THE SLOW ROLL

CHARTERED #921
Since DEC. 1974
35 Years

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

Editor—Bob Purdy
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DECEMBER 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 Babalon…. Prez report…Minutes.. DEC-JAN B'Days & Treasurer Report …SVF Members photos…Turkey Electric Photos..Cub Scouts…AMA…D.Pits…3D..Heli tips Pilot spotter...Wings/AZ Event flyers & MORE...*ENJOY*! Editor notice; There will be no January 2010 *SR*.**

THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ

December Slow Roll Presidents Letter

Welcome to December's Slow Roll. This year sure went fast! As promised, your board of directors is continually improving our field and making your club the best in Arizona. A generator is in place and fully operational. This will be a big attraction for future events held at our site. Of course our own membership can take full advantage of this also. Let us know your thoughts about having power available and when it would be most useful to you. Our entrance road will get some well deserved grooming. Additional GSA material will be added and the road brought back to its original non-dusting condition.

We need more intro pilot instructors and certainly full time instructors to help with new members that we are sure to attract this coming year. Please feel free to email me or call me and I will give you all the details on how to become an instructor.

As an instructor, you will also be encouraged help promote better safety. Not only to your students but to the general membership. In a previous letter I mentioned how lax our safety habits have become. Let's define Safety as *"activities that seek to minimize or to eliminate hazardous actions or conditions that can cause bodily injury to yourself or those around you".* Joe Balabon, our safety officer has the authority to ask a pilot to stand from flying if Joe feels that a safety rule is being ignored repetitively. If the violation is severe enough, that member may lose his or her membership by review from the BOD. Here is a list of some safety rules and highly recommended courtesies that are not always obeyed:

1. *You must keep your RC airplane within the boundaries outlined by our club rules. This is a very important rule that we will enforce. We have just added a rule stating there will be no park fliers allowed at the helicopter area. Park fliers shall be flown from the runway or fly in the park flyer area south of the J-John.*
2. *You must make it clear to the other pilots when you are about to take off. You simply yell out "taking off!" You must take off against the wind and fly in the same directional pattern as the other pilots.*
    - *The same rules apply when landing. Simply yell out "landing". If your engine quits any time during the flight, you scream "dead stick!" A dead stick airplane always has the right of way!*
3. *If having engine problems before takeoff, do NOT spend an excessive amount of time tuning your engine at the flight line. This is disrespectful and distracting to other pilots. Take your plane to a remote area for adjustment.*

Our club is pretty laid back and people rarely break the rules. But it is important that our rules be enforced to insure the safety of the pilots as well as the spectators.

OK that's enough safety talk for now. This year has been really great. The coming year will be even better. *The entire Sun Valley membership should be proud to belong to such a great organization. I would like to close this month's article by wishing all a wonderful holiday season. Whatever holiday you celebrate, may it be filled with good health and happiness and the promise of a great new year.*

Editor note; The club was charter on December 1974, 35 years this club has been growing strong!

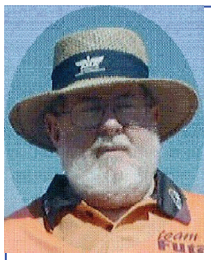
Don't forget to mark the first Wednesday of each month on your calendar for our club meetings. Our next meeting is **Wednesday December 3rd at 7:00 pm**

Location is **Deer Valley Airport Restaurant**. (7th avenue and Deer Valley Road). Remember in order to use the room free of charge each month we need to purchase some food items off the menu. **So arrive a little earlier** and enjoy some of their great food choices. **Lots of great food and a smoke free environment.** The Club meetings get better every month. For added fun we have show and tell. We will always have more than one raffle prize and the 50/50 could make you very happy $$$. You never know what might happen, and you don't want to miss it.

Have fun out there!

Frank Moskowitz

President



Sun Valley Fliers Club Meeting Minutes
Date, November 4, 2009

The meeting was called to order at 7:02 pm by Vice President Tony Quist. There were 30 members in attendance.

Guests: Mr. Ken Justice, welcome

New Members: none
New Solo Pilot: none
Secretary's Report: Rusty Fried. Voted and approved as published.

Treasurer's Report: Gene Peterson. Voted and approved as presented.

1. We have 132 renewals as of this meeting.
2. We have collected $ 1310.00 in maintenance fees.
3. The SVF club has received approximately $7500.00 from the sale of **Bill Pearse's** stuff.

