



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Norm Goodnuff
Vice President—Tony Quist
Treasurer—Gene Peterson
Secretary—Rusty Fried

Editor—Bob Purdy
rcbobsvf@aol.com

NOVEMBER 2006

*The Slow Roll is published by the Sun Valley Fliers
By and for its membership to all others interested in the
building of radio control aircraft*



Inside this issue

P-47 LITTLE CHIEF...Building my Turkey Fly In Aircraft...Part 2-Construction of the DO-X.....6th Annual Turkey Fly In Coming this month...We wish the SVF members well in the U.S.SCALEMASTERS, TUCSON SHOOTOUT and 1/8 AIR FORCE FLY IN.....Try the Creamsicle Cheesecake for your Thanksgiving feast. See October Slow Roll.

We wish all the SVF Members, their families and friends to have a very Happy Thanksgiving.



THE PRESIDENTS CHANNEL

Norm Goodhuff



It is hard to believe that we are already into November. We only have one more event left this year. Nov. 11 is our 6th annual Electric Turkey fun fly. Bob has been busy getting everything ready for the fun, so let's all come out with our electric planes. It is amazing how far the electric planes have come. We will be looking for volunteers to help with the event. So don't be shy, raise your hand when asked to help

I would like to take some space to thank the club members that have donated to our special worker fund. Response has been excellent.

I also want to thank **Jim Moore** for his work on our spectator area. This should be completed soon. This area is a major undertaking for basically one person. It is appreciated. When it is completed it will be a great asset to the field.

Have a great Thanksgiving.

Next Meeting, November 7, 7:30 P.M. @ American Legion Hall

Introductory Pilot Program



FRANK



DAN



HOWARD

Congratulation to **Haim Lichaa who on October 22, 2006 soloed. He was instructed by Howard.**



ATTENTION SVF MEMBERS

Come to the November 7th meeting we'll be talking about JR, Futaba, etc., radios. Bring your radio if you have some questions on setting up your radio. Also bring a pen/paper just in case to take notes. We are hoping to get some mfg's/smart representatives to show us about their radios. There may also be a cheapo freq. counter set up to give you a close freq. readout of your radio. We'll check more into that freq. counter. *Editor*

More Turkeys Wanted

Well not really, what we are looking for are some of you Sun Valley Fliers to help us out with the upcoming Electric Turkey Fly In on Nov.11, 2006. With an event like this, there is always in need of help at the registration table to sign in the pilots, check for AMA license, collect the fees. Two SVF's will be needed there. How about helping in the kitchen. Like to take photos? We can use some for the SR. Three judges to choose Best Military Prop, Military Jet, Best Twin, B. Aerobatics,, B. Heli/Autogyro, Smallest aircraft, Largest, Oldest Pilot, and Youngest. So if you would like to help out please e-mail me or call me @ 602-996-3563 **Bob Purdy**

Sun Valley Fliers Club Meeting Minutes
Tuesday October 3, 2006
Rusty Fried, Secretary



MEETING OPENED AT 7:32 PM

ATTENDANCE: NORMAN GOODNUFF-PRESIDENT, TONY QUIST-VP, GENE PETERSON-TREASURER, RUSTY FRIED-SECRETARY, FRANK MOSKOWITZ-BOARD, HOWARD KENNEDY-BOARD, BOB PURDY-BOARD, DAN JACOBSEN-BOARD, BRIAN MCKELVEY-BOARD, CHARLES BEVERSON-BOARD, MIKE PECK-BOARD, RONALD THOMAS-BOARD, BOB FREY-SAFETY OFFICER, WALT FEESE-WEB MASTER.

GUEST-HEINERICH

MINUTES FOR PREVIOUS MEETING VOTED AND ACCEPTED AS PUBLISHED

TREASURERS REPORT VOTED AND ACCEPTED. 2007 RENEWAL NOTICE IN THE MAIL. ON THE FORM WE ASKED FOR ADDITIONAL MONEY FOR A FIELD CLEAN UP FUND. THE RECENT FIELD CLEAN UP WENT WELL. MANY THANKS TO ALL THAT HELPED. AS WELL AS CLUB MEMBERS WE ALSO HIRED 4 DAY LABORS.

OLD BUSINESS:

OUR PRESIDENT WENT TO VISIT OUR CONTACT AT THE CITY OF PHOENIX. THEY HAD RECEIVED OUR LETTER ABOUT MOVING THE HELI PAD. AT THAT POINT IN TIME NO DECISION HAS BEEN MADE

PRESIDENT NORM HAS SAID OUR CLUB MEETINGS ARE DULL! THIS MEETING WILL BE THE START OF OUR MOVING FROM THE DARK SIDE INTO THE LIGHT.

SAFETY REPORT: AS OF JANUARY 1, 2007 ALL GAS POWERED AIRCRAFT FLOWN AT OUR FIELD MUST HAVE A WORKING IN FLIGHT KILL SYSTEM. TONY TALKED AND DEMONSTRATED THE GAS ENGINE OPTICAL KILL SYSTEM. HE ALSO TALKED ABOUT ADD ON FAIL SAFE SYSTEMS.

NEXT MEETING WE WILL HAVE PEOPLE TO TALK ABOUT HOW TO SET UP YOUR FAIL SAFE SYSTEMS.

INTRO PILOT PROGRAM: WE NOW HAVE 3 PILOTS IN TRAINING.

