

THE SLOW ROLL

A PUBLICATION OF THE SUN VALLEY FLIERS

Editor- Brian McKelvey

WWW.SUNVALLEYFLIERS.COM

February 2005

President- Norm Goodnuff

Vice President- Charlie Beverson

Treasurer- Gene Peterson

Secretary- Dr. Paul Steinberg

R/C NEWS

Pattern Contest: Jan 29th & 30th.
IMAC Contest: Feb 19th & 20th.
Heli Fly-In: Mar 11th, 12th & 13th.

THE PRESIDENTS CHANNEL

Norm Goodnuff



The rain is over for now and the weather is great for flying. We are cleaning up and dragging the area South of the wash and j-jon for park flyers and electric foamies please start using this area.

SVF BUSINESS: January is the month the Club is scheduled to set up a nominating committee for the May election. The committee is made up of one Board Member and two SVF members who are not an Officer or Board Member. You may volunteer or may be asked to serve on the Committee. Tony Quist is the Committee Board Member. The May election is for the following: President, Vice President, Treasurer, Secretary, and five Board Members.

Letter of request with list of annual scheduled events, whether overnight camping is needed, & assessment when special dust control is needed. Letter is to be sent to COP PRLD Park Manager; Sharon Brady; MCFD Property Management; & MCFD Operation and Maintenance.

Also in January or February, SVF Club Charter submission to AMA.

SAFETY: I would like to stress that a Safety Program is a very important part of every R/C Flying Club chartered with AMA. AMA has safety rules and every Club has safety rules at their flying field. Club Safety rules are posted at all AMA chartered fields and yes sometimes these rules overlooked over the years and flyers tend not to adhere to them because they are not enforced or nobody else in the club follows the rules!!! SVF has Club rules posted and each Member is required to follow them as well as AMA Safety rules. **LET'S ALL WORK TOGETHER TO IMPROVE FOLLOWING SAFETY RULES AT OUR FIELD. THANKS**

EVENTS: February 19th and 20th there will be an IMAC Event at SVF field. This will be one of our larger Events this year, 55 IMAC Pilots are entered and the club will run a kitchen as well as parking (\$3.00 charge per vehicle).

Fly Safely and land on the centerline.

Sun Valley Fliers Club Meeting Tuesday January 4, 2005

The meeting was called to order at 7:35 pm by President Norm Goodnuff. There were 59 members in attendance.

Guests: Ron Stephens

New Members: Dean Brook, Barry Hardill, Edgar

New Solo Pilot: None

Our new members were welcomed by President Norm Goodnuff and all members in attendance. Norm proceeded to introduce all Club Officers and Board Members in attendance.

Secretary's Report: The minutes of the December meeting were read and approved as written.

Treasurer's Report: Gene Peterson reported that 268 out of a possible 354 members have renewed.

Tony Quist made a special presentation to **Mike Peck** saluting his induction into the "Dark Side" membership. **Mike**, an ardent Scale builder & flyer was presented with a picture of his Breitling Cap indicating his somewhat surprising and novel transition into IMAC type. Mike appeared surprised and a little embarrassed in front of his fellow scalemaster cronies but nonetheless accepted the award in good spirit but somewhat speechless!

Safety Officer Report: Bob Frey discussed seven items

1. **Craig Demarcus** has volunteered to join the Safety Committee. Bob stated that Craig brings with him, many years of flying experience especially in Pattern
2. **Callers:** There has been approximately a 75% compliance with this guideline. Members were reminded that this is now a requirement when flying at the field. Bob referred members to the January edition of "Model Aviation" and the "Safety Comes First" section by **Dave Gee** on pages 106-108. There is an excellent review of not only what they describe as "spotters" (callers) but also an article on safety pertaining to electric powered aircraft.
3. **Transmitter Impound:** There has been very poor compliance with this rule.
4. Members were reminded that this is a **club rule** and will be absolutely enforced by all safety personnel as well as club officers and Board members. Use of the impound is not only for everyone's safety but it is essential for proper flight protocol and all new pilots are being taught and tested on proper use of this.