Safety Officer Report: Joe Balabon. Joe want the club to be aware that there are guys flying foamies from the heli pad and he would like it stopped. Joe mentioned that he has no power to stop guys that fly unsafe.

Old Business:

1. **The club made approximately $1800.00 on the jet rally.**
2. **The generator will be run on Sundays from 9am to noon each Sunday.**

New Business:

1. **The E fly needs help to support the event. Tony Quist and Ron Thomas will do the food.**
2. **The club will support a Cub Scout event at our field on November 21.**
3. **At the Christmas meeting in December the Club will have food, we hope it will be pizza.**
4. **Auction at the AMA field this Saturday starting at 8:00am. Superstition Air Park Field.**

Door Prize Winners:
Norm- Fuel, George Tapia-Shirt, , Nate-Shirt, Lou Pfeifer-shirt, Joe Balabon-fuel, Ken Melbye-shirt, John Wanner-shirt, Ken Justice-shirt, Bob Wainman-fuel, Paul-fuel, , Rusty Fried-Iron, Bruce Bretschneider-stand

50/50 Drawing Winner: Ed K. won $34.00 in the 50/50 drawing.

Show & Tell: Howard Kennedy brought his beautiful K&P Hawker Hurricane. Powered with a Moki 180 and weighs 20.5 pounds, Howard says it flies very well. It has a fiberglass fuse and foam wings.

Meeting adjourned at: 7:30pm.

Rusty Fried, Secretary

$ TREASURERS REPORT $ with *Gene Peterson*

TREASURERS REPORT December 2009

Thanks to all who have mailed in their renewal early. We have received 110 renewals as of 10/25 and have also received over $1000. For the maintenance fund Thanks to all who have contributed to help keep our field neat and clean.
Remember we are changing the gate code on January 1, so keep your renewal reply handy with the new code on it. You'll be looking for it .
We're working to make some room in the old shed for the "Gator" SVF voted to buy from Ron Long. Plan is to take some of the shelving out of the old shed, put it in the new shed and keep the Gator in the old Shed. Most of the storage in the old shed will be "stuff" used when we have a kitchen set up for an event.
New generator worked good for the Jet Fly In. Thanks to Frank and his "Electrical Crew" for all the running of conduit and wires. Just a little bit more needs to be run down at the east end of the Ramada. Probably will get this done by the Electric Turkey Fly on November 14th.
Good Flying weather now, so get out and do some this month before the Christmas rush sets in……
Happy Landings

Regards, *Gene Peterson, Treasurer*

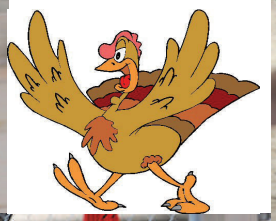
DECEMBER SVF BirthDay Boys

First name	Last name	Member type	Dob
Mark	Simpson	Regular	12/03/1958
Louis	Bennett	Regular	12/09/1944
Jack	Jasperson	Senior	12/13/1937
Robert	Morris	Senior	12/13/1927
Jack	David	Regular	12/13/1949
Bernie	Frank	Senior	12/15/1929
Jerry	Wright	Regular	12/15/1949
Brennan	Cook	Junior	12/15/1993
Brad	Schrimsher	Regular	12/16/1962
Jason	Krause	Regular	12/17/1974
Stan	Von Drashek	Senior	12/18/1925
Mark	Bernier	Regular	12/18/1956
Rick	Powers	Regular	12/18/1957
Dan	Bott	Regular	12/19/1948
Ronald	Topel	Senior	12/19/1937
Martin	Jones	Regular	12/19/1967
Jim	Schneck	Senior	12/20/1942
Joel	Lieberman	Senior	12/22/1937
Darren	Dugan	Regular	12/23/1968
Wayne	Frederick	Senior	12/25/1937
Robert	Kintz	Senior	12/25/1926
Ron	Parmley	Senior	12/26/1939
Allan	Flowers	Senior	12/27/1941
Gary	Hayes	Regular	12/28/1971
Vincent	DiFabbio	Regular	12/29/1955
Gary	Schlegel	Regular	12/29/1949
William	O'Meara	Regular	12/29/1978
Donald	Hill	Senior	12/30/1932

