

THE SLOW ROLL

A PUBLICATION OF THE SUN VALLEY FLIERS

R/C NEWS



Editor: George Brown

WWW.SUNVALLEYFLIERS.COM

June 2004

President - Norm Goodnuff Vice President - Walt Freese Treasurer - Gene Peterson Secretary - Paul Steinberg

PRESIDENT'S CORNER

Norm Goodnuff

I would like to Howard Kennedy for serving as your President of SVF last year. I know that every club member enjoyed the fine job he did. Howard the whole club thanks you.

There was a field clean-up on Tuesday May 11 and the Dumpster was filled with weeds and trash cleaned up at the field.

You may have seen the two new 4 x 8 tables under the ramada. The SVF Board approved the purchase and if they work out they may approve the purchase more. Please give your comments to the officers and board members.

May 23 the storage shed was completely cleaned out and all kitchen supplies were put in plastic tubs. The flags and other supplies were also put in plastic tubs. This not only keep things clean but made more room as the stuff was put back into the shed.

Tuesday June 1, 2004 will be the next SVF Meeting

As I stated at the last at the last meeting about the club being budget driven for events, expenses and income, the Board established a budget at the Board meeting for 2004-2005 year. This budget reflects the increase cost since the last budget was made for the year 1998-1999.

SAFETY is a very important to you and to all the other SVF club members. If each of us do our part we all can enjoy safe flying at Sun Valley Fliers.

Fly safe and land on the centerline.

Norm Goodnuff
SVF President



Howard Kennedy

I would like to take this opportunity to thank all of you have supported me and helped me while serving as president. The board members in particular and also the club members made my job as president a lot easier. It has been an enjoyable and rewarding experience. It has been my pleasure to serve you all as president for the last year and vice president before that.

I also want to wish Norm the best of luck as our new president. I know he will do a great job. Again I thank you all for your help and support.

Howard Kennedy

Field Clean-up Day a Success

As many of you know, Tuesday May 11th was a designated field clean-up day at the SVF's Cave Buttes flying site. Jay Steward and his labor crew started very early that day and the weather co-operated with relatively cooler temperatures and breezy wind conditions. The main purpose of the clean-up activity was to get the springtime weed bloom under control, particularly immediately around our runway and in the pit areas.

We had a few volunteer workers from the club who joined the clean-up effort whom I want to be sure to recognize, in addition to Jay, who is always leading the charge to keep the field in good shape for the club members. Norm Goodnuff, SVF President came out and pulled the drag (very slowly so as not to raise dust) with his pick-up truck for several hours. Bob Frey, Bill Beyers, Travis Brannon, Al Casey, Larry Stevens, and Dan Crum contributed their time and effort to help cut down and rake up weeds, & to pick up trash and junk along the entry roadway from the new County gate to the parking lot. In addition, the ramada areas were raked to remove trash and cigarette butts, and Jay filled in the erosion ruts cut by our spring rains near the pilot stations. A lot of work was accomplished during that morning, and by about 11 AM, the field was re-opened for flight operations.

Jay says that we still have some more weed work to do, and is planning another go at it this coming Saturday, May 15th. We could not have cut and removed any more weeds on Tuesday, as the dumpster was completely filled with weeds and trash. I'm hoping that some of the SVF's weekend flyers will help out when they see that work on the field is in progress this Saturday.

This brings up a really sore point with the people who show up & volunteer to do field clean-up work. We have a few club members who come to the field on clean-up days, apparently unaware of the scheduled work, and have the audacity to ask why the club can't schedule field clean-up work so as not to interfere with their flying. Folks, there is no day that someone doesn't want fly at the field, and I think it is in very poor taste for you to stick your own hoof in your mouth by asking such a dumb question. There are also those club members who drive up to the parking lot on any given clean-up day, apparently with the intention of flying their model airplane, and when they see that work on the field is being done, they turn around and leave. Do you really think that we don't recognize your vehicles and that we don't know who you are? Think again. It would be nice if those people would at least stop and offer some help, or to say thanks to those who are working if you are unable for some physical reason to assist. There are some light work jobs that almost anyone can do such as emptying butt cans, brushing dirt out of the transmitter impound trays, brushing dirt off the spools under the ramada, or sweeping out the kitchen floor area that you could at least offer to help with if you are not able to do heavier clean-up or weed control work.