5. **Electrics & Park Flyers:** There is a plan to move all 3D park flyers, foamies and other aerobatic electrics not flying the race-course pattern, to the south of the field past the parking lot and J-John. This area will be cleared and made more suitable for those flying such aircraft. Several members are already using this area and finding it excellent for going "all out" with their electrics!
6. **Enforcement of Guidelines:** Bob discussed that up to this point we have been discussing mostly guidelines. He stated that soon we will have to move to better enforcement of these guidelines as they become rules for safe flying and operation of various aircraft at SVF flying field.
7. **Ron Marshall** has agreed to join the instructor corps. Ron has some very innovative ideas regarding expanding the instructor role to include teaching those new to the hobby, building and repair techniques! Ron stated that he is even prepared to make house calls on those involved in a building project needing some advice or assistance.

Bob asked the membership to contact him if interested in becoming an instructor or if interested in becoming a member of the safety committee. Norm and Bob appealed to the membership to have someone come forward and agree to become Chief Instructor and help coordinate this vital function at the Club. Bob can be reached at 602-944-4264 or by e-mail at: frejydel@cox.net

Old Business:

Gate: A reminder that spare locks are now located on the steel shed door and members were encouraged to use them if the need arises

Newsletter: The **Slow Roll** has a new editor, **Brian McKelvey** 623-581-0338, e-mail: bdmckelvey@cox.net the next edition of the Slow Roll will take flight in late January.

CMAC Calendar: **Tony Quist** outlined the official SVF sanctioned events for the 2005 season. There will be 6 events commencing in January with the Pattern Contest and culminating in November with the Annual Turkey Electric Fly. These events have now been published and should be available in the next edition of the Slow Roll and as of this writing are available on the SVF website.

Tips & Tricks Column: Members were reminded to send any neat little secrets they may have that have been useful at the field or on the workbench. Tips on building, finishing, flying, buying, tools improvisations and anything else legal, send to **John Neilson** 602-482-1158 or e-mail him at: neilsons@cox.net The member who submits the most creative suggestion will win a new SVF T-Shirt and badge!

Hangar Sale: Have some "stuff" that is collecting dust, but don't have the heart to toss it in the bin or patience to place a classified ad? Need some cash, or just want to give that plane that you so carefully and proudly built years ago, but have now grown out of...a new home? Then bring that stuff to the next SVF meeting. There will be tables set up at the back, and plenty of time before and after the meeting for folks to peruse your goods. And remember, all proceeds from the **Hangar Sale** are yours to keep! **City of Phoenix Master Plan:** **Norm & Mike** met with **Wes De Cou** from the AMA. They have invited Wes to join us at our next meeting in February to discuss our flying site relocation and what the AMA will advocate for us with the City.

Pattern Contest: 29th & 30th of January. Ken Melbye announced that he expects 25-35 contestants weather permitting. Kathy Powers has agreed to score, Rusty Fried is the CD and Ron Thomas will run the kitchen. The gate will be locked and contestants will be given the combination.

New Business:

IMAC Contest: Feb 19-20 (President's Day Week-end)

Registration is on-line now and there are expected to be over 55 pilots from AZ, NV, CA. There will be a \$3.00 charge for parking. Such legends as Chip Hyde, Jason Shulman and Bill Hemple will be attending and therefore this is going to be a major flying event for SVF

Heli Fly: March 11, 12, 13 This will be the largest event for the Club with over 100 contestants expected to fly. This event has also traditionally been the most profitable for the Club!

Scalemasters 2005: **Mike Peck** informed the membership that there is a very real possibility that SVF may be able to host this behemoth of an event due to problems with the scheduled location at Castle AFB in Atwater, CA (active base closed since 1995). Apparently some unforeseen construction at the AFB may be taking place. Mike asked the membership if they would be interested in hosting Scalemasters if Castle is unable. The vote was unanimous in favor of hosting it. Mike stated that this event will take considerable planning and involvement from many many members. A sign-up sheet was developed and distributed for signatures. The event will be sometime in September '05 and Mike will have more details at the next meeting.