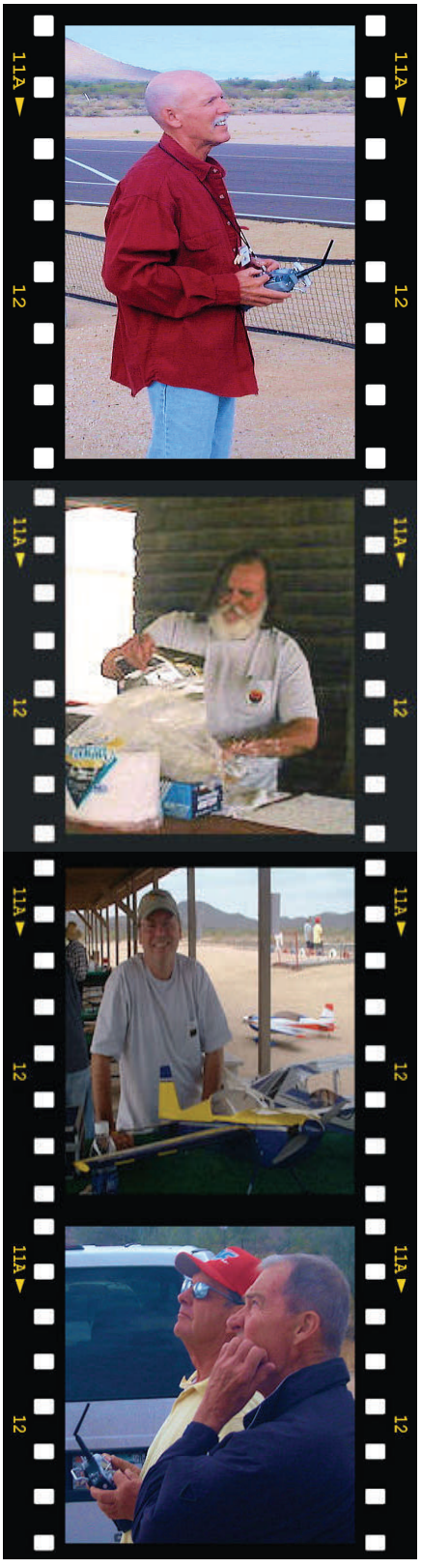
JANUARY 2010 SVF BirthDay Boys

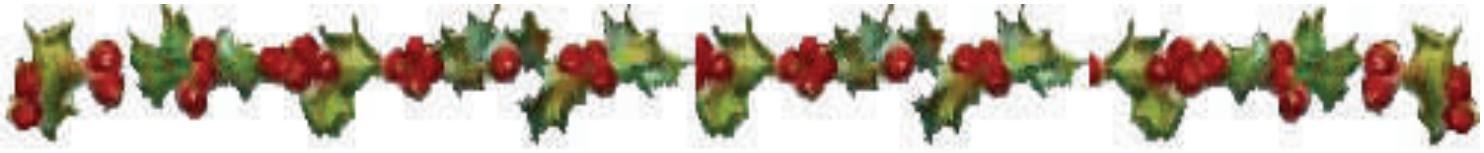
First name	Last name	Member type	Dob
Terry	Jenkins	Regular	01/01/1957
Charles	Liebich	Senior	01/03/1929
Alex	Rios	Junior	01/04/1991
Peter	Wijatyk	Regular	01/05/1963
Kenneth	Melbye	Regular	01/06/1948
Michael	Stankovic	Senior	01/07/1930
Alexander	Vidales	Junior	01/11/1997
Kent	Story	Regular	01/13/1947
David	Nicholson	Senior	01/16/1934
Norman	Pilcher	Senior	01/16/1940
Mike	Rauchle	Regular	01/16/1971
Robert	Beaubien	Regular	01/17/1966
Bill	Reitz	Regular	01/26/1946

9th ANNUAL ELECTRIC TURKEY FLY IN



9th ANNUAL ELECTRIC TURKEY FLY IN





9th ANNUAL ELECTRIC TIUKEY FLY IN AWARDS


1st Military Scale P-47
Gary Porter


1st Multi Engine P-38
Joe Babalon


1st Multi Wing
Gary Schiegel


1st Jet
Jim Cashmett

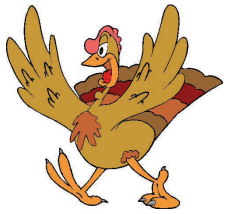

1st Rotary Wing
Bob Bayless


1st Largest to Fly
Marty Jones


1st Smallest to Fly P-51
Jack Nolan

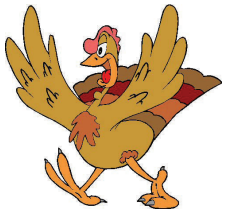

1st CD Choice
Todd Lee


1st Aerobatic
Lee Ullinger




Howard Land Memorial Award
Randy Wrisley


1st Civilian Scale
Steve Tillson



Pilot Spotter's Responsibility

By Bob Ackerman

While at the field recently I was asked, "What does a pilot spotter do?" I quickly told him, "spot for the pilot." I thought about my response for a few minutes and I realized that was not a good answer.