I'll conclude with one of our club Vice-President's most infamous statements - "If you have an excuse... don't use it".

Mike Peck

The Slow Roll will go on hiatus for the published months of July and August. Expect your next newsletter towards the end of summer. See you at the field and have a great summer. George

Model Airplane Building/Flying Class Offered by Scottsdale Community College

This summer, Scottsdale Community College is once again offering a non-credit course for beginners to learn to build a radio control model aircraft and flying instruction will also be available from the Scottsdale Model Flyers club at their field on the Saturday following the last classroom session. There have already been two successful classes during this school year and the summer class is expected to be even better.

The course is titled **Building and Flying Radio Controlled Model Airplanes** and the specific information is as follows:

Each student will acquire and build his own radio controlled model airplane under the guidance of an experienced builder and model flyer. By the end of the program, you will be ready to install an engine/motor, receive instruction, and take to the air. Your first lesson has already been scheduled at the Scottsdale Model flyers club field on the Saturday following the last class. Students are required to purchase a model airplane kit at an approximate cost of \$75. Details of what kit to buy will be available at the first class.

Classes will start on Monday, June 7th and will continue on each following Monday through July 19th, (except there will be no class on July 5th), for a total of 6 classes. Class time is from 7:15 to 9:15 PM each Monday.

Course Fee: \$69

Section 8009

Room LB 125W

For more information, contact Jack J. Joseph via e-mail at jjoseph52@juno.com

Or Scottsdale Community College at (480) 423-6000

HINGES

Pinning hinges for increased security when flying

If you've ever had a control surface come loose in flight and lost an aircraft as a result, you've probably given serious consideration to "pinning hinges" for added security.

Sometimes you get away with a detached control surface, but when you've got no elevator or an aileron is partially pulled out at an angle, you can lose an aircraft quickly.

The most common hinge types used today are the nylon hinge and the flexible CyA hinge that Sig markets as the "Easy Hinge." You'll also find metal hinges used in some of the Almost-Ready-to-Fly (ARF) airplanes. Nylon and metal hinges are normally glued into position using epoxy glue. To avoid epoxy from getting on the hinge joint, modelers sometimes coat it with Vaseline or oil.

The installation of nylon or metal hinges is a more time consuming and tedious process than the installation of the Easy Hinge. The Easy Hinge is slipped into slots in the control surface and in the wing or tail structure after which CyA is dripped on to the exposed portion of the hinge and wicked into both ends of the hinge by capillary action.

In order to provide assurance that control surfaces won't detach in flight, many modelers pin their hinges. There are two basic methods.

The first is the use of the classic, round tooth pick. Using a 3/32 -size drill, drill through the hinge on both the control surface side and wing or tail structure side. Install the tooth picks using epoxy or white (aliphatic) glue. When the glue sets, clip the toothpicks as close to the surface as possible and then sand the ends flush.

Since sanding is impractical when covering is already on the aircraft, you can carefully grind the toothpick ends flush using a Dremel tool. Cover or paint as appropriate. Note: Some articles recommend the use of CyA glue. I don't since CyA can set so quickly the toothpick may not be properly installed.

Another method for pinning hinges involves using two types of steel pins in combination. This method won't work well with metal hinges due to the

(continued on Page 4)

New Turbine Rules Approved!

At the February 7, 2004, meeting, the AMA Executive Council unanimously approved the new turbine rules. These are virtually the same rules previously presented and voted on November 1, 2003, and then subsequently held in abeyance. The following minor changes were implemented at the February 7 meeting.

Limiting the fuel capacity to 2.5 US gallons has been dropped. With the effective date of March 1, 2004, current turbine-waiver holders have until January 1, 2006, to submit their initial Pilot Turbine Waiver Renewal Affidavits.

Another significant change is the elimination of turbine engine acceptance. Previously, manufacturers had to submit any production turbine to AMA. After satisfactory review and testing, it was added to the list of accepted turbines. With technological advancements and increased individual safety concerns in mind, this acceptance process has been deleted from the program, along with previously required Ground School training.

