



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz
Vice President—Tony Quist
Treasurer—Gene Peterson
Secretary—Rusty Fried

Editor—Bob Purdy
rcbobsvf@aol.com

APRIL 2009

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



Inside this issue: Cover Photo by Joe Bababon...Prez report... Minutes... APRIL B'Days & Treasurer Report..... OEAF Photos...HELI photos ...IMAC photos...EEXPO photos...SVF Members photos.....
...Vibrations.....D.Pits.....& MORE..... etc...ENJOY!

Ward Emigh PA-22



THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ

April 2009 Slow Roll Presidents Letter



Welcome to the April 2009 Slow Roll. I hope you had a chance to visit the field during the One Eighth Air Force Fly-In. There were some amazing scale and semi-scale aircraft on display this go around. Even our famous SVF jets were among the entries. Then we had our IMAC event which I believe had 52 pilots entered. Pictures and event details of each can be found in this edition of the April Slow Roll. As usual

I want to sincerely thank all the SVF members who gave up their weekends to help with these two events. Be it parking, or kitchen or general help, the club owes you a big debt of gratitude. The income generated by your efforts keeps our club moving forward.

Sun Valley Fliers elections. Yes it's that time of year again. Nominations for candidates to run for SVF Officer & Board of Director Positions are due at our April 1st meeting. Any member can nominate another SVF member from the floor at the April meeting as long as the nominee is willing to run. If you would like to participate in or change the way the club is run, volunteer to serve as an Officer or Board member. The actual elections will take place at our May 6th meeting so please put this date down in you calendars so you can be there and vote. A committee will be put together consisting of two non-board members, one board member and be chaired by the president. If you would like to be on the committee just let Tony Quist or I know.

Mike Rauchle, a club member and also with the FAA will chat with us on our April 1st meeting about the controversial subject of how high can SVF member really fly without impacting the safety of local full size aircraft. He will review the current rules that apply to us.

That's it for now. See you at the field!

Please join us for our next club meeting Wednesday April 1st at Deer Valley Restaurant. We will have many raffle prizes and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. Meetings start at 7:30 pm. If you want to eat I suggest you arrive no later than 6:30 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

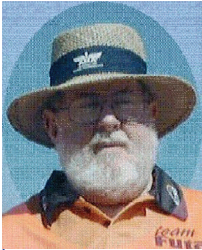
Have fun out there!

Frank Moskowitz

President

President: _____ Frank Moskowitz
(Vote for one) _____ (write-in)
Vice-president: _____ Tony Quist
(Vote for one) _____ (write-in)
Secretary: _____ Rusty Fried
(Vote for one) _____ (write-in)
Treasurer: _____ Gene Peterson
(Vote for one) _____ (write-in)
Board of Directors:
(Vote for five)
____ Tony Holden
____ Paul Steinberg
____ Mike Peck
____ Eric Stevens
____ Ron Thomas
____ Nate D'Anna
____ Jay Steward
____ Howard Kennedy
____ Lucky Mitchell
____ Louis Pfeifer
____ (write-in)

SVF 2009 Ballot



Sun Valley Fliers Club Meeting Minutes March 4, 2009

The meeting was called to order at 7:33 pm by President Frank Moskowitz. There were about 50 members in attendance.

Officers Attending: Frank Moskowitz, President, Tony Quist, Vice-President, Gene Peterson, Treasurer

Board Members Attending: Charlie Beverson, Ron Thomas, Bruce Bretschneider, John Geyer, Mike Peck

Guests: Eric Zaller and Jim Trayner

New Members: No new members in attendance.

New Solo Pilot: No new solo pilots to recognize.

Secretary's Report: The February SVF club meeting minutes were accepted as published in the *Slow Roll*.

Treasurer's Report: Gene Peterson – The Sun Valley Pattern Championships contest held on February 21st and 22nd returned a \$949 net profit to the club, less the expense of additional porta-potties. The SVF/ARMS Phoenix Helicopter fly-in held on February 27th – March 1st returned a \$1966 net profit to the club, less the expense of additional porta-potties. Additional porta-potty expenses for both events were estimated to come in at approximately \$330. These are excellent profit returns for these two events and our thanks go to Rusty Fried and Eric Stevens, the respective CD's for the events, as well as the kitchen staff and other SVF workers that helped so much to make both events successful.