Garbage Disposal: **Charlie Beverson** asked members to be considerate and empty the plastic garbage cans in the dumpster if they are found to be full. Charlie also made the point that wreckage from crashes should also be disposed of directly in the dumpster and not the garbage cans.

Jim Moore reminded members that he has placed plastic containers on most tables that can be used to catch waste fuel when it overflows from one of your plane's lines. Please do not allow this fuel to run on the new carpeted table tops!

Frequency Pins: **Charlie Beverson** informed the membership to look for new colorful frequency pins that will make their debut before the next meeting.

Door Prizes: (there were many) & if you attend these meetings, chances are very good that you will be a lucky winner like **John Warner, Brian McKelvey, Walt Freese, Edgar 50/50 Draw:** \$65.00 **John Winuski.**

Show & Tell:

Dave Linne demonstrated some unique sanding blocks made of throw away items that he was able to pick up while dumpster diving! He uses the stick-on type of sanding paper and is able to reach even the most difficult areas with these unlikely sanding blocks! Also, never throw away your old Zona Saws he advises. You can stick on some sand paper and use this handy sander for all sorts of work. Dave also showed how a piece of ¼ inch plate glass can make a dandy sander when sticky back sandpaper is attached.

Rick Powers from Hobby Bench showed the **Tensor 4D**, George Hicks designed foam profile electric biplane that is all the rage from **E-Flight**. Designed for 370 outrunner brushless it sells for \$59.88 E-Flight now is producing a brushless



outrunner as well as speed controllers at very reasonable prices. They are also producing high discharge LiPoly batteries with separate charge & discharge leads to more fully balance the charge with each cell. **Hacker** brushless motors like the 370 are available for \$79.88. **E-Flight (Great Planes) Super Sportster** now available, all wood, 550 motor, gear prop, spinner, battery, speed control, 4 ch, 3 servos, \$129.80. A mini **Super Sportster** will also be available from E-Flight for a 400 motor and will sell for \$87.88. E-Flight also is distributing it's **Decathlon**, complete with everything for \$159.00. Finally a nifty little cutter / stripper from Hobbico was demonstrated for \$12.95

Lee Piester owner of Hobby Bench: had all sorts of good news about some very exciting new models coming down the line like **Matt Chapman's** very cool Cap 580, 55" wingspan, 40-60 ARF, 7-7 ½ lbs., 36-61 2-stroke or 52-70 4-Stroke, \$199.00. By end of Jan a 99" version will be available, 28-30 lbs, 85-120cc gas for \$750.00. **Top Flight Piper Arrow** kit, 81" wingspan, IMAA legal, 12-14 lbs, \$239.00. **Goldberg** (now operated by **Lanier**), **Pitts Monster ARF**, 60" biplane, 11-12 ½ lbs, 90-108 2-cycle or 120 4-cycle, 7 servos, \$399.00. End of Feb, **H-9 P40 Warhawk ARF** with pre-installed 90 deg rotating retracts, \$260.00

Meeting adjourned at 8:50 pm

become more accepted, although mostly on certain days of the week. When it is observed it seems to be pretty much agreed that the procedure does enhance safety, both for pilots and others on the flight line and in avoiding possible mid air collisions. Most everyone agrees that having a helper during engine start is a good thing. This guideline is working. However, there has been questions and confusion about the use of the term 'guideline' instead of just calling it a rule. The SVF board is in the process of dealing with this by entertaining motions, which would include this current guideline into the official field rules.

For the record, a couple of words on clarification of the term guideline are in order. As Safety Officer, I proposed some of the changes we're considering be deemed guidelines initially, and not necessarily firm field rules. For one reason, there may be proposed guidelines that turn out to be bad ideas, as was the case with grouping all of the pilots closely together for better communication. That idea has been dropped. Also, the use of guidelines instead of hard fast rules gives everyone a chance to get the word and get used to a different way of doing things. Human nature tends to resist new ideas in many instances. There is a specific procedure for dealing with rule violations at SVF, and we don't necessarily want to impose such action because one individual in our very large membership either didn't get the word, or simply forgot about a new policy.