You are strongly encouraged to review the new regulations by accessing AMA Web site document 513:

"Safety Regulations for Model Aircraft Gas Turbines."

Documents that will no longer be required were deleted from the AMA web site after the March 1 effective date.

MA —*Carl Maroney*
Special Services Director

Masking painted areas

Ever had paint run under masking tape, giving your model a jagged edge? Me too. Then, I discovered a method of masking off those lines. First, use good quality masking tape. Go to the paint department of a home improvement store and look for high grade painter's masking tape. This is a plastic backed tape with excellent edges that produce a very sharp color demarcation line.

Next, clean the area to be painted with rubbing alcohol to remove any finger prints, fuel residue, banana pudding, etc., that may be stuck on your model. Mask off the area to be painted. Make sure the edges of the tape are stuck firmly.

Then, spray the area with the same color you have hidden with the masking tape. The paint seals the edges to prevent paint from creeping under them. In the unlikely event that paint does seep under the edge, it will be the same color as the masked area and virtually invisible.

When that has dried, continue painting with the desired color of the stripe or panel you have chosen. When dry, remove the tape by pulling it back against itself to lessen the chance of damaging the finish. Clean any tape residue off with alcohol and you're finished.

from the Whitehaven Radio Control Club, via WIRCS
Touch & Go, Whidbey Island Radio Control Society, Mike
Mosbrooker, editor, Oak Harbor WA

difficulty of drilling through the metal with the larger pin used as a drill bit, but I have used it with nylon hinges and it is especially suited for the Easy Hinge. I've found using the steel pin method with Easy Hinges is the quickest and most secure method.

Here's how the steel pin method works. First, you need two types of pins—a box of "Tailor" pins and some modeler's T-Pins. You can get the Tailor pins from any store that carries sewing items. Modeler T-Pins can be found at your local hobby shop.

You may encounter some difficulty drilling through nylon hinges.

Conversely, your T-Pin drill bit will go through the Easy Hinges like butter.

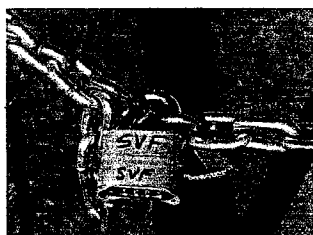
Note: You might use a 1/16-inch drill bit versus the T-Pin bit. The diameter is slightly bigger than the T-Pin shaft but it should work and may make the job easier when dealing with a regular nylon hinge, and especially a metal hinge.

Now that you've drilled your pin holes, it's time to install the Tailor pins. Since the shaft of a Tailor pin is thinner than the T-Pin, the Tailor pins fit easily into the drilled holes. Install them in the holes from the top down so the pin top will appear on the upper wing, tail, and control surface.

Leave about 3/8-inch of the pins exposed. Mix up a batch of 30-minute epoxy. Dab some epoxy on the exposed portion of each pin and slide all the pin tops flush. Let the epoxy set. Then, clip off protruding pins on the underside of the wing, tail structure, and control surfaces (or one side of the vertical stabilizer).

This method is fast! When you get done, the tops of the Tailor pins will show but they are quite small and far neater in appearance than the toothpick method, particularly when used to pin the hinges of an ARF.

from The Beacon, Miramar Radio Control Flyers, Dick Doucet, editor, San Diego CA



Emergency Safety Alert: Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to Nickel Cadmium (Ni-Cds) or other batteries. With high energy comes increased risk in their use.

The principal risk is fire which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use.

In spite of this many fires have occurred as a result of the use of Lithium Polymer (Li-Poly) batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is very hot (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between lithium and oxygen in the air. It does not need any other source of ignition or fuel to start, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

1. Store and charge in a fireproof container, never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. Never leave the charging process unattended.
3. In the event of damage from crashes, etc., carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame. After sufficient time to ensure safety, damaged cells should be discarded in accordance with the instructions which came with the batteries. Never attempt to charge

a cell with physical damage regardless of how slight. 4. Always use chargers designed for the specific purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge lithium cells with a charger that is not specifically designed for charging lithium cells. Never use chargers designed for Ni-Cd batteries.

