THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

JULY 2010

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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

IMAA Chapter 782

Inside this issue: Cover Photo by Joe Balabon …*JR RECALL*...Your Officers photo…... Deans ……. SVF Hall of Planes…..WWII Oregon Story….Airplanes 101…...Prez report…...Minutes…... B'Days & Treasurer Report …….SVF Members photos……..Videos……*Much more, enjoy! Have a Safe 4th of July*

Dag Reeves Hangar 9 Otter is seen with Daughter In Law Ashley Reeves. Thanks Ashley for making this page colorful.

THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ

JULY 2010 SLOW ROLL PRESIDENTS LETTER

Welcome to the July Slow Roll.

Summer is here, along with our record breaking triple digit temperatures. Make sure you protect yourself from those harmful summer rays. Use sun screen on exposed skin. **We've ordered some more of the Adams Sun block Safari Hats.** Contact Gene Peterson for stock availability. They will sell for $30.00. Our hat and shirt price list is posted at the field or you can always visit our website for all the pricing. Any BOD member can access the shed for product.

We are in the process of securing a landscaper to clean up the vegetation that has grown in the last few months. If any of you are associated with this type of business, feel free to contact me for a bid to maintain our field on a regular basis. Your board members and club officers are constantly looking for ways to improve and beatify our field. If you have any suggestions along those lines please feel free to email me.

Some of you have been asking for the web address to our weather station to use on your Blackberry or I-Phone or any web enabled phone. Use this link exactly as it appears here:
http://w9if.net/cgi-bin/wapaprs/wx?svflir

Remember this link is only for your web enabled phone and not for your internet connection on your home computer.

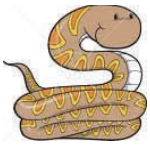
That's if for this month. Enjoy the heat.

Remember our next meeting is **Wednesday July 7th at 7:00 pm.** If you want to eat I suggest you arrive no later than 6:15 pm. **Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Lots of great food and a smoke free environment.** The Club meetings get better every month. 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.

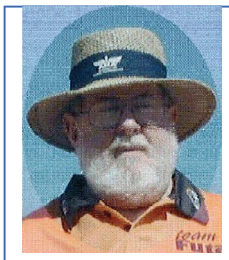
Have fun out there!

Frank Moskowitz

President



SVF MEETING JULY 7, 2010 AT 7:00 PM @ D V AIRPORT



Sun Valley Fliers Club Meeting Minutes
Date June 2, 2010

The meeting was called to order at 7:00 pm by Vice President Tony Quist. There were 33 members in attendance.
President Frank Moskowitz was down in the mouth with dental problems.
Tony Quist Thanked **Bruce Bretschneider** for his service as an SVF Board member.
Guests: none

New Members: none

New Solo Pilot: congratulation to Paul Nelson who just soloed. (Not in attendance)

Secretary's Report: Rusty Fried. Voted and approved as published in the Slow Roll.

Treasurer's Report: Gene Peterson Voted and approved as presented at the meeting.
Gene said we will have our new potty soon. We will have to go to another vender

Safety Officer Report: Remember to bring lots of water to the field on these hot summer days. Look out for rattle snakes.

Old Business:

1. **No new events till fall.**

New Business:

1. **Mike Peck will provide all the governmental agencies we do business with a new list of elected club officers and board members. He will also provide the same agencies with a copy of our AMA proof of insurance. Mr. Jerry Wainer is now in charge of City Of Phoenix Parks and Recreation overseeing our flying site.**
2. **We are still trying to come up with a new landscaper.**
3. **We all need to be careful when exiting our cars when parking next to the sheds. We are having a little problem with Rattle snakes under the sheds.**
4. **Nothing from John Geyer our community affairs officers.**
5. **There are special raffle tickets that the club purchased to support the world scale team. These tickets were purchased at fair value rather than the club doing a straight donation. We then used these tickets as door prizes.**

Door Prize Winners: Ticket Keven Marks, Ticket John Geyer, Ticket Ramey Hays, Ticket Bernie Frank, Fuel Lou Pfeifer, Fuel John Wolcott, Fuel Mike Peck, Fuel Mike Vivian, Fuel Lou Pfeifer JR., Gloves Charlie Beverson, Screw drivers Gene Nusbaum, Screw drivers Eric Stevens, Cable ties Dan Jacobsen, Grommets John Deacon

50/50 Drawing Winner: Ron Long won $60.00, he is a four time winner.

Show & Tell: None
Meeting adjourned at: 7:21pm.