We will probably continue to pilot new ideas as guidelines in the future so that members can 'ease into them'. However, there comes a time when these guidelines are better off converted to official rules. The caller guideline is at that point. Also in controversy is use of the transmitter impound. This is not even a guideline, it is a bonafide current rule. But for whatever reason, most everyone has gotten out of using impounds. I've been told the idea is obsolete, and that other clubs in the valley no longer use it either. Further that it is seldom used at events. After checking with two other clubs in the valley, I was pleased to find that their impounds are alive and well. I also asked around about some of the events being held and with the possible exceptions of pattern contests, most are still requiring transmitter impound. There may be legitimate exceptions for uses of the transmitter impound.

One I heard had to do with pilots flying on the ham band. This is getting to be such a hot topic, that I would invite all who oppose the use of the transmitter impound to attend the next meeting to describe their concerns. For the record, my position is that the impound is a useful tool and a safety net. It's a regimen and a habit that's good to get into that helps avoid frequency conflicts. I'm just not sure why this old tried and true rule is meeting with such resistance.

Also on the horizon is building a cleared area and possibly a ramada to the south of the main runway and parking area for flying small electrics. We may have a space graded off before the end of January. This idea has been discussed with a number of the guys who fly electrics and seems to be pretty well received. Look for a future guideline to be built around this effort.



ARTICLES FOR THE MARCH
SLOW ROLL ARE DUE BY
MARCH 21ST, 2004

Doin it Safely

By Bob Fry, SVF

Elsewhere in this month's Newsletter, Mike Peck has published some interesting articles he uncovered about use of callers. They are worth reading. Here's hoping everyone had great holidays. Meanwhile work on SVF's safety program slowly is moving ahead. Use of callers at SVF is beginning to



I'm pleased to report that no accidents involving injury, or the potential for injury have come to my attention over the last couple of months.

Since my last newsletter article, Craig DeMarcus has volunteered to help out with the safety committee. Also, Ron Marshall is interested in becoming an instructor, and has some very good ideas he can bring to the table. While I personally have nothing officially to do with training, I believe we as a club should expand the instructor ranks, and get the instructors guys closely hooked up with the safety committee. So once again, I invite anyone interested in either function to get in touch with me.

What Is A Caller To Do?

By Mike Peck, SVF

There has been a lot of talk at the Club meetings and at the field about the Caller Guideline that we have adopted and have put into use. The Board of Directors believes the use of callers will add another layer of safety for the members in our daily flying operations at the field. The one thing that we have not talked about is defining what a caller is supposed to do. It is of little or no benefit to have a caller that stands next to you and never says anything to his/her pilot. Tell your caller what you would like him or her to do for you.

The following duties are provided for your consideration, and were slightly modified from an original list developed and published by Jim Malek, AMA # 13140, a member of IMAA chapter 94. Some of you may say that many of these items are the ultimate responsibility of the pilot; but I favor the philosophy that two heads are better than one, when it comes to safe model aircraft flying.

Good callers for model aircraft do not have to be a flyer themselves. They can be a spouse, boy or girlfriend, or another interested party. Callers do need some minimal training in order to understand and fulfill their duties. Those duties are as follows:

1. Begins duties when approaching the pilot's aircraft. Checks for proper frequency pin on the transmitter; looks for backed out screws, hatch security, fueling port security, etc. Alerts the pilot to anything that appears to be out of the ordinary. Observes the types and numbers of aircraft flying in the pattern.
2. Kneels down and gets a GOOD GRASP on the aircraft. Observes the position of the throttle stick on the transmitter to avoid full power starts. Clears down wind of the propeller prop wash.
3. After the aircraft is started, observes the functional check on the control surfaces for proper deflections. Observes the transmitter antenna to insure it is extended prior to aircraft take off.
4. Checks the runway, departure end, cross wind, down wind and base legs for traffic prior to taxiing out for take off. Loudly calls "TAKE OFF!" for the pilot.