DAN JACOBSEN & BRIAN MCKELVEY DID A PROGRAM ABOUT IMAC AND BIG AIRPLANES. DAN TALKED ABOUT WHAT A GREAT LEARNING TOOL CONTEST FLYING IS. COMPETITION FLYING TEACHES BETTER AIRPLANE CONTROL. DAN DID A Q&A PROGRAM AND GAVE PRIZES FOR CORRECT ANSWERS.

JIMMY MOORE IS BUILDING A PROTECTION CAGE FOR BLEACHERS. HE ALSO HAS BEEN DOING GATE REPAIRS.

NEW BUSINESS: WHY IS THE SPEED LIMIT SIGN 10MPH IN COMING & OUT GOING SIGN 15MPH?

DOOR PRIZES; MR POWERS SHIRT, JOE KISZCZAK SHIRT, RICK POWERS FUEL, KEVIN ARQUETTE SHIRT, CHARLES BEVERSON SHIRT, JOHN GEYER, FRANK MOSKOWITZ FUEL, CHARLES ARQUETTE SHIRT, RICHARD WILDEY FUEL

50/50 RAFFEL WAS WON BY **JOE KISZCZAK**, JOE WON \$40.00.

SHOW & TELL BY RICK POWERS. RICK POWERS BROUGHT HID P51, POWERED WITH A SATIO 180. THIS IS A BEAUTIFUL AIR CRAFT.

SCALE MASTERS QUALIFIER AS ON OUTDOOR CHANNEL 10-04-2006

AT 6:30 AM

MEETING ADJURNED 8:23 PM.



Doin it Safely by Bob Frey

This month SVF is preparing to add another item to our Field Safety Rules. It concerns Fail Safe radio features for all models powered by gasoline engines and will require that PCM radios fail safe be programmed to select idle or power off for the throttle control. It will also require that PPM (FM) radios be equipped with add on devices which will accomplish the same thing for the selected models. These issues were discussed in some detail at the last club

meeting.

We are not picking on the larger gas powered models here. This rule already applies to the jet models as an AMA requirement. We are starting out with the models, which pose the greatest safety risk, but I would predict that eventually the rule would apply to all models.

The new rule is being set as a result of recent accidents in Europe that resulted in several deaths when models encountered radio interference and hit people. In most cases it was found that the fail safe radio features in these incidents were set to 'hold' for power resulting in a model on the loose at a high power setting.

Below is an article published by the BFMA, which is Great Britain's version of the AMA. I edited this a bit due to space limitations, but you can get the picture. They are making this a requirement for all models as you can see. On modern PCM transmitters it is extremely easy to set the failsafe to idle, and I would encourage everyone, regardless of the power you are using to set up their model in this way. For those of you on PPM (FM) SVF will publish a list of add on devices and a description of their use and approximate price next month.

In the mean time, if any of you have questions about fail safe or need help setting your model up for engine idle in the event of radio interference, please see or contact me or any of the SVF Board members.

Bob Frey

Freydell@cox.net

602-944-4264

BMFA SAFETY NOTICE - PCM / FAIL-SAFES

Report from the BMFA Technical Council - 30th October 1999

Compiled by Andy Ellison. R/C Power Technical Committee.

On Sunday 14th March 1999 eleven-year-old Adam Kirby was struck by a radio controlled powered model aircraft and killed. The coroner's inquest into the accident has concluded that a contributory cause in this tragic accident was the settings of the computerized transmitter based programmable failsafe.

In this instance the radio in use was transmitting in pulse code modulation mode (PCM) and the programmable failsafe was set to HOLD.

On Saturday 30th October, after a long study and information gathering exercise, restricted by the legalities surrounding a case of this type, the BMFA Technical Council sat to deliberate proposals put forward by myself relating to the use of PCM radio and its association with programmable radio failsafe devices. The following report is a synopsis of my findings.

Please bear in mind that the terminology relating to this topic varies greatly from one radio manufacturer to another, and so for the purpose of this safety notice I have generalized. The term HOLD refers to a scenario whereby the servos HOLD the position they were in just before the interference arrived. The term PRESET refers to the moving of the servos into pre-programmed positions which were defined by the operator before flying, and FAILSAFE is a generic term to cover both.

Computerized radios are an ever-increasing feature of the modern R/C flying club. Regrettably it is also the case that many of the users of such devices do not fully understand their operation. This is particularly the case when PCM mode is selected with respect to the PRESET/HOLD options.

In my research I found that a disturbing number of average club fliers using these radios (around 80%) were unaware that selection of PCM mode brings with it the failsafe features of the program.

The unfortunate fact of the matter is that modelers indeed have a failsafe operating on their model but do not realize it. Moreover, because they did not realize it, they had not programmed it, and in the event of signal loss, it would defer to the factory default settings, usually HOLD. This of course includes the throttle servo. If interference occurs at take-off for example and the throttle holds at an opened position with minimal deflection on the

on the other control surfaces, the results can be disastrous.

Almost all sets give an automatic PRESET/HOLD feature within the program as soon as PCM is selected. This failsafe becomes operational if interference occurs at the receiver of the model or the transmitter signal is lost. Control returns to the pilot when the interference ceases. If interference does not cease, the pilot will not regain control.

The failsafe software cannot be totally inhibited. It will either hold all (HOLD) or go to positions pre-programmed by the pilot (PRESET). Some sets allow a combination of this feature. I.e. some channels will go to a PRESET position and some controls will HOLD at their last position.

The failsafe does not work in the event of receiver ni-cad loss.

Programming of the PRESET feature is done by opening the memory of the computer, putting the sticks, switches and potentiometers in a selected position and then closing the computer memory. This can be quite difficult to follow even from the radio instruction manual.

