

THE SLOW ROLL

A PUBLICATION OF THE SUN VALLEY FLIERS

Editor- Brian McKelvey

WWW.SUNVALLEYFLIERS.COM

June 2005

President- Norm Goodnuff

Vice President- Charlie Beverson

Treasurer- Gene Peterson

Secretary- Dr. Paul Steinberg

THE PRESIDENTS CHANNEL

Norm Goodnuff



400-foot Ceiling

This is talked about in Bob Frey's Safety Report and we all need to adhere to this rule. Your Spotter should understand this rule and advise you when above the 400-foot limit.

Fire Danger

Our grass and weeds were nice and green after the Spring rains, but look at them now, brown and dry, just right for a fire. If an airplane crashes and start a fire we need to put it out before it can spread. We will have a shovel in the kitchen area for your use to put out the fire.

Jet Flying must have the fire extinguisher cabinet open before they fly so that incase of a fire it is ready for use.

Field Runway

The Board is going to have the cracks filled with crack seal filler. The Board is getting bids on 1 inch asphalt runway overlay or may do a slurry coat of the runway. Also widening of the five pads to allow room for the large wingspan on the large planes.

Hot Weather Condition

When you head out to the field don't forget to bring some water.

US Scale Masters Championship

Every SVF Meeting we will be talking about this Event, keeping you updated on where we are and what still needs to be done. Please help anyway you can.

Fly Safe and land on the centerline

Sun Valley Fliers Club Meeting Tuesday May 3, 2005

The meeting was called to order at 7:35 pm by President Norm Goodnuff. There were 62 members in attendance.

Guests: None

New Members: Wayne Baker (from Tucson)

New Solo Pilots: Christopher Moore, Lynn Babcock

President Norm Goodnuff presented those new pilots in attendance with their special framed solo certificates and they were congratulated with a round of cheers and applause from the members.

Secretary's Report: The minutes of the April meeting were read and approved as written & published in the latest edition of the Slow Roll with no discussion.

Treasurer's Report: Gene Peterson read the treasurer's report. The Annual SVF Auction had proceeds of \$1011.00. Gene reported that sales were brisk and plentiful considering that this amount is only 10% of the total sales transactions that occurred.

Safety Officer Report: Bob Frey indicated that this month there was actually not much to report. He did remind members that the President did mail a letter to each and every SVF member that introduced the new SVF Safety Rules and the fact that all members are to read them and fully understand them. For now during this "adjustment" period, club officers and Board members will monitor for compliance of these rules at the field and fulfill more of an educational tact. Commencing June, members were informed that these rules will be strictly enforced.

Bob received a call from **Hank Zyk**, one of SVF Instructors. He noted that a student pilot recently lost control of his aircraft on landing and crashed it into the fence. He raised the question of raising the height of the fences



fences along the southern part of the runway and long each pad. The Board will consider this.

Old Business:

City of Phoenix Master Plan: No news or information to report this month

Tips & Tricks Column: Due to lack of article submissions, John Neilson announced that this column will cease.

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!

New Business:

Norm Goodnuff had received word from Ed Curtis new president of the AMPS club in Glendale, that they have been informed by Maricopa Parks that the cost of renewing their lease would be \$2,500.00 the first year and then would increase by \$500.00 a year thereafter. So far we have not been informed that there will be a similar increase in our lease, but Norm indicated that he would not be at all surprised if we soon faced the same situation especially if the Cave Buttes area becomes more developed.

US Scalemasters: October 13-16th at SVF! **Mike Peck** discussed that this will be a huge event that will require volunteers for about 15 major positions. It will require about 50 people to participate in the operations each day! If you are interested in volunteering please contact Mike or Norm. It is expected that many members will come forward and participate in this the largest event ever at SVF!!

CAMAC: Tony Quist indicated that the 3rd revision of the CMAC calendar is posted on the Club's Website

Other Business

Elections: Ballots were distributed for the vote. They were counted by Paul Steinberg and Carl Arndt. As there was a tie for a Board position twice, the ballots were redistributed two times until there was a clear decision. The new Board & Officers for 2005-06 will be:

Norm Goodnuff	President
Charlie Beverson	Vice-President
Gene Petersen	Treasurer
Paul Steinberg	Secretary

Mike Peck
Ron Thomas
Tony Holden
Tony Quist
Bob Purdy
Frank Moskowitz
Jay Steward
Gary Schlegel
John Neilson
Bob Purdy

New SVF club Jackets and Hats: Paul Steinberg announced that the new jackets and hats should be in within a week or so. He will bring them to the field and to the meetings. If you ordered a jacket please contact Paul if you have not received it by the end of June. The prices quoted were unfortunately incorrect and will be as follows:

Hats (Adams Sun Block) \$30.00
Jackets with names: \$71.00
2XL \$73.50
3XL \$75.00

Door Prizes: there were many tonight, shirts, fuel, pins decals and crests & if you attend these meetings, chances are very good that you will be a lucky winner like **Joel Lieberman, Lou Roberts (again), Mike Peck and Mike Harris** to name a few!!