Do you know what the responsibility of the pilot spotter is? I asked a few pilots and I got the same answer from most, "spot for the pilot." So, what does that mean?

The pilot spotter, or just spotter, is a safety person for the pilot. The pilot and spotter should be a team working together for the safety of the pilot, the spotter, the aircraft, and all parties at or near the field.

Whereas the pilot has the responsibility of flying his/her aircraft in a safe manner, the spotter has many other responsibilities, which include:

- Relay messages from the flight line and safety personnel to the pilot about landing aircraft, aircraft emergencies, or dead-stick landings by other aircraft on the field, and other information important to the pilot flying the aircraft. The pilot may be concentrating on the aircraft in flight and may not hear or pay attention to background messages on the field.
- Relay messages from the pilot to the flight line and/or safety personnel about the pilot's landing, emergency, or dead-stick landings, and other information that needs to be passed from the pilot to others.
- Be the eyes of the pilot away from the aircraft. Watch the flight line and inform your pilot of aircraft taxiing in front of the pilot, people on the runway line, obstacles on the ground if the pilot walks around while flying, or other safety issues that your pilot should be aware of.
- Watch the other aircraft in flight and inform your pilot of aircraft that may cross the flight path of his or her aircraft. Changes in pattern direction or aircraft in different flight types (aerobatic vs. pattern flight) crossing your pilot's flight path should be reported.
- Keep the pilot advised of the type of aircraft that are being started for flight. Some pilots may be flying the pattern and if a 3-D aerobatic aircraft is getting ready to fly, the pilot may decide to fly at a different altitude or land the aircraft.
- Minimize the distractions to the pilot in flight. The spotter is the eyes and ears for the pilot. Anything that could distract the attention of the pilot should be explained so that the pilot can keep his/her eyes on the aircraft and not look at the distraction.
- A pilot spotter may also assist the pilot at contests, such as a pattern contest, by providing information to the pilot about the next maneuver at key points of the flight.

This is not a complete list of responsibilities that the spotter has. Some pilots will have specific instructions for their spotters as to what to do, what to watch for, and what to explain. Each pilot and spotter should discuss these responsibilities before each flight.

Every field has different rules for the use of a pilot spotter during flight operations. Most fields do not require a spotter when no organized event is scheduled, or the number of pilots flying is low. Other fields require a spotter on all flight activities. Most fields require the use of a pilot spotter during all scheduled events. Do check with your club or field rules about the use of a spotter.

The ultimate purpose of a pilot spotter is to increase safety for all. So be a good spotter and help keep our field, and our pilots, safe.

From Contrails, *newsletter of the Jet Pilot's Organization*

Congratulation's To the Newly Weds

SUN VALLEY FLIERS & CUB SCOUT PACK 344

Our thanks go out to SVF John Geyer, Howard Kennedy, Ron Thomas and Bruce Bretschneider for devoting their time to put on this event.

Learning to 3-D and 3-D Well; Part 3 of 5: High Alpha Knife-Edge Flight

By Jeremy Chin

In the previous articles, you got the right equipment (both virtual and real) and you learned how to fly a Harrier. Then you expanded your 3-D horizons by learning to fly an Inverted Harrier. You are well on your way to building a solid base of fundamental 3-D skill.

Next in line is another fundamental skill that can be built upon later. It is time to learn to do a High Alpha Knife Edge.

If you followed earlier suggestions to build your basic aerobatic skill set, you learned to fly a Knife Edge during that effort. If not, then go back and learn to fly it. Make sure you can fly both left tip down and right tip down, and both orientations with the top and the belly of the airplane toward yourself. This basic aerobatic skill can also be developed quickly using the simulator.

If and when you are comfortable flying regular Knife Edge flight, you are ready for the next step in your 3-D education: High Alpha Knife Edge. This name is really just the common name for flying Knife Edge at a high angle of attack.