To illustrate the seriousness with which the BMFA are taking this matter, the Technical Council unanimously agreed a plan of action which has been reported to the coroners inquest and includes:

1. The forwarding of our findings to all known radio manufacturers highlighting the problem and requesting/advising that they: -

Negate the problem through the use of revised software i.e. inhibit the failsafe function so that it must be selected to turn it on, and modify the factory setting for the throttle function so that it does not default to "HOLD"; and

Publish in the operations manual for the Radio, clear and concise instructions highlighting the potential danger of an "un-programmed" Transmitter based, radio failsafe device.

2. The findings are passed to the CIAM/FAI with the expressed request that they distribute them to all National Aeromodelling Governing Bodies in a suitable publication.

3. The CIAM/FAI/BMFA is instigating an emergency general rule change to ensure that any powered models flown under the protection of a Radio Control Failsafe device must ensure that said device brings the motor/engine to run at its lowest speed, (stopped in the case of electric powered models), and specifically not to HOLD the last position of the motor/engine control.

Andy Ellison, R/C Power Technical Committee.



DX7 7Ch DSM2 System w/AR7000 Rx & 4-DS821 Servos

Overview **The first full-range 2.4 GHz system for all types of aircraft is here**
With the DX7 you'll be able to fly anything from micro electric helis, to big gas-powered IMAC planes without regard to frequencies and free from fear of interference. Calling this kind of thing "revolutionary" just doesn't cut it. It is nothing less than a quantum leap in RC technology that will change how you fly forever. Never again will the availability of a frequency pin dictate when you can take off. Never again will you have to ask, "What channel are you on?" Never again will your flying experience be interrupted by model-generated RF noise, interference from commercial broadcast towers, or anyone on another RC system. Item coming soon. **Due Early December, 2006**



- 20-Model memory
- Airplane and Heli software
- Switch assignment
- P-mixes
- Includes 4 powerful DS821 digital servos with high-tech resin gears
- 3-axis dual rate & expo
- 3-position flap (Airplane)
- 5-point throttle curve (Heli)
- 3 flight modes plus hold (Heli)
- Gyro programming (Heli)
- CCPM, 2-servo 90°, 3-servo 90°, & 3-servo 120°



\$ TREASURERS REPORT \$ with *Gene Peterson*

Greeting from the Treasurers Dept.

Sorry on missing the October Birthdays, Editor

October will bring your Dues notices in the Mail. Hope you can turn them around and get your renewal back in quick. Same rates as last year.

This year we are asking for some more support in the Field Maintenance. I know everyone has lots of things to do with families, jobs, etc and are not able to help out when we ask for a couple of hours to help with the field maintenance. We're sometimes very lucky to find a few hours to go flying. So.....This year we're asking that you put a little money in the "Field Maintenance" pot for which we will save and use only for this use. We're asking for \$20.00 for the year, but if you would like to contribute a different amount, that would be just fine. If your one people that helps out when Field Maintenance time comes, please don't feel obligated to contribute.

Our feelings are that many of our members would like to help but are unable, so this would support the obtaining of some laborers for pay that could accomplish this task.

Also this year in the Dues Notices, please check on your EMAIL addresses. Double check the spelling and such to make sure your getting the Newsletter Notification on a monthly basis.

Please check any other fields that are blank, like your Birthday for instance. How can we wish you HB if we don't know your BD.

Thanks to all who have sent in their 2007 dues early. We are only a couple weeks into the renewal process and already we have 72 renewals. Thanks also to all members that have contributed to the Field Maintenance fund. One member even sent in \$100. That's a real contribution. I'm sure these funds will help keep our field tidy, weeds picked, gravel raked and so on.

New 2007 stickers will be here in an about a week and I'll start getting the new stickers out to all that have renewed. AMA hasn't even got their renewals out in the mail so were a little bit ahead.

Happy Flying in November. Don't forget the Electric Fly. Should be a real "Quiet" time.

Best regards, Gene Peterson, SVF Treasurer

October

Happy Birthday to,

November

First name Last name Member type Dob

Robert Purdy	Senior	10/01/1935
Dean Brox	Regular	10/02/1973
Brian Clermont	Regular	10/02/1962
Cecil Walters	Lifetime	10/03/1940
Warren Folkerts	Regular	10/03/1956
Bruce Bretschneider	Regular	10/05/1940
Robert Star	Regular	10/11/1967
Tim Houghton	Regular	10/15/1947
Richard Mesh	Regular	10/16/1942
Paul Steinberg	Regular	10/17/1951
Lee Piester	Senior	10/17/1938
Tim Nelson	Regular	10/19/1946
Charles Vicary	Senior	10/21/1936
Ken Rhoads	Regular	10/22/1950
Brian Chamberlin	Regular	10/22/1963
David Rigg	Regular	10/26/1947
John Mangino Sr.	Regular	10/27/1942
Scott Stemen	Regular	10/26/1960
Scott Chambliss	Regular	10/29/1973
Howard Buxton	Senior	10/31/1937