Safety Officer Report: There was no official report from our Safety Officer, Tony Holden; however, a safety incident that occurred at the Pattern Contest was discussed. One competitor apparently stumbled while starting his model, cutting his knee in running engine's propeller. SVF members are reminded to use considerable care when moving around model aircraft with running engines. A question from the floor was raised about when the club will test some aircraft stationary holding devices to restrain models while being started. The Board of Directors is still working on this issue, but has not fully resolved it yet.

Community Awareness/Public Relations Report: John Geyer – The results of SVF's first presentation to the Cub Scouts was very favorable and pictures were published in last month's *Slow Roll*. John is looking into contacting other Scouting groups that may be interested in having a demonstration of our r/c hobby.

Old Business:

- A. **Gunsmoke Scale Masters Qualifier** – There were 42 entries this year at the annual Arizona Model Aviators event in Mesa. Stiff winds in the morning on Saturday and Sunday made flying challenging, but several SVF members placed well in their respective classes. **Jay Steward placed 3rd in the Expert Class; Ward Emigh placed 2nd in the Team Scale class, Bob Frey place 2nd in the Advanced Class; Val Roqueni placed 2nd in the Open Class; and Howard Kennedy placed 3rd in the Open Class.** All of them are qualified to compete in the U.S. ScaleMasters Championships to be held September 10-13 in Wenatchee, Washington. Congratulations, guys.
- B. **Phoenix Helicopter Fly-In** - There were 62 pilots in attendance this year including several up-and-coming young pilots, such as, Kyle Dahl (15 years old) and Ben Storick (14 years old). The weather was perfect and there was a great turnout for night flying as well. The kitchen was well staffed and kept everyone fed, and the new weekend dates seemed to work out well, even though there were some attendees that were probably lost due to the date proximity with the Las Vegas helicopter event & the Electric Expo.

New Business:

- A. **Electric Expo** – The Electric Expo will be held March 13, 14, & 15 at the University of Phoenix (Cardinal) Stadium in Glendale. There will be lots of vendors, indoor and outdoor electric flying demo's. Anyone with an interest in electrics and r/c flying is encouraged to attend and support this activity.
- B. **One Eighth Air Force Fly-In** – The SVF and the One Eighth Air Force will hold their semi-annual scale fly-in at the SVF field March 20th & 21st. Anyone with a scale or semi-scale aircraft can join in the fun. The entry fee is still only \$10.00 per pilot. Gene Peterson and Ron Thomas are coordinating the kitchen operation from which the SVF retains all profits, and they still need some worker help.

Minutes continued



- C. **IMAC Event** – The IMAC contest will be held at our field on March 28th & 29th. There is also a need for some real kitchen worker help at this contest as well, so if you can volunteer a few hours on Saturday or Sunday, please contact Rusty Fried.
- D. **SVF Elections** – Nominations for candidates to run for SVF Officer & Board of Director Positions are due at the April meeting. Any member can nominate another SVF member from the floor at the April meeting as long as the nominee is willing to run. If you would like to participate in or change the way the club is run, volunteer to serve as an Officer or Board member. Tony Quist is also heading up the formal search committee to find willing candidates. Elections will be at the May club meeting. Mark your calendars now and be sure to vote.
- E. **Club Officer Insurance** – The Academy of Model Aeronautics now extends liability insurance to chartered club officers as it relates to their actions in running the chartered club.
- F. **Question from the floor** – A member asked if someone could be a member of the SVF club without being a member of the AMA. The answer is yes, but only if that person does not fly model aircraft. The SVF Constitution does provide for Associate Membership for supporting individuals that do not fly, however, those members do not have voting privileges in the club.

50/50 Raffle – This month's lucky raffled winner was **John Olejniczak** who took home \$50.00 in cash.