To learn this skill, start by flying a regular Knife Edge down the field repeatedly. As you fly, gradually increase the rudder deflection, while balancing that against changes in throttle. Some airplanes require more throttle, some less. All have a point of equilibrium that you must find on your own.

This skill can be learned at any lower altitude, but I've found that having the lower wingtip at around eye level is the most effective. This altitude gives enough time to roll the airplane back to level in the event of a problem, but is not too high to allow good vision of the airplane.

You may find that the airplane you are flying will require a higher angle of attack in high-angle-of-attack Knife Edge than it did for Harrier flight. This is because the fuselage typically has less area than the wings do, and thus requires a higher angle of attack, more power, or both, to maintain a flat heading. You may also find that you need some aileron correction or elevator correction to keep the airplane on the same heading while in High Alpha Knife Edge. Fly the airplane in this case rather than relying on a mix. I've found that rarely are mixes effective in maintaining High Alpha Knife Edge when compared to regular Knife Edge.

Perform the same exercise in both directions down the field, and both directions with both orientations to yourself. When you feel comfortable in all orientations, begin to make circles with the airplane. Use your elevator to 'steer' the airplane in your intended direction. Practice this skill repeatedly until you feel comfortable in all attitudes and orientations, and turning in all directions.

When you have mastered High Alpha Knife Edge and flying upright and inverted Harriers, you are ready to move on to two more advanced 3-D skills: The Hover/Torque Roll and the Rolling Harrier. Each will be covered in upcoming articles.

From the Mid Atlantic Radio Kontrol Society, Snow Hill, Maryland

Congratulations to
John Erickson Solo Flight on 11-11-09.
Howard Kennedy Instructor

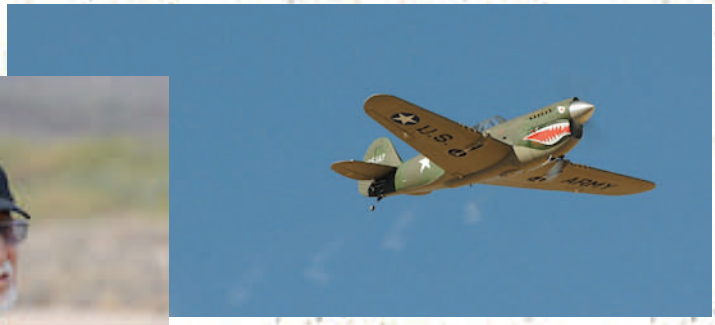
FROM THE PITS

With D. Pits

I have notice that a lot of the members on 2.4GHZ radios are not posting their AMA license on the freq. board. Why?
The other thing is I have a lost of hearing and I can hardly hear the soft spoken members. Please yell out your intentions! T.Q.
Hi T.Q., Why you ask? *LAZY* is the reason. And hey they got this $$$ radio and they don't need too, besides its got the latest technology and they DON'T have to. *We have to know if it's a member or guest and who is flying at the field, etc., etc.*
Hey put the 2.4Ghz board on the windsock pole. Yea right, the guys on the far end will say its to far to walk. BAH HUMBUG!
I been out on the pad I thought I had a little kid next to be saying, "Taking off". Members YELL it out like being at the game.
Thanks T.Q. and is it *TO QUITE ??* ***MERRY CHRISTMAS-HAPPY NEW YEAR, PITS***

SVF MEMBERS PAGE

Photos by SVF Members



RC Helicopter Safety Tips

Whenever you start your helicopter, whether it's a nitro, gasser, or electric, always hold the blade grips tightly. If your throttle is not all the way down, or there's a glitch, your helicopter can spin out of control and cause damage.

Always stand a minimum of five to ten feet away from your helicopter and never fly toward yourself. Similarly, don't fly around other people or pets.

Blade tips can be spinning in excess of 250 mph and a carbon fiber rotor at those speeds can do some serious damage and even cause death.

Always disconnect your battery/motor before trying to adjust anything on your helicopter.

If a blade separates during in flight, it can fly in excess of 100 feet, so make sure your nuts/bolts are tight.

Perform a quick preflight check to make sure everything is as it's supposed to be. Make sure nuts, bolts, and screws are tight, linkages aren't loose, and your batteries are charged.

Don't fly alone if it can be avoided and always have a cell phone or other means of communication available.

