

THE SLOW ROLL

A PUBLICATION OF THE SUN VALLEY FLIERS

Editor- Brian McKelvey

WWW.SUNVALLEYFLIERS.COM

SEPTEMBER 2005

President- Norm Goodnuff

Vice President- Charlie Beverson

Treasurer- Gene Peterson

Secretary- Dr. Paul Steinberg

THE PRESIDENTS CHANNEL

Norm Goodnuff



I am back from Michigan where I spent seven weeks vacation. From all the news I missed most of the hot weather (Phoenix July had record heat) Michigan was warmer than most years but nice along the shore of Lake Huron.

SVF Members were treated with some real good meeting while I was gone but you can bet I won't miss the September one, as I understand Beverson has another good one in mind, Great Job V.P.

U.S. Scale Masters 2005 Championship will be at your SVF field this October 13, 14, 15, & 16, many projects have been completed but we still have a lot of work that needs to be done prior to the event. We will talk a lot about this at the September Meeting.

Want to help on the Scale Masters Event contact Mike Peck or any Officer or Board Member.

Fly Safe and land on the centerline

Next Meeting Events Tuesday September, 2005

SPECIAL EVENT! Charlie's Desert BAR

- Hobby Bench will be there to display new products.
- Presentation by Joe Miele from Madison Components Joe will show all his special RC products.

Sun Valley Fliers Club Meeting Tuesday August 2, 2005

Vice-President Charlie Beverson called the meeting to order at 7:31 PM. There were 45 members in attendance. Charlie's free hoagie give-away at the beginning of the meeting apparently contributed to the higher than normal attendance at our August meeting, and everyone enjoyed making their own sub sandwich. Charlie welcomed all the members and introduced the club Officers and members of the Board of Directors. President Norm Goodnuff was not in attendance as he was still on vacation.

Guests: Ron Brown

New Members: Dave Rigg and Dave Myrick

New Solo Pilots: None in attendance

Secretary's Report: The minutes of the July meeting were read and approved as written with no discussion and will be published in the September edition of the Slow Roll.



Treasurer's report: **Gene Peterson** read the treasurer's report and reported the balances of funds in the checking account, the field improvement fund, and the savings account. Gene also noted that one of our members had donated a garage full of models, equipment, and tools to the club. Gene brought three partially completed model aircraft to be auctioned off at the end of the meeting, and **a number of items were put on the back table for members to take for free**, including a huge box of assorted balsa wood. Gene noted that many more items would be brought to the September meeting, for either auction or give-away, so **be sure to attend the September meeting**.

Safety Officer Report: **Bob Frey** related a personal radio impound story about the Warbirds Over The Rockies fly-in he had recently attended in Denver, and how important it is to take the time to understand how the radio impound and frequency control procedure works when you are visiting another field. Bob thought he understood it, but found out the procedure was opposite of what he was doing and very nearly lost his AT-6 model due to the misunderstanding. The moral of the story is that even Safety Officers don't always get it right and that you need to be sure to fully understand the radio impound and frequency control procedures fully when visiting another r/c field.

Old Business:

Charlie Beverson asked Mike Peck to contact the County regarding getting the County gate on Jomax road repaired. The left side of the gate is dragging very badly and is difficult to open and close.

Tony Holden gave a report on the recent IMAC contest that was held in Camarillo, CA. A number of our club members attended to compete in the event.

Mark Doan placed fourth in Unlimited. **Tony Holden** placed third in the Advanced class. **Dean Byrd** placed first in the Intermediate class and **John Wisniewski** placed sixth in Intermediate. **Tony Quist** had a terrible event with mechanical problems, and his prop and spinner ended up in the Camarillo River, but he did manage to save the airplane and land it back at the field. Tony thought about retrieving the prop and spinner until he heard the river also had snakes in it. Congratulations to our members who competed and represented the SVF.