Jim Brewer	Senior	11/01/1938
Charles Moehring	Regular	11/04/1953
David Hoke	Regular	11/05/1941
Austin Goodwin	Regular	11/06/1945
William Byers	Senior	11/08/1928
James Goessling	Regular	11/08/1946
Peter Jones	Regular	11/09/1942
Robert Rude	Regular	11/09/1970
Craig Demarcus	Regular	11/10/1943
Avery Steinberg	Junior	11/11/1989
Wayne Baker	Regular	11/15/1956
John Gerhardt	Regular	11/15/1957
Lou Roberts	Senior	11/17/1933
Charlie Beverson	Lifetime	11/18/1945
Brent Hallmark	Regular	11/18/1947
Edwin Caraway	Senior	11/18/1931
Ron Tracy	Regular	11/20/1942
Derek Van Dyke	Regular	11/20/1948
Dick Lyon	Senior	11/22/1921
Richard Slack	Regular	11/24/1945
Howard Kennedy, Jr.	Regular	11/26/1939
John Hawbaker	Regular	11/27/1952
Ronald Stephens	Regular	11/27/1943
Val Roqueni	Regular	11/28/1945
Tony Quist	Regular	11/29/1963

Hanger 9 Giant Scale P-47 Build by Bob Frey

Attached are a few photos of my recently finished Hanger 9 P-47 'Little Chief'



When this model was introduced as an OD razorback version with 82" wing, I just knew I had to have one and convert it to 'Little Chief'. I built a Bob Holman 62" version of Little Chief in the late 70s and always loved the aircraft. On its last mission it flew in the 86 US Scale Masters with Frank Klibbe, the full-scale version's pilot during WWII in attendance. An event which I'll never forget and after which I gave that model to Frank. It still hangs in his home after all these years. That whole experience is a story in and of itself.

This model is an interesting blend of major modifications and box stock. Most of the many changes are cosmetic to simply give the model a realistic and different look and although they do take a little time, none are very difficult or magical. This model is very lightly constructed however, with a box top weight listed at 16 to 17 pounds. So I did do a little

beefing up in the nose area and around the landing gear mounts, mostly with Balsa tri-stock. I also built a battery box out in the cowl above the tank box, and then glassed the whole area with medium-heavy weight glass cloth and resin. I did open up the exhaust stacks and oil cooler shutters on the lower fuse front area to the firewall to improve cooling. Internally, just about everything else is built according to the plans.

Here's a list of changes made to help replicate 'Little Chief' in fair detail:

Scale hinge lines with hinge caps on the tail surfaces

Cut out and installed wingtip and rudder navigation lights.

Added factory auxiliary trim tabs on one aileron and both elevators

Added regular trim tab dummy control link-ages

Added full depth pilot/cockpit detail

Installed Frank Tiano P&W R2800 1/6 scale dummy engine with some extras
Hogged out wheel wells to accept 4 1/2" wheels instead of the 3 1/2" that are supplied. Painted up some 4 1/2" Dubro wheels for better scale appearance.

Replaced tail wheel with 1 3/4" Robart scale wheel.

Built up tail wheel strut with fuel tubing.

Also added wheel well scale detail and cover plates for the main gear.

Cut out shell ejectors behind machine guns on lower wing.

Built up the supplied gear struts with a few laminations of heat shrink tubing, then painted silver

Modified gear doors for more/better scale detail.

Reworked machine guns for better scale detail

Replace decals with Top Flite giant scale P-51 versions – much better

Painted over existing Ultracoat covering as needed to replicate 'Little Chief'. Used auto acrylic lacquer

Nose Art hand painted in acrylics normally for plastics

Replaced all external screws & bolts with countersunk Phillips flatheads painted to match

Added ample panel lines, rivets and hatches. Used heat tools to emboss the ultracoat

Added a bit of weathering.

Added a service hatch in scale location for switch, fuel, glow and charge attachments.

Clear coated complete with KlassKote satin epoxy paint.

A Moki 1.5 engine powers the model with Bisson wrap around muffler.

So far 16X8 prop seems to give the best performance. JR 9303 with 10 servos. Four are digital and 5 others are rock crushers. Only the throttle has a standard servo. Main gear retracts are exactly as provided and seem to work just fine.

The Moki flies the model with a great deal of authority at a little over 18 pounds. Handling both in the air and on the ground is just superb. I'd highly recommend this model and would be glad to share information on any of the modifications or flight information.



More Photos 



**B
O
B
F
r
e
y
P
4
7**



To the Editor of the Slow Roll

I do enjoy the projects of the war birds/scale members and realize the time devoted to building them. But I'm hoping that other members that are involved in IMAC, turbines, gliders, helicopters, and electrics will show their projects in a future Slow Roll. Can you in the next Slow Roll have something to get their attention to have them prepare their project for an upcoming issue. *Mr. I. Gottoknow*

Editor: Mr. I. Gottoknow, we have in this issue an electric project by yours truly. We hope you will enjoy that. We have a photo (below) that I hope will get the attention of the ones you mention above. I did notice some turbines in the photo. Oh, I also notice the AT-6. Bob

Attention:

IMAC Pilots

Turbines Pilots

Glider Pilots

Heli Pilots

Sport Pilots

Electric Pilots



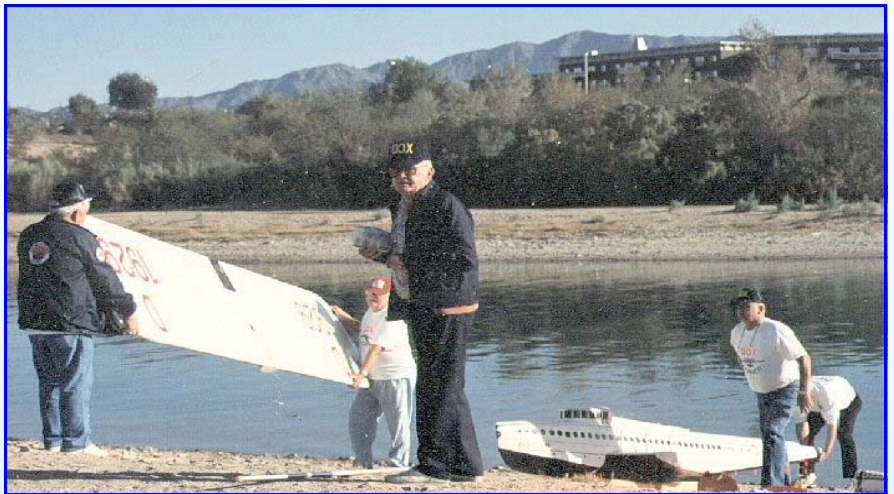
DO-X Part 2: Ready for Flight



Carol Curtin cleaning and polishing the DO-X for its maiden flight.