Door Prize Winners: T-Shirt - Ron Norris, Multi-Tester - Bruce Bretschneider, Cold Heat Solder Device - Gary Hedges, Micro Torch - Jeff Waymon, Gallon of 15% - Jim Trayner, Pencil Torch - Jay Steward, Locktite - George Tapia, 5 Minute Epoxy - John Geyer, 30 Watt Soldering Iron - Charlie Beverson, Gallon of 15% - Dave Linne, Pencil Torch - Mr. Pfeiffer, Cold Heat Solder Device - Howard Kennedy, Transmitter Case - John Wisniewski

Most popular club member of the month award: **Tony Quist**, who's cell phone rang three times during the club meeting.

The meeting was adjourned at 8:13 pm.

Respectfully submitted,

Michael Peck

for Rusty Fried, Secretary

Meeting adjourned at: 8:30pm

Rusty Fried, Secretary

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\$ TREASURERS REPORT \$ with *Gene Peterson*

TREASURERS REPORT APRIL 2009

All the spring events are now completed and were all very successful for the participants and the spectators, as well as for the club. The first two events in March, the Pattern Contest and the Heli Fly In, netted for the club right at \$2580.48. The final two events for this spring was the 1/8 AF Fly In and the Cactus Classic (maybe I was supposed to use "k" instead of "c") or the IMAC Contest were profitable as well, netting \$2778.12 for the two events. We only did the Kitchen at the 1/8th and all other profits for this event belong to the 1/8th.

Thanks to all the many volunteers who worked at these many events. We couldn't have got it done without you.....

Not much else brewing from the this department right now, so with lots of nice flying weather, (a little windy lately, huh?) keep the nose pointed into the wind and have a safe time.

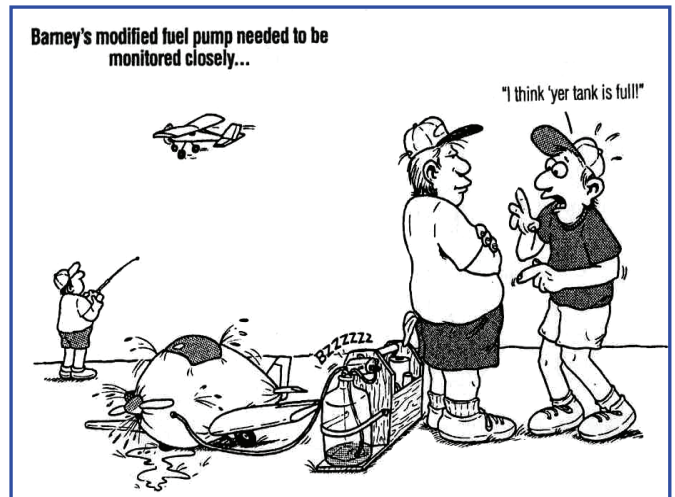
Have a nice month and fly safe.

Regards,

Gene Peterson Treasurer

SVF April BirthDay Boys

First name Last name	Member type	Dob
Thomas Lewandowski	Regular	04/01/1946
Bill Heuermann	Senior	04/06/1937
Wayne Layne	Regular	04/07/1962
Thomas Clark III	Regular	04/09/1946
Frank Gaff	Senior	04/11/1941
David Linne	Senior	04/11/1941
Paul Goldsmith	Regular	04/13/1947
John Olejniczak	Senior	04/15/1925
Lynn Babcock	Regular	04/15/1945
Nate D'Anna	Regular	04/18/1951
Dan Jacobsen	Regular	04/21/1963
Robert Bayless	Regular	04/21/1950
Gerhard Gallifant	Regular	04/25/1963
Ronald Long	Regular	04/25/1964
Dean Bird	Regular	04/29/1964



SVF MEMBERS PAGE



Marty Jones new Aeroworks Yak



Built by Tony Holden, new with Barry Finck



Dustin Young & Marty



Barry Finck new MX-2



Buds new electric



WARD EMIGH

13th ANNUAL PHOENIX RC HELICOPTER FUN FLY 2/27-3/1/09



Photos by Eric Stevens



13th ANNUAL PHOENIX RC HELICOPTER FUN FLY 2/27-3/1/09



Photos by Eric Stevens



Vibration: How to Keep it Out of Your Radio

By Dennis Vollrath, Editor of *The Flightline*

One of the real problems with our hobby is inevitable, the heartbreaking crashes that can occur with our flying models. Once our club members have some experience flying these airplanes, pilot error becomes less and less of an issue. What is a real concern is when the model suddenly fails to respond to the pilot's command. Several of these crashes at our field have involved the larger, and more expensive, models. When these are lost, they can involve possible safety issues before the crash, along with potential total loss of all airborne equipment.