Don't fly near trees, power lines, or other obstacles.

Avoid flying your RC helicopter in close proximity to another helicopter to avoid contact and a potentially fatal crash.

Don't fly a nonelectric RC helicopter indoors. The fumes are toxic and not good for your health.

Practice new moves on a simulator first for safety and your wallet's sake.

When flying on windy days, always fly upwind from your RC helicopter so a gust doesn't blow it toward you. Better yet, don't fly when it's windy out.

Don't adjust the radio when your helicopter is powered. If you accidently reverse the throttle, bad things can happen.

Avoid flying your RC helicopter at head height. If something comes loose or there's a glitch (electrical or human) you're less likely to lose an eye.

If you want to manually slow down the blades, do so by adding friction to the button and keep loose clothing and other bodily parts away from them.

When walking toward your helicopter, make sure that your transmitter's throttle hold switch is turned on.

Only use hardened bolts for any bolt that has a load being placed on it. If possible, stick to stock parts.

Program fail-safe settings into your receiver if possible.

If you're new to RC helicopters, make sure that an experienced helicopter pilot checks out your aircraft and radio setup prior to your first flight.

Don't fly powerful RC helicopters indoors that were meant for the wide open spaces of outdoors.

From the Rogue Eagles R/C Club, Medford, Oregon

Storage Shelves for Sale

We're reorganizing the things we keep at the field between the two storage containers and found we cannot keep one of the storage shelves we currently have in the "old" shed. It's available for free (or club donation) if you can use it. It's 4 x 8 and stands about 6 feet. It has two shelves that are adjustable and have a 4 x 8 pressboard on them. It's currently laying beside the "old" shed for your viewing pleasure.

Call me 602-579-0925 or email az49er@cox.net if you have questions
Gene Peterson, Treasurer

SVF MEMBERS PAGE

Photos by SVF Members

Float Flying: a guide to setting up and flying techniques

By Chuck Hocking

From AMA Technical Editor Ed McCollough:
Chuck Hocking, of the Lakeland R/C Club Inc., Oconomowoc, Wisconsin, wrote a primer on float flying that we are putting in the Insider. Of his many points, the one that needs a "second opinion" at the beginning is what he wrote about foam floats, "… foam (not recommended)."
As it happens, one of my clubs out here (SkyKnights) has run an annual float-fly that started back in the 1970s or before, depending on which "old timer" is talking. Sometime along about the 1980s, the big guns from RCModeler showed up to do a spread about our float-fly. At that event, they were introduced to a foam-based float that made all kinds of airplanes practical and even competitive during the events. They published the article about us and they also did a separate piece about what they called "Hansen's Floats."
Just cutting some foam floats out and attaching them to an airplane won't do you a lot of good, but a little work and they can be the best ones for multi-event meets.
The first thing you do, after you've cut the blanks out of foam, is to split the float lengthwise down the middle. Next, use one float half to mark two outlines (one for each float) on some lightweight plywood or thin laminate. Cut holes in the plywood but leave the area around the step solid.
At this point you can simply epoxy the lightweight plywood to one float half and then epoxy the other float half to make one float. But, to have a much better float it needs a tad more work.
Before you epoxy the float halves and plywood together, decide what kind of attachment (and where you want the attachment) you want to use to fasten the floats to your aircraft. Small lengths of hardwood blocks, like maple engine bearers at the appropriate fastening point, can be epoxied to the plywood and foam removed from the float-half so all will fit together. A dowel can be split, for the same purpose. The bottom of the float needs to be covered and MonoKote is not recommended! Aircraft grade ply, say 1/64th-inch thick, can be epoxied to the bottom of the float. Or, heavier ply can be used on the front of the float bottom; how heavy depends on the type of beach you fly from. Then the bottom could be covered with 3/4 oz. fiberglass cloth and epoxied on. The entire float can be finished with any or all of the above. Epoxy paint is obviously the best, if you want to paint the floats.
Why all the epoxy? It's basically waterproof and "hot stuff" isn't.

It has been said that one has not really fully enjoyed RC flying until you have experienced the thrills and spills of float flying. Hopefully the following information will be of assistance to you. Remember these are only presented as guidelines.

Motor and Propeller: Select a motor that has sufficient power to get the airplane up on step and to gain necessary speed for proper liftoff. Remember it takes more power to lift off of water. Never use a wooden propeller on a float plane; there is a possibility that it will shatter when coming in contact with water.