50/50 Draw: \$91.00 **Jim Goessling**

Show & Tell:

Bob Frey: demonstrated how he uses pallets that he constructs to test finishes, panels and detail effects such as rivets and special markings. He noted that he discovered that if you paint monokote it will not bubble. He went on to show how he modified a Model Tech P 51 D Mustang ARC to have more scale slots for the flaps and how he fabricated a toll out of brass tubing to make rivet holes.

Rick Powers from Hobby Bench

1. Hitec, new flight packs designed for electric, 2 servos, one receiver, switch made for Futaba & JR, \$69.88
 2. Hobbico, new Voltwatch, switchable to handle both 4.8 and 6 volt batteries, \$15.95
 3. E-Flight 400 outrunner brushless motor, 740Kv, \$64.88
 4. E-Flight Wattmeter, \$47.88
- Fly-Zone Ventura all in one kit \$99.88

Lee Peister

1. Great Planes PT-17 Stearman, 4ch, 5 servos (54 oz or better), balsa & ply, monokote
2. 5 new models coming out in May & June, including a giant 120 size U-Can-Do, the Showtime with SFGs (Side Force Generators), E-Flight has a new Edge coming
3. Saito 220 4-Stroke with same footprint as the 180!

Meeting adjourned at 9:35 pm

Paul Steinberg, Secretary



Doin it Safely

By Bob Fry, SVF

Only a couple of items to discuss this month concerning safety. By now I'm sure everyone has received the new field rules in the mail along with a cover letter from Norm. Overall, we're very pleased with the member's response. More and more people are beginning to use spotters while flying, and more and more transmitters are showing up in the impound.

There was a suggestion that the impound be moved to the center of the ramada. Just an idea to make the thing more centrally located. This suggestion was discussed at the last board meeting. It got shot down as cost prohibitive. It only would have involved moving the impound about 20 feet anyway. Plus there were some concerns about interference with the kitchen during events. Although this suggestion did not make it, I don't want to discourage further suggestion regarding the impound or any other safety issues. We're all trying to be open-minded and want to make the impound and other safety rules as user friendly as possible.

There are two other issues I'd like to discuss. First, there's been lots of talk about an incident that occurred at Prado, California during the recent 'Best in the West' jet meet. I've read all the postings on R/C Universe, but still not sure I have the full picture. Prado is quite close to Chino airport, and apparently a full size pilot sited a model at a pretty high altitude and complained about it. There was quite a brew-ha-ha with the FAA, and the end result is that there is a strict 400' ceiling for models at that site. For some reason Jets are now banned as well. The bottom line here is that the maximum altitude for model operation within an airport control zone is 400 feet. And if there is any kind of incident with a full size aircraft, I assure you the modeler will lose the argument. Mike Peck is doing a little research on the subject, checking both AMA and FAA rules, but we're sure about the 400' rule within the airport control zone.

I'm also told that the SVF field is indeed within the control zone for Deer Valley Airport, perhaps by a matter of feet. Therefore technically we have a 400-foot limit for our operations. Since we have no accurate way of determining the altitude of our models, the whole issue becomes very subjective. Fortunately, our location does not get a lot of full size traffic, however, too be safe I'd like to have everyone have their spotters monitor full size traffic and warn their pilots to get it down whenever one to one traffic is nearby. Hopefully this will suffice.

The other subject is 3D flying. I get a lot of complaints about it when it's down low, and over the runway. Indeed, 3D flying over any part of the runway is a violation. Anyone in the habit of that should move it out. Recently, I got a glimpse of this type of flying first hand. It was so aggravating, I had to land. Trouble is, the guy doing the 3D flying was not really breaking any rules. He was just past the north edge of the runway, and he had a caller. He also responded immediately to my landing announcement by clearing the area.

Complaints I get about the type of flying I described above are not valid. Anything over the runway is, and I want to hear about it. On the other hand very low 3D flying just north of the edge of the runway could be viewed as discourteous, particularly on busy days. I found having a plane in that kind of attitude that close to me while I couldn't watch it nerve-racking, so I chose to land. Once in a while is not a problem, everybody has a right to do their thing, but constantly flying in that manner is in fact discourteous to most of the other flyers. As usual, I invite other opinions on this.

That's about it for this month. Hopefully our new field rule signage will be up soon,

Bob Frey
602-944-4264
freydell@cox.net

SVF PRESIDENT'S RAFFLE

The raffle prizes will finally be drawn on the next SVF Meeting on June 7, 2005.

ITEM 1. The raffle will have the USED Thunder Tiger Raptor 30 Class RC Helicopter that includes the O.S. engine, servo's, and gyro.

ITEM 2. The other raffle prize will be the Carl Goldberg Decathlon ARF in the box.

Tickets are \$1.00 each or \$5.00 for 6 tickets.

Tickets will also be available at the June meeting.

WANTED! OLD SVF NEWSLETTERS.

By Bob Purdy

The Board members thought it would be of interest to archive, in binders all of the club newsletters from the beginning.

We have in our possessions several years and are in need of many more.

We will be grateful to the members that have been in the club for many years to help us in getting these newsletters archived.