The Dornier uses a separate radio system to control the six engines; each engine can be controlled independently by the flight engineer by means of this special transmitter devised by John Wisniewski. John was the pilot for the flight, Bill Reed was the flight engineer.



After the DO-X failed to take off at Lake Pleasant, it was later taken to Lake Havasu to try it their for its maiden flight.



At the Nautical Inn beach waiting for the Schneider Cup heats to finish so the DO-X will have a clear frequency to fly



Ready for its maiden flight. It didn't get airborne, it was bought back and all the props were replaced. Time of day was getting short of daylight and if it didn't fly that was it for the DO-X.

DO-X CONTINUED Page 2



After the props were replaced, John Wisniewski headed the DO-X into the wind and called for full throttle and she skipped over the light chop on the Colorado River and lifted gracefully from the water and was airborne. Cheers went up for the BIG FLYING SHIP. John mention it was easy to fly at half throttle. After 5 minutes of flight he set her down and it came ashore to a tumultuous welcome from a crowd that witnessed the flight of one of the Largest RC model flying boats.

That was the only flight of the DO-X model.



People and crew members that helped in this project.

Mike Kelley
Matt Parsons
Tom Hill

Bob Curtin
Carol Curtin

George Zien
Prof. Bill Reed
Ralph Cunningham

Editor: We have just learned that Bob Curtin has recently passed away. SVF sends our deepest Sympathy to the Family.

John Wisniewski
Marshall Sims
Roger Caron
Dave Bueschl
Gary Thompson, Zenoah engines
Tom Walker, Robert-Zap glues
Frank Garcher, Midwest Products



John Wisniewski and the DO-X ready to be displayed.



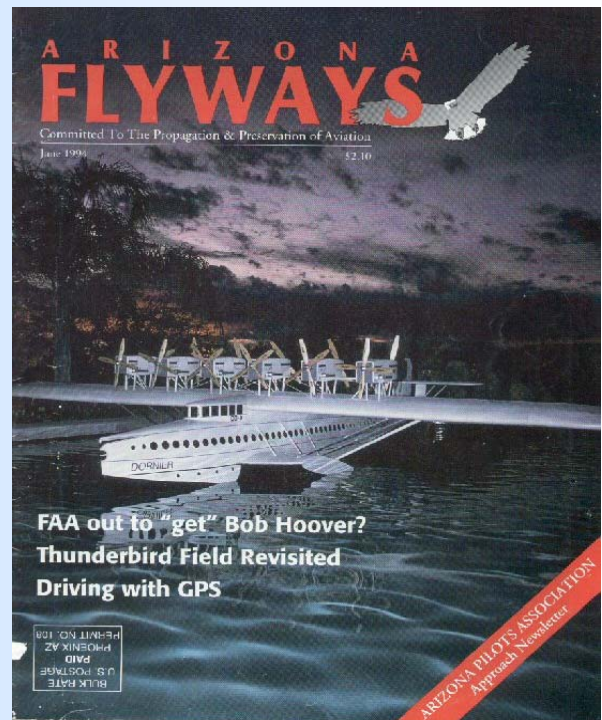
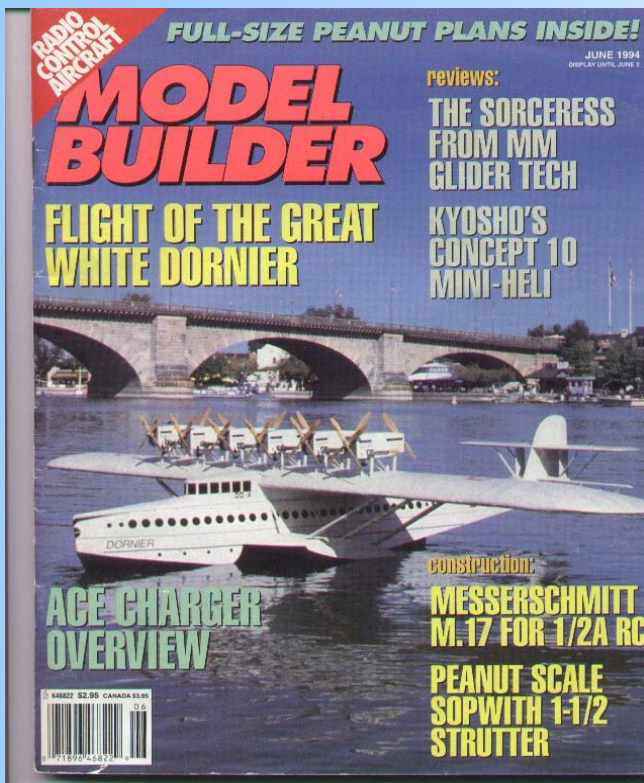
Displayed at Franks Hobby House.



The motor module being crated for shipment.



The DO-X at the Glenn H. Curtiss Museum in Hammondsport, N.Y. Ready to be hung from the ceiling.