For what it's worth, I've been flying electric models for 25 years, and outside of one or two issues where the electrical noise from the electric motors interfered with the receiver, I've never had a total loss of control with these electric jobs. Don't know, maybe I'm just lucky, but one big difference exists between the electric models and the glow/gasoline powered models—vibration.

I wrote an article in the defunct *RCM* magazine on vibration, and how to keep it out of our radios. This article required the entire airborne radio system to be installed inside a plywood box, with nyrods connecting all servos to their respective model surfaces. The plywood box could then be isolated from the fuselage with a few small, soft foam blocks. The effectiveness of this setup was easily verified by removing the wing, and running the engine. Just place your fingers on the fuselage near the radio system, and compare vibration levels at the fuselage to that of the receiver. If done right, the vibration levels at the radio/battery/servo box will be near zero.

Yes, this type of setup does have drawbacks, such as added weight, extra size of the radio box and whether it will fit inside the fuselage. And, obviously, no one in their right mind will connect a servo of a 50cc gasoline-powered model to the rudder/elevator with a nyrod.

Please read the following and determine for yourself if it would be useful for the models that you fly.

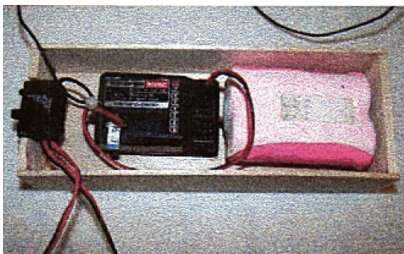
What options do we have? It's a given that we can't change how the servos are mounted. They absolutely have to be solidly mounted with very stiff linkages to the elevator/rudder/ailerons to prevent soft control of these surfaces, or even worse, flutter of the surfaces. At any rate, most of the larger models have dual servos on the elevator and ailerons. Failure of one servo hopefully will allow enough control by the other servo to get it safely back on the ground in one piece. Even still, servo failures are rather unusual in modern radios, even with larger models.

This leaves the receiver, battery, and on-off switch. Try building a plywood box out of Lite Ply, maybe a 1/4-inch bottom, and 3/16-inch sides. Size this box to allow room for the receiver, battery, (or batteries in dual battery installations) and the on-off switch. The receiver/battery mounts can be hook-and-loop or Velcro.

Mounting this inside a model with foam will allow a considerable reduction in vibration levels to these components. The box should be mounted with soft foam, such that it is free to move perhaps 1/4 or 1/2 inch or so.

Placing the on-off switch on the box gives it vibration protection as well.

Try this for a vibration-free connection of the switch to outside the fuselage: drill a small hole through the plastic tab of the switch slide. Then insert two lengths of fish-line-type cord through the small hole, one pulled through the right fuselage side, and the other the left. Just pull one for on, and the other for off. Using this setup should hopefully make this portion of the on-board system at least as reliable as my electric models.



Note the illustrative photo above. Normally of Lite Ply wood, the photo model is balsa to show the concept. It could even have a lid. All the wiring between the switch, receiver, and battery can be placed inside of the box. All that would exit the box would be the servo leads. One way to mount this thing would be to construct another larger box with clearance on all sides. Then insert small pieces of foam between the large box and smaller box. The larger box would be solidly mounted to the model. It's worth thinking about. □