New Business:

Tony Holden announced that the next big IMAC event is the Tucson Shoot-Out, which is a five-day invitational event at the TIMPA field on

October 5-9, 2005. **Tony Quist, Tony Holden, Dean Byrd, and Mark Doan** have all been invited to attend and compete. Congratulations, again guys.

Bob Purdy gave us an update on our November 12, 2005 Electric Turkey Fly-In. This year the fly-in will also have a swap-meet component open to our members who are encouraged to bring electric flying type items that they would like to sell/swap to the event. Proceeds of this charitable event will go the Camp Rainbow cancer kids.

Troy Newman was our guest speaker this month. Troy is a representative for **JR Radios**, and he brought two different models and radios to show us the difference between how PCM and standard FM receivers handle interference from the same frequency. He gave an excellent layman's explanation of how PCM and FM receivers differ in the way they process signals from the transmitter. The results of the demonstration were quite dramatic, and although Troy told his own preference for using PCM, he left the club members to draw their own conclusions from the demonstration. He did point out the importance of setting the PCM failsafe settings if someone was using a PCM system, instead of leaving the PCM failsafe settings at their factory defaults. This is particularly important in the case of setting the failsafe throttle setting to reduced power. Thank you Troy for an interesting and informative presentation!

Other Business: None

50/50 Drawing: **John Olejniczak** won the 50/50 raffle to the tune of \$73.

Show & Tell:

Rick Powers of the Hobby Bench showed and discussed the new JR Sport Radio system, a portable hand held frequency checker, a new external receiver antenna, and the Ultrafly Sukoi SU-27 electric ARF kit which includes a motor.

Lee Piester, owner of the **Hobby Bench** showed and discussed the completed Great Planes Stearman PT-17 with a Saito .91 motor and two pilots that are included with the ARF kit. Lee also showed the all-new Seagull Models Harmon Rocket ARF kit, which is a model of a Reno racer that is billed as having a complete building time of only 10 hours. Lee also showed the Great Planes Giant Big Stick ARF kit. Many thanks, Rick & Lee for an interesting show and tell.

Door Prizes: Due to the addition of many donated



items from one of our members, there were too many door prizes to list all the recipients. Expect another bonanza of donated door prizes at the next meeting, so be sure to attend.

Mini-Auction:

Three partially built models were auctioned off including an Ugly Stick with a Fox .40 and 4 servos in it, a P-51 Mustang with an OS .60 and 4 servos, and a Piper Cub with 5 servos in it. The winning bids for these three aircraft were \$55 or less. **Be sure to come next month to see what bargains will be auctioned off then.**

Adjournment:

The meeting was adjourned at approximately 8:55 PM, just in time for one of the biggest monsoon rainstorms to hit Phoenix in several years. Many members chose to wait out the heaviest part of the downpour, which lasted for nearly an hour.

Next Meeting September 6, 2005

Respectfully submitted,
Michael Peck

Doin it Safely

By Bob Fry, SVF

Just a quick safety message for this month. It's just too hot for anything else. About the only good time to fly these days is 6 or 7 am, and of course at that time the sun is in your eyes from the east. Don't forget to bring plenty of water with you if you dare go to the field at later times of the day.

This month I have an interesting story to tell concerning safety about my recent trip to Denver and the 'Warbirds over the Rockies' scale event. First off I have to say that if you are interested in scale you may consider visiting this annual event in the future. There were about 100 beautiful warbirds attending and lots of real fine flying. Highlights included a \$20,000 F9F Panther with a 90+ wingspan and a 100+ F8F Bearcat. Course plenty of P-51s and P-47s, a couple of P-38s and a few Spits. The event is based on the One Eighth Air Force FlyIn format and there are prizes in several categories and a great pilot raffle. I had a ball.