<http://www.glennhcurtissmuseum.org/index.shtml>
Much of the info came from these 2 magazines.

My Electric Airplane for the TURKEY FLY IN

I thought it was time to get something new for the **Turkey Fly In** for this year. All I ever had with electric were those 4 gliders I have and one helicopter, the one is a hotliner and really is not a glider. It will glide but not for to long and then will stall out.

Anyway I started looking thru the magazines to see what will make me happy, be something different.

Just watch and there will be a dozen of them at the fly in!

I saw one and call the hobby stores to see if one was in stock. Nope! No one had one and I was disappointed with COX Models stating in their ads to see their products at your local hobby shop.

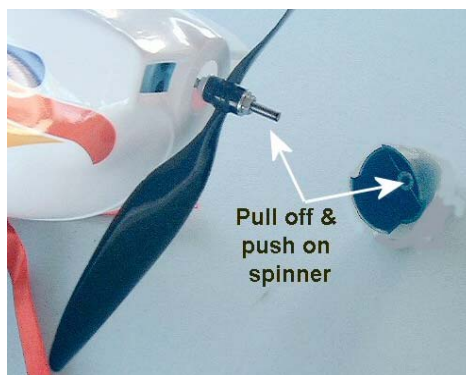
Well I had to have the Cox Christen Eagle as this has been one of my favorites aircraft and I found that the price was reduced by almost \$70.00. WOW! What will be missing on this aircraft with a savings like that? Everything is the same as Cox told me and I ordered it.



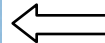
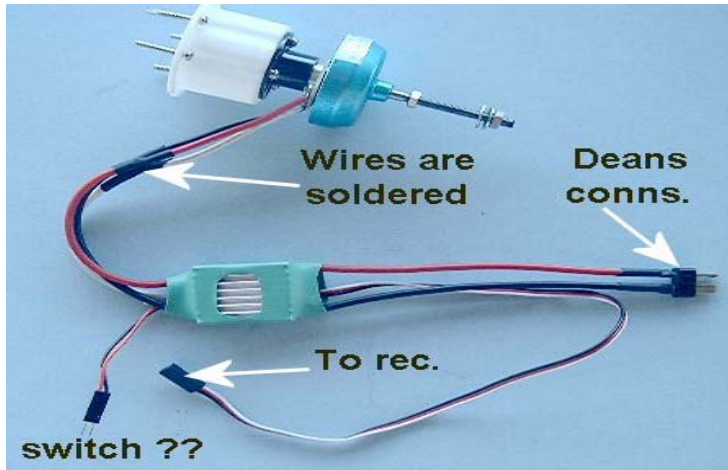
It didn't take to long to get it and UPS rang the door-bell and there was this big long brown box. No nicks, dents, or cut visible on the brown box, so far so good.

I open it up very careful with the knife and out came this other colorful box of the Eagle with a handle on the box, very nice to carry around.

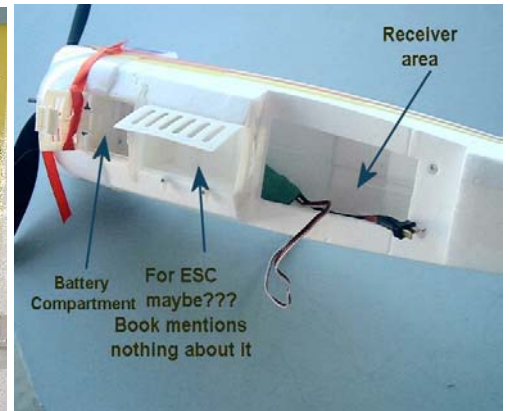
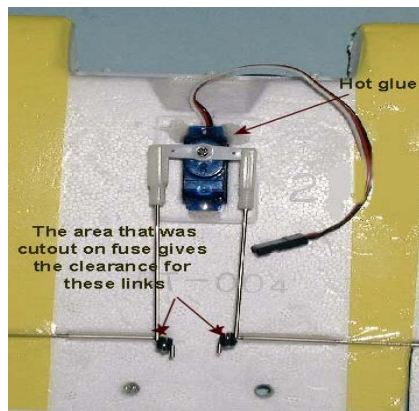
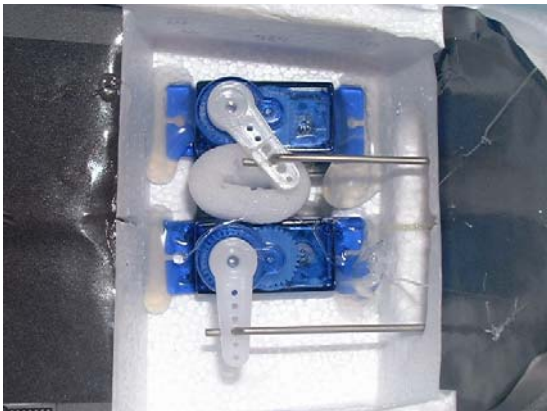
I was very please the way they planned the packaging of this aircraft. Very smart of them. Protected with bubble wrap. It will be a great carrying case if you ever was to go on a long trip for another electric fly in. No damage was seen on any parts. The fuselage, rudder, elev., all attached and motor and ESC installed. The li-poly battery, canopy, spare prop, hardware, and landing gear are for you to install.