5. After take off, the pilot must give the caller information on their intentions; i.e., Next, I'll do a loop, roll, stall turn, etc. The caller will check the sky ahead of the aircraft, making sure the way is clear, and will feed the pilot traffic information.
6. Before landing, loudly call out "LANDING!" and make sure that the runway is clear. After landing, the caller's job is still not done. They check the final as the pilot taxis off the runway, and alert the pilot to other aircraft that may be landing or preparing to taxi out.
7. From the time the caller is on the flight line, until the engine is shut down and the aircraft is removed from the flight line, he or she must maintain situational awareness to their surroundings. The final responsibility of a good caller is to help the pilot remember to turn off the transmitter and aircraft power switches, turn in the frequency pin, and place the transmitter back in the impound.

Club Rules & AMA Insurance...

Are you Covered?

By Mike Peck, SVF

Since we appointed Bob Frey as our Safety Officer, there has been a serious effort made by Bob and the Board of Directors to 'tighten up' and improve the safety practices of the club members flying at our field. One of those practices that seems to be meeting a lot of resistance from the membership is putting your transmitter in the impound area. Frankly, I am at a loss to understand why this is such a big problem for so many of you.

All sanctioned flying events that I am familiar with require that transmitters be impounded. Why? Because it helps to assure that "someone" cannot thoughtlessly turn on their transmitter in the pits to work on their airplane while someone else is using that frequency on an airplane that is in flight. The other reason for impound is to control the frequency pins and make sure they are promptly returned to impound after a pilot is finished flying, so that the next person on that frequency does not have to waste time hunting for who has the pin. These reasons apply equally well to our everyday flight operations at the field.

The impounding of transmitters is a RULE at the SVF field, has been printed and published as such in the newsletter for many years, and is currently posted on the bulletin board at the Cave Buttes flying site. Still think that this rule does not apply to you, or that you can just ignore it because it does not suit you?

I invite you to review the **Official Academy of Model Aeronautics National Model Aircraft Safety Code dated January 1, 2005**. Paragraph 3 under General reads as follows: "I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless or dangerous manner."

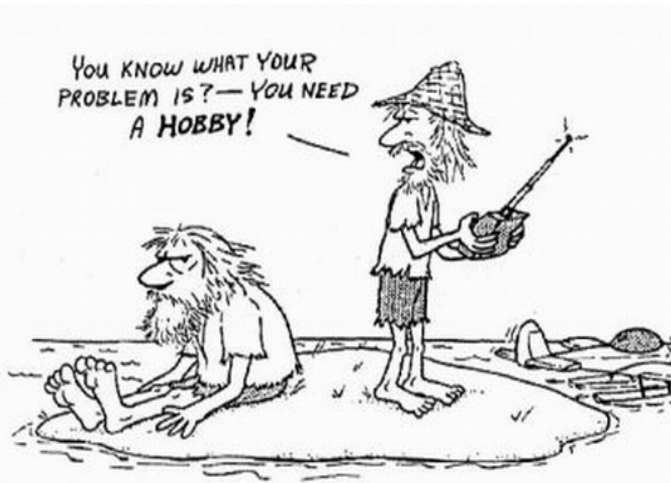
I further invite you to review the **AMA's 2005 Insurance Summary – The Facts About AMA's Insurance**. The fourth bullet point in that document reads as follows:



"Failure to comply with the AMA Safety Code may endanger insurance coverage".

It seems clear to me that the statement in paragraph 3 of the AMA Safety Code incorporates the club rules into the AMA safety code by reference. That means if you are not following the club rules for the field, you are not following the AMA Safety Code. It also seems clear to me that you are at risk of losing your AMA liability insurance coverage if an accident occurs and you have chosen not to comply with the club rules established for your flying site.

Now you have been notified in writing by a member of your club's Board of Directors in the official publication of the Sun Valley Fliers. Please abide by the club rules and insure that you remain covered by your AMA liability insurance.



Sun Valley Fliers Club Meeting Tuesday December 7, 2004

The meeting was called to order at 7:30 pm by President **Norm Goodnuff**. There were 37 members in attendance.