Types of Floats: There are four basic types of floats, float kits (which you must build and do not include mounting hardware), fiberglass, combination glass and wood, and foam (not recommended).

Float Length: Guideline—length should be approximately 75% of body measured from back of engine thrust plate to end of vertical stabilizer, plus or minus one to three inches is okay. Too long can add too much weight; too short will not support the airplane and not enough float in front of propeller. Two inches is good.

Tread Width: Guideline—tread width should be about 25% of wingspan. The wider the width, the more stable on water. Closer together gives a more scale look, but will tip over easy in a crosswind. When it does that, you are done for the day.

Step vs. CG: Guideline—generally speaking, the step or the center of a V-shaped step should be in line with the CG of the airplane. I have found that 1/2 inch either way causes no problem.

Incidence: Critical—incidence must be about 1.5 positive degrees when the top of the floats are level. More than that will cause a premature takeoff before necessary speed is reached. Less than that and the airplane will probably not lift off. You will now have a high-speed boat with wings on it. You will need a Robart Incidence meter to do the job correctly. This is the most important step in setting up your floats.

Alignment: Critical—in the final assembly be sure both floats are parallel with each other and parallel with the center line or thrust line of the airplane.

Rudder: Guideline—I feel, if possible, a servo-type rudder is the best choice. It gives a more positive type action and is trouble free, especially if you will be going back and forth between floats and wheels. If, however, you will be setting up your airplane for float flying only, then an extra rudder horn and cable will work just fine.

I hope this information will be of assistance to you in setting up and enjoying your airplane.

From the Lakeland RC Club Inc., Oconomowoc, Wisconsin

January 8-10, 2010
Ontario Convention Center
Ontario, California

Event Hours
Friday, January 8 Noon – 6 pm
Saturday, January 9 10 am – 6 pm
Sunday, January 10 10am – 4 pm
Admission

Advance Ticket Prices NOW AVAILABLE -
One Day Ticket $11 AMA Member $13 Non Member
Two Day Ticket $20 AMA Member $23 Non Member
Three Day Ticket $27 AMA Member $32 Non Member

At The Door Prices
One Day Ticket $13 AMA Member $15 Non Member
Two Day Ticket $24 AMA Member $28 Non Member
Three Day Ticket $33 AMA Member $36 Non Member

ON THE SAFE SIDE

The Lighter Side of Safety

By Don Nix,

My last column about self-appointed, rude, and dangerous hotdogs in RC drew more mail than any previous one. With one exception, all the letters were not only in agreement, but most gave examples of similar incidents at their own fields and how they had dealt with it.

The lone dissenter was not only indignant ("Nobody is going to tell me what I can and can't do"), but at the end of his e-mail stated he could tell I was probably pro gun control and a few other unspeakable sins, none of which were true or had anything to do with flying model airplanes. Oh, well.

As I was debating subject matter for this issue, it occurred to me that funny things related to safety do happen from time to time. They are only funny when no person is injured or no property is damaged. The following incidents took place years ago at a very popular RC flying field in Southern California.

Late one Saturday afternoon, one of our most regular and experienced pilots was flying an Ugly Stik and began yelling, "I don't have it! I don't have it! No control!" then watched open-mouthed as "his" model gracefully climbed into the pattern, turned downwind, turned again and passed in front of everyone, continuing on around again, seemingly on its own. This field was a very busy one with 12 pilot stations, and most had models in the air at the moment.

Gradually he realized what had happened. This particular fellow liked to fly low and in the weeds (literally), but was always careful to do so well past the far side of the runway, at least a hundred feet from the flightline. As he made one of his low and slow passes into the afternoon sun, an almost identical Stik was taking off at the far end of the pit area and starting to climb into the pattern. At that time of day, at that particular point and general altitude, models tended to become silhouettes briefly.

Ah, you can see it coming. Just as our friend was approximately abreast of the model taking off, his eyes picked up the other Stik as his own. In the meantime (as we discovered an hour or so later), his model had continued unhampered and uncontrolled straight ahead, crashing into a golf course several hundred yards to the west. I might mention the golfers were not amused.

On another occasion, one of my friends who did a lot of training of newbies was helping a beginner with his brand new trainer, checking everything, starting the engine, tuning it, and explaining what he was doing at every step. After getting the engine tuned and idling properly, he told the proud owner that he wanted to check the engine at full power with the nose up to be sure it wasn't too lean. The owner, eager to please, held the airplane vertical while the engine test was made, and was still holding it in that position when the instructor reduced the power to idle.