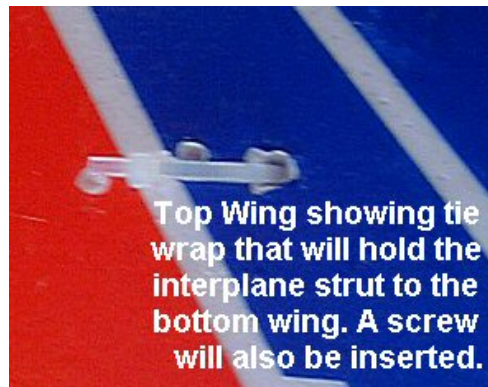
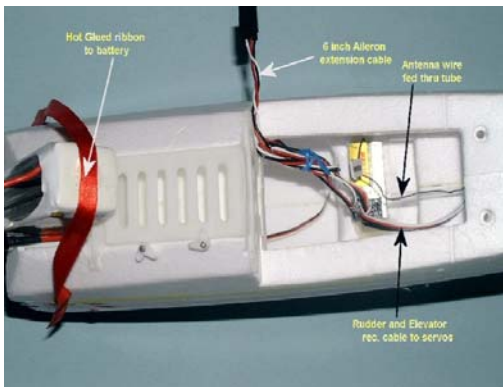
I started reading the book, and took their advice and purchased Testors Model Master Gloss Lacquer #1961. This will protect the water transfer decals that they applied to the Eagle. A light coat 2-3 times will have no effect on the foam. It will also make it shine!



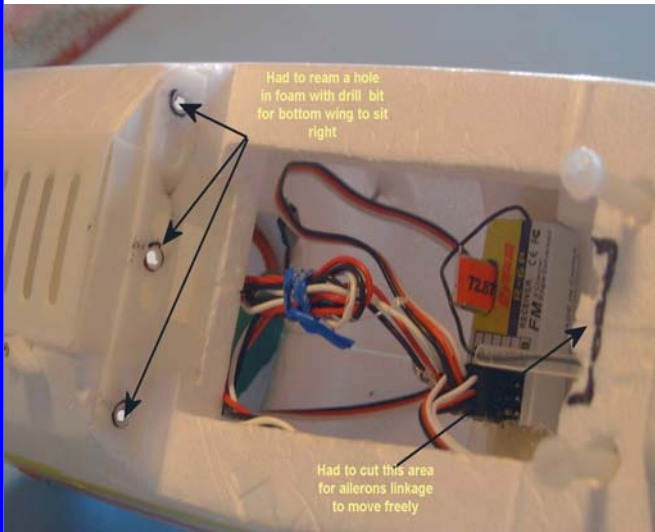
I got curious about how the motor and ESC where hook up. The motor wires are soldered to the ESC, So if you want to change out the motor or ESC you will need to unsolder or cut the wires and provide some connectors. I found that there was 4 volts on the Spare/switch connector with batt. Installed.



Fit the servos in the foam if you have to cut it. I went ahead and hot glued the rudder & elev. servo and checked out the servo arm and linkage. A piece of foam was inserted between the 2 servos. Wires were fed down to where the rec. will go. The wing servo is fitted to the wing and hot glued, servo arm and links were installed. **Next is to install your receiver inside the fuse with servo tape or hot glued. With the hot glue gun I glued the RED ribbon to the battery pack to make it easier for removal. Once the receiver, battery and servo wires are hook up, set up the control throws on rudder/elevator. Insert the landing gear next to the battery box.**



Cox Christen Eagle Page 3



I tried fitting the lower wing and found it hard to get a proper fit. I ream the 3 holes with a drill bit to go deeper in the foam. I also notice the aileron links were hitting the foam by the wing nylon screws, I cut out a small area and it was just fine.

Now was a good time to do the control throws. I went ahead with the lower (servo) wing and placed it aside the fuse by using a longer servo extension cable and made the proper adjustments.

Mount the lower wing to the fuse, then slip the upper wing thru the tie wrap. *This area could use a better setup then tie wraps.* But I'll have to say I didn't have any problems with it. Now screw in the 2 nylon bolts to the cabane. Now take the Long Screw and find the hole in the top struts and screw it all the way in.

Installed the adjustable aileron coupling wires and adjust the throw to match the lower wing settings.

Setup the C.G. and you'll be ready to fly it.

Now I'll have to get a time to try my Christen Eagle out and hope not to do some harm (crash) to it. See you at the Turkey Fly In November 11, 2006. Oh yes, I'll bring some of the gliders. Bob



FUTABA 9C TRANSMITTER 9 Channel PCM

Manual, charger, floppy antenna and 2 extra antennas

72 MHz, channel 42 transmitter module

1 – Futaba R148DF receiver

3 - Channel 42 crystals

- **\$250.00**

- **Also available:**

50 MHz (Channel 09) transmitter module

2 - Futaba R127DF receivers with 09 crystals.

\$75.00

Call Jim (602) 615-6333

FOR MORE INFO,

<http://www.futaba-rc.com/radios/futj85.html>



Attention SVF Members. Your For Sale, wanted items can also be placed on our Website Classified section that will give you a greater coverage.
Contact the Webmaster, Walt

**S
V
F**



**S
V
F**

SIXTH ANNUAL

Electric Turkey Fly-In.

PLUS A SWAP MEET.

SATURDAY NOVEMBER 11, 2006
@ 9:00 A.M.

All Proceeds go To Camp Rainbow

Help Us To Help Children With Cancer

Hosted By The Sun Valley Fliers

At The Cave Buttes Dam.

Cave Creek Rd. to Jomax and turn west at traffic light.

