM	Sedona	Central Arizona Modelers	Apr 28-30, 2023
EF-1 Race	Superstition Airpark	Mesa	AZ Model Aviators	Apr 30, 2023
Jet Day	Superstition Airpark	Mesa	AZ Model Aviators	May 5-6, 2023
Beat the Heat	Power Flying Field	Flagstaff	Flagstaff Flyers	July 27-30, 2023
Lake Mary Float Fly	Lake Mary	Flagstaff	Flagstaff Flyers	Aug 19-20, 2023
EF-1 Race	Superstition Airpark	Mesa	AZ Model Aviators	Sep 10, 2023
Fall Auction	Superstition Airpark	Mesa	AZ Model Aviators	Nov 4, 2023
National Model Aviation Day & Swap Meet	Casa Grande RC Field	Casa Grande	Casa Grande RC Flyer	9am-1pm Nov 11, 2023
Florence Rodeo Fun Fly	Bohn Field	Florence	Florence Aero Modelers	Nov 11-12, 2023
35th Annual Jet Rally	Superstition Airpark	Mesa	AZ Model Aviators	Nov 16-18, 2023
EF-1 Race	Superstition Airpark	Mesa	AZ Model Aviators	Dec 3, 2023
P.I.N.A.L. Fly-In & Swap Meet	Casa Grande RC Field	Casa Grande	Casa Grande RC Flyers	9am-1pm Dec 9, 2023
Toys For Tots Fly-In	Sun Valley Flyers	Phoenix	Sun Valley Flyers Field	Dec 9, 2023

2024 Events

Event	Field	City	Host Club	Date
Food Bank Fly-In & RC Swap Meet	Casa Grande RC Field	Casa Grande	Casa Grande RC Flyers	9am-1pm Jan 13, 2024
Fly-In for Pets & Swap Meet	Casa Grande RC Field	Casa Grande	Casa Grande RC Flyers	9am-1pm Feb 10, 2024
10th Annual Air Show & Swap Meet	Casa Grande RC Field	Casa Grande	Casa Grande RC Flyers	9am-1pm Mar 9, 2024

Sun Valley Fliers


METROPOLITAN
PHOENIX
Central Arizona Modelers Advisory Council
(CAMAC) Listed Flying Sites with host clubs
AMA Chapter #15
Kent Walters President
480-948-8513
Flying sites at various circled number locations on this map are further described on the next page with host-club and contact including the sites outside this mapped Phoenix region. Check with listed contacts for other model, scheduling, or sound restrictions.
Rev 1-03-16
NOTE: Both flying sites shown as (4) in this map are for control-line models only. Flying site (6) is for gliders or electric models only. Other sites are for general radio control modeling. Check host club contacts for other model, scheduling, or sound restrictions. Membership is encouraged at these flying sites and AMA membership is mandatory for insurance.
SCALE OF MILES
0 5 10
ONE INCH EQUALS APPROX. 4 ½ MILES
MAP NOT FOR SALE
Base map courtesy of the Central Arizona Modelers Advisory Council for visibility to aeromodeling clubs and their flying sites
Lake Pleasant
Waddell Dam
CAVE CREEK
CAREFREE
CAREFREE HWY.
HAPPY VALLEY RD.
PINNACLE PEAK RD.
JOMAX ROAD
Dam
HAPPY VALLEY RD.
SURPRISE
SUN CITY WEST
SUN CITY
W. BELL RD.
GREENWAY RD.
EL MIRAGE
YOUNGTOWN
PEORIA AVE.
NORTHERN AVE.
GLENDALE
Luke A.F.B.
CAMELBACK RD.
LITCHFIELD PARK
McDowell Rd.
GOODYEAR
AVONDALE
TOLLESON
BUCKEYE RD.
Gila River
Broadway
BASELINE
Roeser RD.
VAN BUREN ST.
Sky Harbor Airport
PHOENIX
PARADISE VALLEY
SCOTTSDALE
McDONALD RD.
CHAPARRAL RD.
SHEA BLVD.
FOUNTAIN HILLS
Saguaro Lake
Salt River
BEELINE HWY.
TEMPE
E. McKELLIPS RD.
BROWN RD.
MESA
E. MAIN ST.
APACHE TRAIL
SUPERSTITION FWY.
APACHE JUNCTION
CHANDLER
RAY ROAD
PECOS ROAD
GILBERT RD.
VAL VISTA
GREENFIELD RD.
POWER ROAD
ELLSWORTH RD.
IRONWOOD RD.
MERIDIAN RD.
BUTTE RD.
CRIMSON
BUSH HWY.
SIGNAL
RURAL RD.
ALMA SCHOOL
ARIZONA AVE.
COUNTRY CLUB DR.
LAKE PLEASANT RD.
GRAND AVE.
Canal
REEMS RD.
LITCHFIELD RD.
107TH AVE.
83RD AVE.
59TH AVE.
35TH AVE.
43RD AVE.
7TH ST.
32ND ST.
TATUM BLVD.
104TH ST.
51ST AVE.
Deer Valley Rd.
N
AMA

CAMAC Represented Clubs and Flying Site Information – As of Sep 14, 2021

1. Arizona Model Aviators, AMA #1600; East Mesa: *Superstition Air Park* flying site is 0.5 mile north of Brown Rd on Meridian Rd. (1 mile east of Signal Butte Rd). Site includes 800 ft paved runway, ramada, parking, toilets, starting tables, spectator seating area, and safety fencing. Contact Shannon Gallagher at greenlion69@yahoo.com or www.arizonamodelaviators.com