When I arrived at the field I was pleased to see that they were using a form of radio impound, although it was quite different. Along the flight line they had several racks where you were to impound the transmitters. Each rack impounded certain frequencies. I found the rack that had my channel 31 frequency and

set my transmitter there and started to pit nearby and get my little SNJ ready to fly. This type of impounding is effective and if you pit near the impound rack, your transmitter is never far away. However you really don't have as much flexibility on where to pit, if you want to stay close to your radio. They have a drop dead gorgeous flying site that is part of a State Park just southwest of Denver.

I asked my friend Brian O'Meara about the frequency control, and he said to impound my Tx in the appropriate place (already done) and when I'm ready to go put the pin on the peg at that impound. I was ready so I went to the impound, and found the pin on the 31 peg. I grabbed the pin and placed it on my transmitter, and took my

AMA laminated pin and stuck it on the peg in its place. I remember thinking it was



curious that there were no pins on any of the other frequency pegs at that impound.

I got chatting with one of the local club officials, and he offered to spot for me so we taxied out. My first takeoff was completely out of control. The plane went everywhere and I'm surprised it didn't nose over enough to break the prop. The little SNJ can be a handful, but I've never seen it that bent out of shape. Totally embarrassed, I taxied back for another go at it. I was sure the local club official figured I was a real novice.

The second take off run was much better, that is until I was about 10 feet off, and then all hell broke loose again. This time I knew there was something going on much more than just poor piloting. I was able to get it back long enough to make a circuit of the field (getting little hits all the way) and then get the plane back down to a safe landing. During that time my spotter looked at my transmitter and, noting the flight pin on it, became concerned that I didn't have the frequency. I didn't understand, but upon landing I cut the throttle so that the model couldn't go anywhere else where it wasn't wanted.

Back at the pits I learned that I had mad a huge mistake by assuming the pin on the channel 31 peg was a flight pin. It was not. It belonged to my friend Dave Gianakos and by virtue of it being there on that 31 peg, he was the proper owner of that frequency. We found out that indeed he had his transmitter and was using it to make adjustments to his plane while I was trying to fly.

At this field there is no so called flight or frequency pin. Everybody has there own pin with their name on it, and they place it on an empty frequency peg in order to get control of a given frequency. Apparently this system works fine for them, at least until someone like me comes along. My friend Dave was apologetic, but he was completely in the right, and I was completely in the wrong.

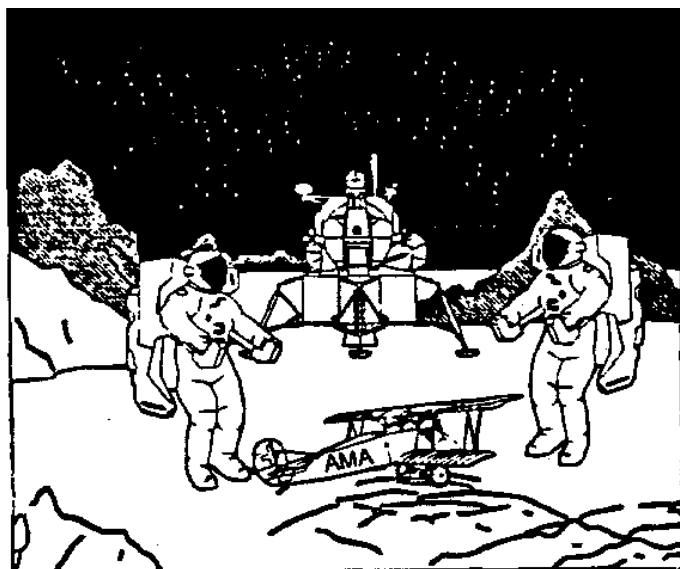
The lesson to be learned here is to make sure you're familiar with procedure at clubs or sites that you're visiting. They certainly could be different and no matter how concerned you are about frequency control or safety in general you can get in trouble real quick. No accidents to report this month that had any safety issues, so you guys keep up the good work.