If the members that have the months, years that are listed and would be willing to depart with them or lend them out to be copied and later return to you.

The following are needed,
April 1975 was the club first newsletter, we need the rest of the year.

1976- Jan., Feb., July, & Dec.

1977- June, July, Nov.

1978- Sept.

1979- March, Aug.

1980- March to July, Sept., Oct., Dec.

We could use the full years listed above as some of our newsletters are not in the greatest conditions.

The following years are in need of all 12 months except for 1995.

1981 to Sept. 1995

Your help here will be appreciated, please call me at the number listed.

Bob Purdy
602-996-3563

Adverse Aileron Roll In RC Trainers

By Bob Morris

First, a historical tidbit to illustrate how I will give you, the reader, options on how much you care to read about crash causing adverse aileron roll.

The Wright brothers, after completing their elegantly conducted 1902 wind tunnel tests, concluded that a high aspect ratio wing was significantly more efficient than a low aspect ratio wing. In 1917, Ludwig Prandtl of Göttingen University completed his work on *why* it is so. He published the math we use today to adjust a wing's lift and drag calculations for any aspect ratio. The Wrights, however, didn't need to know why – just that it's true.

It is *true* that high wing, high dihedral airplanes with insufficient fin/rudder area will, when flying at high angles of attack, roll in the direction opposite to the aileron input.

Early airplanes, like WW1 fighters with tiny rudders, required that pilots stop using the ailerons in the flair to touchdown. Even today, some homebuilt airplane designers, expecting to go faster by reducing drag and weight, don't provide enough fin area, thus creating the same problem. Collectively these are referred to as "rudder" airplanes. In other words, you don't dare touch the aileron if a wing drops on landing. (Rudder is an effective roll control under these conditions and is always worth a try)

We have repeatedly observed the extreme consequence of this phenomenon at our flying field. The scenario starts with an RC trainer flying a rectangular pattern with some wind out of the north. Perhaps the flyer confuses ground speed with airspeed and has slowed his trainer to near stalling speed. A 90° turn toward the runway is attempted and the plane rolls the opposite direction. The nose drops quickly and the plane crashes into the parking lot. In the



past two years I've witnessed three adverse roll events that occurred high enough for the flyer to recover, but out over the parking lot. Scary!

High wing, high dihedral airplanes— not counting free flight models— also suffer from other serious aero ailments. Fortunately, the cure for AAR will moderate or perhaps fix them.

How to fix Adverse Aileron Roll.

1. Reduce dihedral.
Most often zero dihedral angle is spot on. We used approximately 1° on the Sr. Telamaster because it otherwise looked funny. If you can't reset the dihedral, don't give up, the items below will help a lot!
2. Seal the aileron gap.
All airplanes should have gap seals.
3. Differential aileron.
For a typical trainer, rig the ailerons for about 25% down and 75% up. We found one scale airplane, (an early version of the Fairchild 22) that flew best with no down aileron. Watch out guys, I recently found an off brand ARF trainer with a lot of down aileron and little up. Ho boy!

SVF MEETING AT 7:30 P.M..
JUNE 7, 2005

JUNE 2005

SPACE FOR RENT?

CALENDAR/EVENTS EDITOR: BOB PURDY

SVF MEETING @ 7:30 P.M. American Legion Hall

A VERY QUITE MONTH!

		EVENTS	EVENTS	HAPPY BIRTHDAYS TO:
1	WEDNESDAY		TRY OUR WEB SITE—WWW.	ROY McNEIL
2	THURSDAY		SUNVALLEYFUERS.COM	
3	FRIDAY			JOHN MINICK JERRY KOLINS
4	SATURDAY			BOB OLSON
5	SUNDAY			
6	MONDAY		D-DAY	TOM PERKINS RAY BIANCHI
7	TUESDAY	SVF MEETING @ 7:30 P.M.	and Raffle	
8	WEDNESDAY			
9	THURSDAY			WARD EMIGH RICH SEVIER
10	FRIDAY			PETER BRUNO
11	SATURDAY			
12	SUNDAY			
13	MONDAY			JOE KISZCZAK
14	TUESDAY		FLAG DAY	GORDON MURPHY Jr.
15	WEDNESDAY	SVF BOARD MEETING		
16	THURSDAY			ALLEN CASEY
17	FRIDAY			PAUL DONOVAN NOEL RUDLEY
18	SATURDAY			LUCAS ZACKAJ
19	SUNDAY		FATHER'S DAY	
20	MONDAY			
21	TUESDAY		1st DAY of SUMMER	DON CECERE
22	WEDNESDAY			
23	THURSDAY			
24	FRIDAY			BOB WHIPPLE
25	SATURDAY	SVF NL ARTICLE DEADLINE		
26	SUNDAY			
27	MONDAY	The SVF	RAFFLE WILL BE AT	
28	TUESDAY	THE NEXT SVF	ING JUNE 7,2005	LARRY McLAIN BOB IISEMAN
29	WEDNESDAY	The two drawings	will be for a USED	TTRaptor 30 class
30	THURSDAY	Helicopter. And a	CG DECATHLON ARF	\$1.00 EACH or 6 for\$5.00