Camping Available — No Hookups

Open To All Electric Powered Aircraft

**Pilot Prizes / Awards. Swap or sell your
electric aircraft, motors, batteries, chargers, etc.**

AMA Sanction #06-1907

AMA License Required

www.sunvalleyfliers.com

CD, Bob Purdy 602-996-3563 or rcbobsvf@aol.com

Alternate CD, Howard Kennedy Jr. 602-971-1069 or

bushpilot1443@yahoo.com

ATTENTION ARIZONA R/C FLYING CLUBS

Share with us your event flyer and we'll be glad to place it here in the Slow Roll. Just give us the proper time to place your event.

FOR SALE or WANTED

Do you have an R/C item you want to sell?

Or are you looking for something?

You have a good place to seek out/sell those items on the SVF website at www.sunvalleyfliers.com

<http://www.sunvalleyfliers.com/classifieds/>

~WILDSIDE WELDING~ PORTABLE SERVICES

JIM MOORE
AWS & STATE CERTIFIED

480 980 1980
480 502 3435
EMAIL KD7LUT@AOL.COM



Arizona Model Aviators Present:

The 18th Annual Arizona Jet Rally

November 17th, 18th & 19th, 2006 in Mesa, Arizona



This is a "Jet" only event.

Glow Ducted Fan, Electric Ducted Fan and Turbine Jets.

Friday, Saturday 9 am to 4 pm & Sunday 9 am to 3 pm

Noon Time Static Display • Saturday & Sunday

\$5 Parking Donation

For Information Contact:

Davis Fiedler (602) 918-0198 or Steve Ross (480) 986-8338
or email davis10@msn.com

<http://www.azmodelaviators.com>

Food & Beverage Available on Site

NOTE: 103db Sound Limit Enforced

AMA Sanction Number 06-1673

FRANK'S *Hobby House*

12008 N. 32 ST. M, T, F. 10-6
Th 10-7
PHOENIX, AZ. 85028 SAT. 10-5
602-992-3495 Closed Wed & Sunday

HOBBY **BENCH**TM COMPLETE HOBBY & CRAFT CENTER

Paradise Valley
Mall 602-996-
7200 Phoenix

M-F 10-9PM, SAT 10-9PM, SUN 11AM-6PM

8058 N. 19th Ave. 602-995-1755 Phoenix

M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

4240 West Bell Rd. 602-547-1828 Glendale

M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

Next Month Issue

We should have a good coverage on our Turkey Fly In and we welcome all photos/articles. Did something funning, exciting happen here that you would like to share with us?

NOTICE: There will be a SR for the DEC. issue. We would like all articles/photos in after the NOV.11

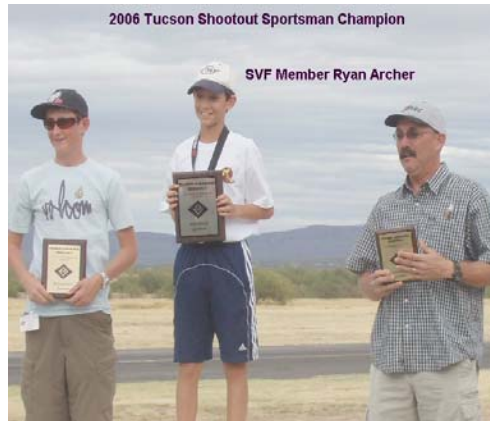
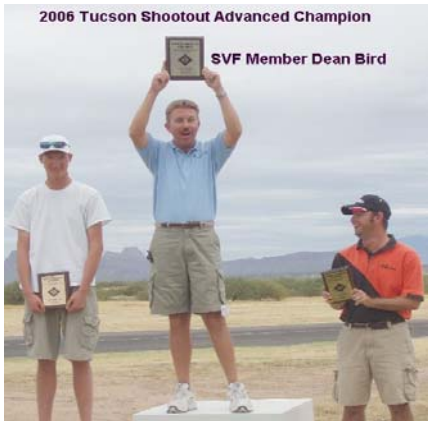
This Month Issue

Another great project by Bob Frey, showing us his P-47 Little Chief. An electric project by yours truly, we hope you will forward more projects like this. We concluded the DOX project and hope you have enjoyed that. Happy Thanksgiving to you all. Bob

Remember to **ZOOM** the **PDF** page to see more.

SVF EXTRA!

Here is a list of winners from the TUCSON SHOOTOUT. Mark Leseberg is a regular at SVF but not a member, Somenzini came up to SVF to practice with Dean Bird and Tony Quist.



TUCSON SHOOTOUT

October 25 to 29, 2006

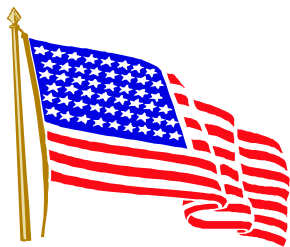


**1/8 AIR FORCE FLY In
October 28, 29 2006**



The Sentimental Journey fly by at the 1/8 AF Fly In





THE SLOW ROLL

Club Officers
Norm Goodnuff, President
Tony Quist, Vice President
Gene Peterson, Treasurer
Rusty Fried, Secretary

Walt Freese,
Website Supervisor

Please check your
Membership list for
Phone numbers.



Board of Directors

Charlie Beverson '06-08

Tony Holden '05-07

Frank Moskowitz '05-07

Mike Peck '05-07

Bob Purdy '05-07

Ron Thomas '05-07

Dan Jacobsen '06-08

Brian McKelvey '06-08

Howard Kennedy, Jr. '06-08



SUN VALLEY FLIERS
P.O. BOX 31816
PHOENIX, AZ. 85046-1816

First Class Mail

To:

WWW.SUNVALLEY FLIERS.COM

32



YEARS



SINCE DECEMBER 1974