Guests: Ernie Pritchard, Len Babcock
New Members: Mike Ferguson
New Solo Pilot: None

Our new member was welcomed by **President Norm Goodnuff** and all members in attendance. Our guest was introduced by Mike Peck. Mike informed the membership that Ernie is a radio specialist, RC Model aircraft enthusiast and full-scale pilot. Ernie is the only radio technician certified by Multiplex.

Ernie spent about 45 minutes discussing in detail Third Order Intermodular Interference (3IM). It was his opinion that this problem is real, can be measured and demonstrated to the membership using diagrams how & why it occurs. The fix...very simple....keep transmitters 15-20 feet apart. Ernie then answered questions from the members and all in all gave a very interesting presentation & discussion.

Secretary's Report: The minutes of the November meeting were read and approved as written. Corrections were made concerning the price of the Real Flight G-2 at Frank's Hobby

House and the fact that the sale on OS Engines was for the month of November only.

Treasurer's Report: **Gene Peterson** reported that 70% of the members have renewed. Gene then proceeded to demonstrate a marshmallow blow gun that he had made from PVC piping for his grand kids.

President's Report: **Norm** introduced all the club officers to the members, and informed the members that **Charlie Beverson** had been appointed to the position of Vice President, taking over for **Walt Freese** who resigned in November. He reminded those in attendance that they may attend Board meetings as a guest at any time. Board meetings are held the Wed. after the regular meeting at 7:00pm and are located at Paradise Valley Community Center Room D-1, 17402 N 40th St. Phoenix, AZ.

Safety Officer Report: **Bob Frey** discussed the issue of the month **Transmitter Impound**

Bob discussed why this practice is safe and how to reinforce good practices. Not only is this a safety issue, but it is a club rule that has been in effect for many years. There was discussion from members who were concerned that due to the risk of theft, if they were going to be required to place their transmitter in the impound, that it would need some modification to accommodate cases and locks. The Board will look at this and make further recommendations and changes to accommodate this request.

Bob announced that next month, we would be looking at the issue of flying electric models, especially when they are flying directly over the runway. Bob stated that an article will appear in the next **Slow Roll** discussing the problem and appealing to members to cease and desist from doing so.

Bob asked for volunteers to sit on the safety committee. This is a very important component of Sun Valley Fliers and he stressed the need for everyone to become involved. If interested, please contact Bob at 602-944-4264 or by e-mail at: freydell@cox.net

Old Business:

Gate: A reminder that spare locks are now located on the steel shed door and members were encouraged to use them if the need arises

Fourth Annual Turkey Electric Fly-In benefiting Camp Rainbow was held on November 6 & 7th. Unfortunately the weather was not cooperative with rather windy & gusty conditions on Saturday and rain & strong winds on Sunday. 30 Pilots registered and the event raised a total of \$1500.00 for this very worthy cause. Included in the \$1500.00 is \$500.00 that **Charlie Beverson** raised from soliciting his associates and \$300.00 that SVF kicked in. It has been decided that next year's electric fly will be reduced to a one day event.

New Business:

New Safety Committee Members: **Norm** announced that **Howard Kennedy** and **Dan Crum** have agreed to come forward and join the Safety Committee.

New Instructor: **Dan Jacobson**

Door Prizes: (there were many) & if you attend these meetings, chances are very good that you will be a lucky winner like **Bob Purdy**, **Ron Tracy**, **Bruce Bretschneider**, **Jay Steward**, **Travis Brannen**, **Dave Linne** and **Jim McGrath!**
50/50 Draw: \$45.00 **Bruce Bretschneider**