2. *Arizona Model Pilots Society,* AMA #1546; Northwest Phoenix: *Adobe Mountain Park* flying site is 1 mile south of Pinnacle Peak Rd and 43rd Ave. Site includes a paved 700 ft runway, ramada, parking, toilets, water, power, safety fencing, and concession stand. Contact Jim Mohan at jmohan351@cox.net or www.ampsrc.com

3. Casa Grande, AMA #5100; Casa Grande, Club Airfield is at 2725 S Isom Road, Casa Grande. Take exit 174 off I-8 on to Trekell Road heading south. Proceed 1.6 mile on Trekell Road then turn left on Arica Road. There is a sign posted telling you where to turn. Travel about 0.8 miles on Arica Road to where you will turn right (another sign is posted) on to South Isom Road. The flying field will be about 0.5 miles on the right. It is across the road from public shooting range. Again, watch for the club and city sign at Trekell and Arica Road. Contact Alan Friedman at pooralan@aol.com or www.casagrandercflyers.com

4. Central Arizona Modelers, AMA #898; Sedona. From Cottonwood at the junction of AZ 260 and US89A, travel north on US89A 9.2 miles. Turn left 0.3 miles past milepost #364 on to FS525. Stay on FS525, a dirt road 0.3 miles, bear left on to FS 761b, 0.7 miles to site. Site includes dirt runway, ramada, toilets, locked gate, and safety fencing. Contact Hal Jordan at Jordan_hw@yahoo.com or www.camodelers.com

5. Flagstaff Flyers, AMA #2456; Flagstaff: The flying site is east on I-40 then at exit 207 proceed on Townsend-Wynona Rd to Luepp Rd. to mile post 433. The site is on left side. Contact Bob Little at rjlittle53@gmail.com or www.flagstaffflyers.com

6. Florence Aero Modelers, AMA #4720; Florence: The Bohn Field flying site is located 2½ miles south of Florence on Hwy #79 (east side) at mile marker #130 that is across from the Junior Rodeo Park. All plane types welcome where site includes a paved runway 100' x 600', shade structure 25' x 55', solar battery charging station, starting tables, safety fences, concession stand & toilet. Site includes a Short Course RC Race Car Track with a covered, elevated drivers stand. The Florence Park and Recreation Rules apply. Contact Dennis Linsday at d.linsday@cox.net or www.florence-aero-modelers.org

7. One Eighth Air Force, AMA #373; See flying sites (1, 2 **&** 15). Contact John Geyer at jegeyer@centurylink.net or www.oeaf.org

8. Speed World RC Flyers, AMA #3933; Northwest of Sun City: From Bell Rd and Grand Ave, travel northwest on Grand Ave 7 miles and turn west on Happy Valley Rd. Then go 1.4 miles and turn right at sign through gate, 0.2 miles to site. Contact Al Pilon at pilon2173@cox.net or www.speedworldrcflyers.com

9. Sun Valley Flyers, AMA #921; North Phoenix: The *Cave Buttes* Flying Site is north on Cave Creek Rd. Then turn left on Jomax Rd and again immediate left onto gravel road 0.5 miles into flying site. Site includes 700 foot paved runway, ramada, parking, toilets, safety fencing, and concession stand. Contact Frank Moskowitzat at president@sunvalleyfliers.com or www.sunvalleyfliers.com

10. Tucson Radio Control Club, AMA #112; East Tucson: The TRCC flying site is located just east of Houghton Rd & Valencia 5 miles north of the Houghton Rd Exit from I-10. Site includes 700 ft paved runway, ramada, toilets, safety fencing, and parking. Contact Kevin Garland at garlandk89@gmail.com or www.tucsonrcclub.org

11. Yuma Aeromodelers, AMA #320; Near Yuma. Contact Russ Verbael at rverbael@gmail.com or www.yumaaeromodelers.com

Other information: Flying sites require pilots to have a current membership in the Academy of Model Aeronautics (AMA) for insurance and comply with AMA safety regulations. Some clubs have a daily-flight fees for nonmembers for field maintenance.

AMA website at: http://www.modelaircraft.org **AMA District 10 website at: http://www.AMA10.org**

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL www.flycamac.com

Or Hal Jordan at 612-720-7201

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL

CHARTERED

VIDEOS and Websites Links

Click on to view video, website

PHOENIXMODEL 30TH ANNIVERSARY"
And factory tour
https://youtu.be/6JB-gbmNxmq

Unique Turbo-Prop
https://www.modelairplanenews.com/unique-turbo-prop/

Oliver & AZ Warbirds & Classic
https://www.youtube.com/watch?v=c01140iBxF8

OLIVER & Winter Warbirds
https://www.youtube.com/watch?v=c01140iBxF8

CHECK THESE VIDEOS OUT

Where are your videos????

My thanks to those who passed this info on.

APRIL SVF Birth Day Boys

Asendorf	Albert
Bayless	Robert
D'Anna	Nate
Frey	Bob
Gallifant	Gerhard
Gowell	Liam
Hanson	Richard
Heuermann	Bill
Hirsch	David
Holden	Tony
Key	Spencer
Layne	Wayne
Nastasi	Christopher
Pierz	Mark
Sheffield	Larry
Skarda	John

THE SLOW ROLL

Club Officers 2022-2023

FRANK MOSKOWITZ, President
John Geyer, Vice President
Dan Smith, Treasurer
Bobbie Santoro , Secretary
Safety Officer Kenny Rhoads
Bobby Santoro
Website Supervisor

Please check your Membership list for Phone numbers.

Board of Directors

Jamie Edwards '21-23
Bob Bayless '21-23
Tony Quist '21-23
Brian Rhoads '21-23
Charlie Beverson '22-24
Dan Bott '22-24
Val Roqueni '22-24

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