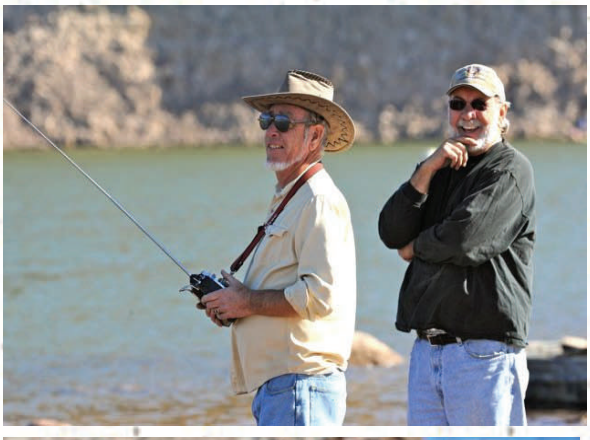
Yes, the fellow was a beginner, but he had been at the park for a couple of hours, and certainly must have seen what others were doing all around him. No doubt nerves pickled his brain at that moment, because when the instructor nodded at him, assuming the fellow would put it down at the edge of the runway, the poor guy simply tossed it straight up into the air, nose pointed skyward, engine at idle.

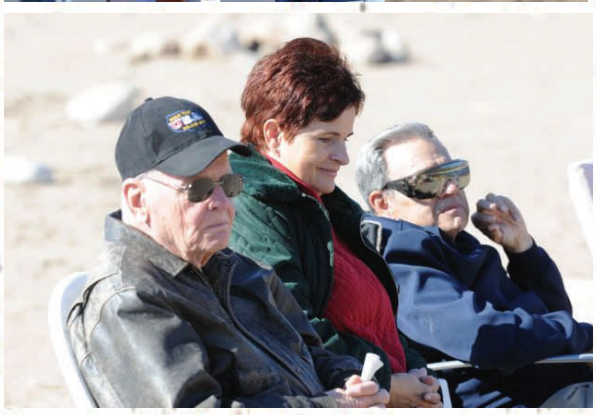
Incredibly, the stunned instructor, having more skill and presence of mind than most of us, punched the throttle full forward, managed to get the thing wallowing into the air and flew it out into the pattern. Another fine example of what happens when we assume something.

SVF MEMBERS PAGE

NOV.27, 2009

Photos by SVF Members





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WINGS OVER ARIZONA III

Sponsored by:

The Arizona Model Aviators # 770

IMAA GIANT SCALE FLY-IN

December 5th & 6th, 2009

Location: Superstition Airpark, Mesa AZ

+ IMAA Guidelines apply to all aircraft. No exceptions.
+ 80" Monoplane, 60" Biplane, Planes Can Be True Quarter Scale, Jets Must Have a Combined Wingspan & Length of 140"
+ Just come, fly and have a good time.
+ Food will be available Saturday and Sunday.
+ Plaques will be awarded for different categories.
+ Planes Must Fly To Qualify For Any Plaques.
+ Landing fee $20 for as many planes as you bring.
+ Pre-registration is recommended.
+ Pilot's Parking & Saturday night Pizza Party is included in the Landing Fee.
+ Public Parking is $6.00 per car.
+ No Overnight Camping Allowed At The Airfield. Trailers may be left overnight. Security will be provided by club members.
+ Proof of AMA & IMAA membership required. For Turbines, an AMA Turbine waiver will be required.
+ IMAA Applications Will Be Available At Registration.

Contact: Paul Goldsmith 602-323-7753 or wiinger@aol.com

Arizona Model Aviators web site http://www.azmodelaviators.com

YOUR AD HERE

Next month Issue

YEP! Its up to you members AGAIN. Its your news-letter.

If you got something going let me know. Be the *SR* field reporter, great job and good benefits, like free fresh air. Maybe we can throw in some ***Hot coffee***. We'll give you a ***Hat and gloves too***! See you then.

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

This Month Issue

The Editor wants to thank those who have sent in those photos and articles this past year. We also want to pass on our wishes for a very MERRY CHRISTMAS and a HAPPY NEW YEAR. ***Bob and Linda.***

Send those articles and photos in!

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

THE SLOW ROLL

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Rusty Fried, Secretary

Walt Freese,
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