AEROMODELING ACTIVITIES

2005 CAMAC CALENDAR OF EVENTS Rev A (12-15-04)

<u>EVENT</u>	<u>LOCATION</u>	<u>HOSTED BY</u>	<u>DATES</u>
SAILPLANE CONTEST	RODEO PARK	CASL	JAN 8
WINTERFEST Q-500	SPEED WORLD	SWRCF	JAN 15, 16
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 15, 16, 17
ARIZONA ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 28, 29, 30
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 29, 30
SVF PATTERN CHAMPIONSHIPS	CAVE BUTTES	SVF	JAN 29, 30
SOUTHWEST CLASSIC GLIDER CONTEST	SCHNEPF FARMS	CASL	FEB 5, 6
ED SOUTHWICK MEMORIAL CL STUNT Contest	AVONDALE FRIENDSHIP PARK	CACLC	FEB 12 13
AMA SPRING AUCTION	VIEWPOINT COUNTRY CLUB	AMA	FEB 19 (8:00 AM)
CACTUS CLASSIC IMAC CONTEST	CAVE BUTTES	SVF	FEB 19, 20
SAILPLANE CONTEST	RODEO PARK	CASL	FEB 20
NAT'L CUP PRESIDENTS CUP (gas, rubber, etc)	ELOY	PMAC	FEB 20
JR GOLD CUP RACE	SPEED WORLD	SWRCF	FEB 26, 27
GUN SMOKE/SCALE MASTERS QUALIFIER	SUPERSTITION AIR PARK	AMA	MAR 4, 5, 6
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 9, 10, 11, 12
TUCSON JET RALLY	TUCSON MODELPLEX PARK	TIMPA	MAR 11, 12, 13
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	MAR 11, 12, 13
SAILPLANE CONTEST	RODEO PARK	CASL	MAR 12
NAT'L CUP SPRING BREAK (gas, rubber, etc)	ELOY	PMAC	MAR 13
1/8 AIR FORCE SCALE FLY-IN	ADOBE MOUNTAIN PARK	1/8 AF	MAR 19, 20
CABIN FEVER CLASSIC (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 19, 20
WARBIRD RACE	SPEED WORLD	SWRCF	MAR 26
YIPES ITS BIPES MULTIWING FUN FLY	ADOBE MOUNTAIN PARK	AMPS	APRIL 3
WINGS OVER THE DESERT IMAA FLY-IN	TUCSON (TRCC)	TRCC	APRIL 9, 10
SAILPLANE CONTEST	RODEO PARK	CASL	APRIL 10
ELECTRIC FLY IN	ADOBE MOUNTAIN PARK	AMPS	APRIL 16, 17
NAT'L CUP I-10 CHALLENGE (gas, rubber, etc)	ELOY	PMAC	APRIL 23, 24
IMAC CONTEST	TUCSON (TRCC)	TRCC	APRIL 23, 24
SVF ANNUAL RC AUCTION	CAVE BUTTES PARK	SVF	MAY 1 (9:00 AM)
PAYSON FUN FLY	RYE (HWY 870)	RCF	MAY 7
OPEN HOUSE	ADOBE MOUNTAIN PARK	AMPS	MAY 7
SAILPLANE CONTEST	RODEO PARK	CASL	MAY 14
SEDONA FLY-IN	SEDONA (US 89A mile post 364)	CAM	MAY 21, 22
NAT'L CUP HOT STUFF (gas, rubber, FAI, etc)	ELOY	PMAC	MAY 22
BEAT THE HEAT FUN FLY	FLAGSTAFF (on Leupp Rd.)	FF	JULY 23, 24
SOARING IN THE PINES GLIDER FLY	FLAGSTAFF (on Mountaineire Rd)	FF	AUG 28
SAILPLANE CONTEST	RODEO PARK	CASL	SEPT 10
NAT'L CUP FALL KICKOFF (gas, rubber, etc)	ELOY	PMAC	SEPT 18
TUCSON AEROBATIC SHOOTOUT	TUCSON MODELPLEX PARK	TIMPA	OCT 5, 6, 7, 8, 9
SAILPLANE CONTEST	RODEO PARK	CASL	OCT 9
NAT'L CUP GHOST RIDERS (gas, rubber, etc)	ELOY	PMAC	OCT 16
WARBIRD RACE	SPEED WORLD	SWRCF	OCT 22
1/8 AIR FORCE SCALE FLY-IN	CAVE BUTTES	1/8 AF	OCT 22, 23
FALL FESTIVAL OF FLIGHT SCALE FLY-IN	ADOBE MOUNTAIN PARK	AMPS	OCT 29, 30
CARRIER PLUS VIII	AVONDALE FRIENDSHIP PARK	CACLC	OCT 29, 30
AMA FALL AUCTION	VIEWPOINT COUNTRY CLUB	AMA	NOV 5 (8:00 AM)
WESTERN PYLON FINALS Q-40, APRA 424, 428	SPEED WORLD	SWRCF	NOV 5, 6
SAILPLANE CONTEST	RODEO PARK	CASL	NOV 12
BI-PLANE FLY-IN	SPEED WORLD	SWRCF	NOV 12
SVF ELECTRIC FUN FLY	CAVE BUTTES PARK	SVF	NOV 12, 13
17 TH ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 18, 19, 20
NAT'L CUP TURKEY SHOOT (gas, rubber, etc)	ELOY	PMAC	NOV 20
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 26, 27
TOYS FOR TOTS	ADOBE MOUNTAIN PARK	AMPS	DEC 3
AZ FREE FLIGHT Championships (gas, rubber, etc)	ELOY	PMAC	DEC 3, 4
TOYS FOR TOTS SAILPLANE CONTEST	RODEO PARK	CASL	DEC 11
TOYS FOR TOTS RECORD TRIALS	ELOY	PMAC	DEC 11