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

Channel Usage at SVF

THESE ARE THE CURRENT CHANNELS IN USE AT SVF. IF YOUR SHOPPING FOR A NEW RADIO AND WONDER ABOUT THE CHANNEL, WE SUGGEST YOU LOOK AROUND AT THE FIELD ON THE DAYS YOU FLY. SEE WHAT'S IN USE AND WHO'S USING THEM.

Channel	# of SVF Users	Channel	# of SVF Users
11	8	37	9
12	10	38	17
13	6	39	10
14	9	40	18
15	7	41	8
16	15	42	20
17	9	43	9
18	17	44	14
19	12	45	7
20	13	45	7
21	10	46	16
22	14	47	3
23	10	48	17
24	8	49	9
25	15	50	17
26	9	51	3
27	5	52	17
28	15	53	11
29	4	54	16
30	16	55	6
31	6	56	15
32	16	57	15
33	6	58	10
34	18	59	6
35	6	60	6
36	11		



"Sure beats the hell out of me Hank!"

WANTED! OLD SVF NEWSLETTERS.UPDATE

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- Nov.

1978- Bits & Pieces

1979- Bits & Pieces

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.

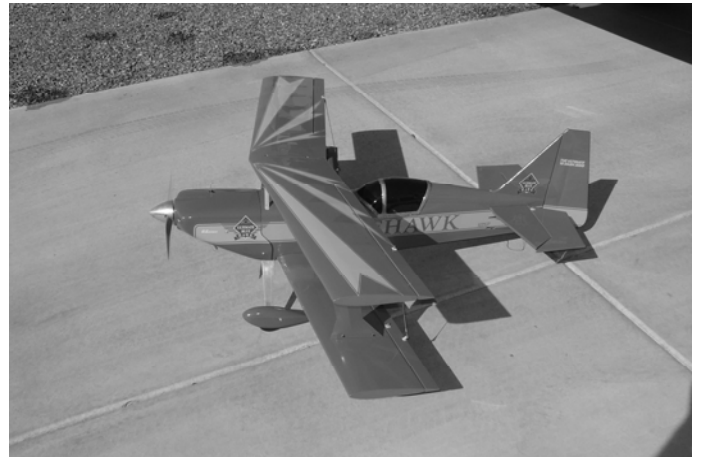
The following years are in need of all 12 months except for 1995.

1981 to Sept. 1995, we do have 1992, 1993, 1994

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

Bob Purdy 602-996-3563

For Sale



Goldberg Ultimate 10-300 ARF with O.S. FS-120 Surpass III w/Pump 4 cycle. Everything minus receiver \$500.00. Call Brian 623-516-8260 or email at bdmckelvey@cox.net



AUCTION SALE

Next Club Meeting
Tuesday September 6, 2005

All Items Sold AS IS, No Returns

Planes

SIG 120, ORANGE COVERED W/SERVOS
TIGER 60 SIZE TRAINER, OS40, AND SERVOS
ADVANCE 40 SIZE TRAINER, OS40, NO SERVOS
LOW WING 60 SIZE, OS60, SERVOSE, NO COVERING.

Radios

FUTABA PCM, RECEIVER, 2 SERVOS
FUTABA FM , FG SERIES"

Kits

PICA FOCK WULF, 60 SIZE
TF P-39 AIRCOBRA
SIG SKYBOLT
ME-109

Engines

FOX 40 2STROKE
O/S 15 2 STROKE
O/S 61 4 STROKE
O/S 61 2 STROKE
O/S 46 2 STROKE
O/S SILENCER MUFFLER
40 SIZE ENGINE, NOT SURE OF BRAND

Other Stuff

BOX WHEELS
BOX TANKS
BOX SPINNERS
HEAT GUN
COVERING IRON
RETRACTS ROHM, 1 SET"
"RETRACTS ROHM, 1 SET"
6 ROLLS OF 21ST CENTURY CIVERITE
"11 FUTABA SERVOS, AND BOX OF SERVO PARTS."