SVF MEMBERS AT THE ONE EIGHT AIR FORCE EVENT March 21-22, 2009 SVF Field



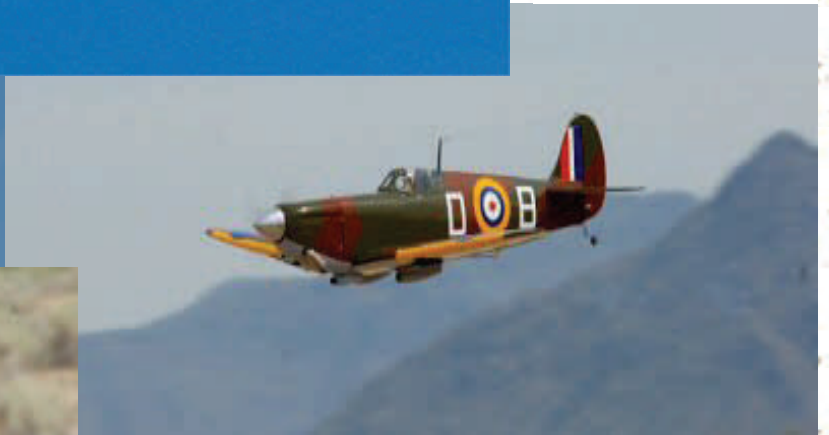
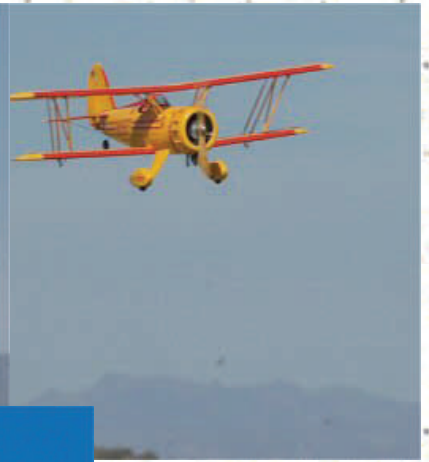
Photos by Barbara Vidales & Bob Purdy & Joe

SVF Aircraft at the OEAF EVENT held at CAVE BUTTES FIELD



Photos by Barbra Vidales

AIRCRAFT AT THE OEAF 3-2009



Photos by Joe Balabon

Charging that New Battery

By Stan Grett and Jim Kale

In recent months, we have heard a lot of discussion on how to charge a new airborne battery or transmitter battery. Charge times have been recommended from 12-24 hours. Dave Thacker of Radical RC is the battery guy I listen to.

He recommends charging the new battery packs at 1/10 of the mAh, which is normally referred to as "C." This rate is often referred to in magazine articles and manufacturers' directions as C/10. He recommends that rate for 16 hours. Most NiCD manufacturers also recommend this.

So, if your battery is rated at 1500 mAh; then charge it at 150 mAh for 16 hours.

Be careful, if your charger charges at less than the C/10 rate, you will have to charge it longer. However, extremely long over charges are bad for the battery pack and will shorten its life. Also high charge rates can shorten the battery life if there is anything overcharging at all.

Cycling a new battery pack will help it get off to a good start in its new life. A good regiment to follow is to cycle it for three charge/discharge cycles over a week-long period. If it passes this test, it should give a good long life if maintained and charged properly.

Cycling a new battery pack before the start of each flying season and after the flying season will give you a good idea how the battery pack is holding up over a period of years.

Generally speaking, any battery that is more than three years old is on borrowed time. However, I do know of cases where battery packs lasted as long as seven years. You are betting your airplane though if you try to squeeze just a little more out of your battery pack than it has to give. Battery packs are cheap when compared to replacing airplanes.

From Wiregrass RC, Enterprise,

FROM THE PITS

With D. Pits

Mr. Pits why is it when I go to the field, that's Monday thru Friday the garbage containers have trash, some have little some a lot. Do we have someone in the club that empty these? B.D..

Dear B.D, yes we do have someone in the club that empty them. That sir would be you! We have many others like you ask the same question and to be part of a club is to also help the club. We all like to have a clean field and that is why those trash containers are there to put your empty bottles, bags, etc. OH, please NO crash airplanes! That is why that Biggy Dumpster is there.