Latest updates of this and other Arizona aeromodeling activities may be found at: www.flycamac.com

See flying site location descriptions and host club information at: www.flycamac.com



SVF MEETING AT 7:30 P.M..
FEB. 1, 2005

FEBRUARY 2005

Cactus Classic IMAC
Contest @ Cave Buttes

<u>SPECIAL EVENTS AZ., NV., CA.</u>	JR Gold Cup Race @ Speedworld
SVF MEETING @ 7:30 P.M. American Legion Hall	*****JANUARY 29 & 30 @ Cave Buttes*****
Cactus Classic IMAC Contest @ CAVE BUTTES	*****SVF R/C PATTERN CHAMPIONSHIP*****

		EVENTS	EVENTS	HAPPY BIRTHDAYS TO:
1	TUESDAY	SVF MEETING @ 7:30 P.M.	TRY OUR WEB SITE—WWW.	SUNVALLEYFLIERS.COM
2	WEDNESDAY			MIKE PECK
3	THURSDAY			
4	FRIDAY			MIKE DOLAN
5	SATURDAY			
6	SUNDAY			JOE CORRAL ED SCHABER
7	MONDAY			
8	TUESDAY			WALT TESSIER
9	WEDNESDAY	SVF BOARD MEETING	ASH WEDNESDAY	BILL AMESBURY
10	THURSDAY			WALT FREESE TOM MINICK
11	FRIDAY			
12	SATURDAY		LINCOLN'S BIRTHDAY	
13	SUNDAY		SCOTT GROGAN	MARSHALL SIMS RICH SHOGREN
14	MONDAY		VALENTINE'S DAY	
15	TUESDAY			ALEX MARTELLY BRIAN CHRISTIE
16	WEDNESDAY			RICH RASMUSSEN
17	THURSDAY			DYLLON RASTAD-KUHN
18	FRIDAY			
19	SATURDAY	Cactus Classic IMAC C'test		
20	SUNDAY	Cactus Classic IMAC C'test	SVF NL ARTICLE DEADLINE	PAUL HUHN
21	MONDAY		PRESIDENT'S DAY	MARK DOAN AUGUST
22	TUESDAY		WASHINGTON'S BIRTHDAY	KEN KASZUBINSKI DAN CRUM
23	WEDNESDAY			JIM DeVEUVE
24	THURSDAY			GREG FROHREICH
25	FRIDAY			LARRY SHEFFIELD LEN CLEMENTS
26	SATURDAY	JR Gold Cup Race		TOM GUCA RICH CLARK
27	SUNDAY	JR Gold Cup Race		GEORGE MORRIS ERIC STEVENS
28	MONDAY			