5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show any sign of swelling, discontinue charging and remove them to a safe place-outside-as they could erupt into flames.

6. Most important: NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT. Serious fires have resulted from this practice.

7. Do not attempt to make your own battery packs from individual cells.

These batteries cannot be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious and result in major property damage and/or personal harm. AMA Safety Committee

DECIMAL EQUIVALENTS OF WIRE, LETTER, AND FRACTIONAL SIZE DRILLS

DRILL SIZE NO.	DECIMAL	DRILL SIZE NO.	DECIMAL	DRILL SIZE NO.	DECIMAL
80	.0135	29	.1360	21/64	.3281
79	.0145	28	.1405	Q	.3320
1/64	.0156	9/64	.1406	R	.3390
78	.0160	27	.1440	11/32	.3438
77	.0180	26	.1470	S	.3480
76	.0200	25	.1495	T	.3580
75	.0210	24	.1520	23/64	.3594
74	.0225	23	.1540	U	.3680
73	.0240	5/32	.1562	V	.3750
72	.0250	22	.1570	Y	.3770
71	.0260	21	.1590	W	.3850
70	.0280	20	.1610	25/64	.3906
69	.0292	19	.1660	X	.3970
68	.0310	18	.1695	Y	.4040
1/32	.0312	11/64	.1719	13/32	.4062
67	.0320	17	.1730	Z	.4130
66	.0330	16	.1770	27/64	.4219
65	.0350	15	.1800	7/16	.4375
64	.0360	14	.1820	29/64	.4531
63	.0370	13	.1850	15/32	.4688
62	.0380	3/16	.1875	31/64	.4844
61	.0390	12	.1890	1/2	.5000
60	.0400	11	.1910	33/64	.5156
59	.0410	10	.1935	17/32	.5312
58	.0420	9	.1960	35/64	.5469
57	.0430	8	.1990	9/16	.5625
56	.0465	7	.2010	37/64	.5781
3/64	.0469	13/64	.2031	19/32	.5938
55	.0520	6	.2040	39/64	.6094
54	.0550	5	.2055	5/8	.6250
35	.0595	4	.2090	41/64	.6406
1/16	.0625	3	.2130	21/32	.6562
52	.0635	7/32	.2188	43/64	.6719
51	.0670	2	.2210	11/16	.6875
50	.0700	1	.2280	45/64	.7031
49	.0730	A	.2340	23/32	.7188
48	.0760	15/64	.2344	47/64	.7344
5/64	.0781	B	.2396	3/4	.7500
47	.0785	C	.2420	49/64	.7656
46	.0810	D	.2460	25/32	.7812
45	.0820	E 1/4	.2500	51/64	.7969
44	.0860	F	.2570	13/16	.8125
43	.0890	G	.2610	53/64	.8281
42	.0935	17/64	.2656	27/32	.8438
3/32	.0938	H	.2660	55/64	.8594
41	.0960	I	.2720	7/8	.8750
40	.0980	J	.2770	57/64	.8906
39	.0995	K	.2811	29/32	.9062
38	.1015	9/32	.2812	59/64	.9219
37	.1040	L	.2900	15/16	.9375
36	.1065	M	.2969	61/64	.9531
7/64	.1094	N	.3020	31/32	.9688
35	.1100	5/16	.3125	63/64	.9844
34	.1110	O	.3160	1	1.0000
33	.1130	P	.3230		
32	.1160				
31	.1200				
1/8	.1250				
30	.1263				

June 2004

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
SWRMA – Eloy TIMPA – Tucson Meodelplex Park CACIC – Esteban Park	CASL – Rodeo Park SWRCF – Speed World	1 SVF Club Meeting American Legion @7:30 PM	2 	3 	4 	5
6	7	8	9 SVF Board Meeting @7PM	10	11	12
13	14	15	16	17	18	19 Q-500 Race (APRA-428) Speed World SWRCF
20	21	22	23	24	25	26
Father's Day						
27	28	29	30	Newletter articles priority system:	1. Illustration of meeting. 2. Club Pres. 3. Board mem- 4. Club mem- 5. Newletter/	membership deal. bev. bev. editor.