B.D. would that stand for a Bad Day that you had at the field ? All the help we can get from our members is always welcome. Dues from members help in many ways like the john at the field, landscaping, maintenance, the recent laying down of the GSA, painting, locks, and many other things. So a little ounce of help goes a long way. Thanks B.D. and do have a Good Day! D.Pits

Trimming Tips for Scale Models

By Bill Henn

My experience has been that, after a scale model has been trimmed to glide straight ahead by hand gliding, then the flight turn during the power mode can be set using thrust changes alone. Some wash adjustment may have to be added at this point to prevent the inside wing from dipping. After a good power pattern has been established, the glide may have to be slightly reset by very carefully adjusting the rudder through the process of trial and error. Sometimes, some of the side thrust has to be removed to get the glide back the way you want it.

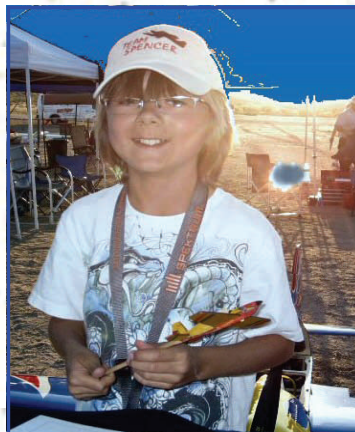
I often see many scale models flying fine in the early part of the power mode, or almost entirely through the power mode, which then suddenly turn in the opposite direction and spiral in. I think this may be a case of the power turn being too tight, which often requires that a lot of wash be used to keep the inside wing up. When the torque burns off, the model spins in the opposite direction, especially if you are using a rearward CG. A lot of down thrust may counter this problem during the initial part of the power mode, but eventually, the model stalls and falls off to one side as the torque diminishes.

I set the CG where I think it should be, which is usually at 35% of the chord. I just tack in the horizontal stabilizer, leaving room for it to be shimmed if necessary. If the model dives during hand gliding, negative incidence is added. I always go for a flat "floating" glide, never a shallow nose dive.

If the model turns slightly in either direction, something is probably out of alignment and should be corrected before power flying. This only exception would be a very gentle turn caused by wing wash that was put in deliberately to keep the inside wing up.

If the model stalls in flight, it may be because the motor has bunched up at the rear, even though it may be braided. When the model lands, check the CG on the spot without disturbing the way the motor has settled. Another cause for stalling is often that the glide turn is too wide. Tightening up the turn slightly may cure the problem

IMAC CONTEST AT SYF FIELD March 28-29, 2009



Spencers Nordquist Age 10

Photos by Marty Jones,
Gene Peterson,
Charlie Beverson

IMAC CONTEST AT SVF FIELD March 28-29, 2009



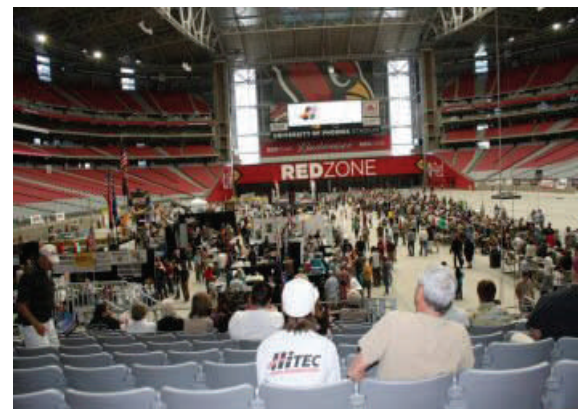
Photos by Marty Jones,
Gene Peterson,
Charlie Beverson



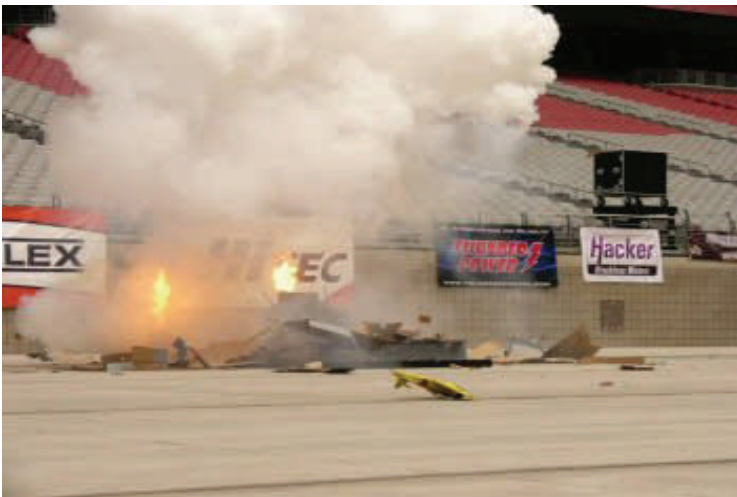
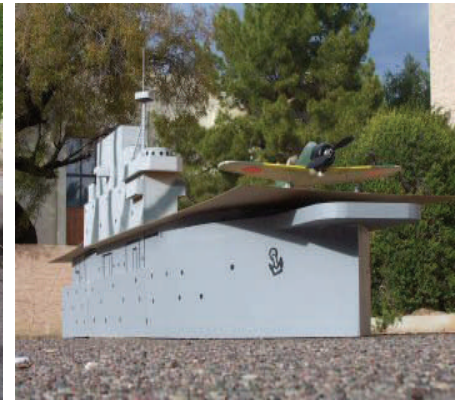
ELECTRIC FLIGHT EXPO March 13-15, 2009



Photos from RC Groups



ELECTRIC FLIGHT EXPO March 13-15, 2009



Photos from RC Groups





**BE HAPPY,
KEEP SMILING**



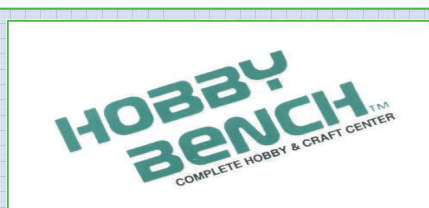
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4240 West Bell Rd. 602-547-1828 Glendale

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

Next month Issue

Have no idea what will happen next month. If you got something going let me know. Be the SR field reporter, great job and good benefits, like free fresh air. See you then.

Would you like to be notified when the *SLOW ROLL* new issue is available? Give Gene your e-mail address.

AZ49ER@COX.NET

Hope you will enjoy it. Bob rcbobsvf@aol.com

This Month Issue

Sorry on being late with the SR. To many errands to do out of town. Many, many photos sent in by my SVF members, THANK YOU. Time is needed to reduce the res. Have to keep the bits down for the website. Send those articles and photos in!

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



THE SLOW ROLL

Club Officers

Frank Moskowitz, President

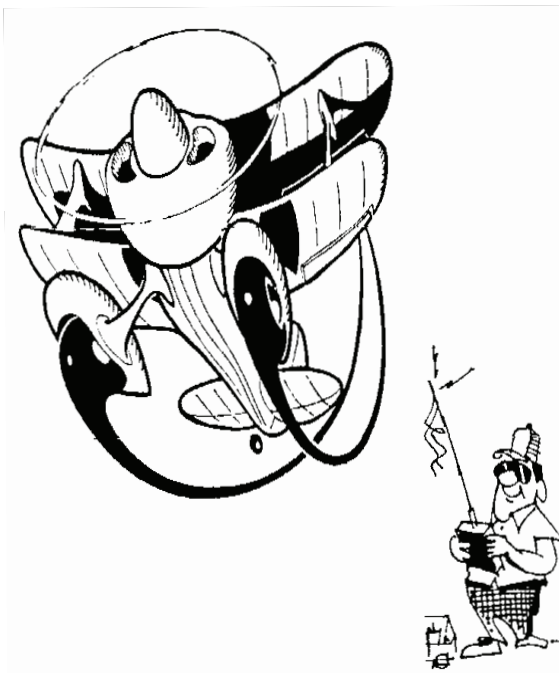
Tony Quist, Vice President

Gene Peterson, Treasurer

Rusty Fried, Secretary

Walt Freese,
Website Supervisor

**Please check your
Membership list for
Phone numbers.**



Board of Directors

Charlie Beverson '08-10

Tony Holden '07-09

Paul Steinberg '07-09

Mike Peck '07-09

Eric Stevens '07-09

Ron Thomas '07-09

Dan Jacobsen '08-10

John Geyer '08-10

Bruce Bretschneider '08-10



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