Rusty Fried, Secretary

$ TREASURERS REPORT $ with *Gene Peterson*

TREASURERS REPORT JULY 2010

Hope you all have found the new (larger) poti at the field. We have changed trash and Poti service to save some money and got the larger ATA type poti.
We have also put some granules around the South Side of the two sheds and around the kitchen a bit to keep the snakes away. A type of deterrent granule…… They say you shouldn't surround the sheds completely as that could keep the snakes in a "circle" so to speak. They need an outlet. Guess it's working as we haven't had any snake sightings lately. One thing for sure, that poti will not blow over in the monsoon this year!!!.
Did you know you can access the SVF membership on the AMA website? If you really need a quick look, this is available. It's on the ***Members only, Club Roster*** section and if you haven't signed up online with the AMA, the AMA site has a lot of good information and would be worth your while.
The club is up to 320 members now, with two more signing up this month. All recent new members are listed somewhere else in this News Letter. Make them welcome, and offer to "call" for them if they are ready to fly. New members are a bit bashful, (and remember we all were when we joined the club.) so say hi and get to know them.

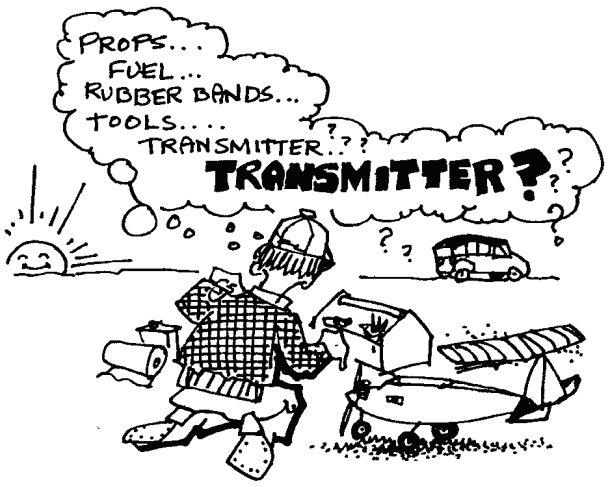
Regards, *Gene Peterson, Treasurer*

JULY SVF BirthDay Boys

First name	Last name	Member type	Dob
Robert	Veazey	Regular	07/01/1944
Richard	Layne	Regular	07/04/1956
Aaron	Moskowitz	Junior	07/05/1995
Murray	Duncan	Senior	07/05/1938
Barry	Rhonemus	Regular	07/05/1966
Lorn	Klimchuk	Senior	07/09/1932
Ramey	Hayes	Senior	07/09/1935
Ed	Klein	Senior	07/10/1928
Melvin	Cohen	Senior	07/11/1928
Norman	Hawk	Senior	07/11/1934
John	Wisniewski	Senior	07/12/1937
Stephen	Gay	Regular	07/12/1957
Stephen	Hanrahan	Regular	07/13/1976
Cole	Cunningham	Senior	07/16/1941
David	Fortuin	Regular	07/17/1965
Larry	Stephens	Senior	07/17/1939
Gary	Porter	Regular	07/18/1956
Robert	Pencak	Senior	07/20/1943
Bob	Putnam	Senior	07/21/1942
John	Wanner	Senior	07/21/1939
Randy	Archer	Regular	07/22/1957
Michael	Marranca	Regular	07/22/1959
Morton	Muntner	Senior	07/26/1946
Gary	Kurtzman	Regular	07/29/1957
Walter	Angus	Regular	07/29/1958
Dave	Morales	Regular	07/29/1965
Dick	Summersgill	Senior	07/31/1941

WELCOME NEW MEMBERS

Rick Baltman	Regular
Bradley Baltman	Junior
Evan Baltman	Junior
Ray Beliveau	Senior
James Brooke	Regular
Loren Counce, Jr.	Senior
Peter Dickinson	Regular
Thomas Klinect	Regular
Richard Layne	Regular
Steve Miller	Regular
Mike Milner	Regular
Gino Pirelli	Regular
Mike Ryan	Regular
J D Sanchez	Regular
Tom Schollmeyer	Regular
Brett Smith	Regular
James Talmadge	Regular
Kirk Welch	Senior
Willard Wells	Regular



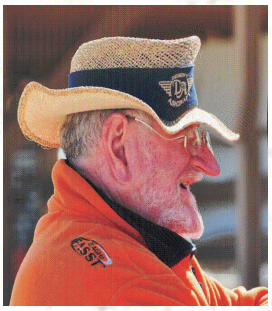
Last month I ask the officers and board members to send me their best shots (head) so I can show the new members what you guys look like. This is what they sent me. You new members won't have any problems finding these faces in the crowd!!

Here is your New Officers and Board Members

President Frank

Vice President Tony

Treasurer Gene



Secretary Rusty

BOARD MEMBERS

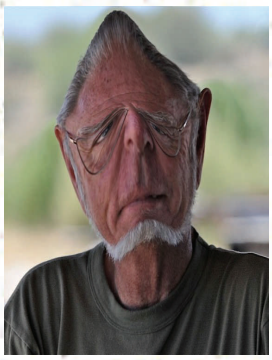
Charlie

Ron L.

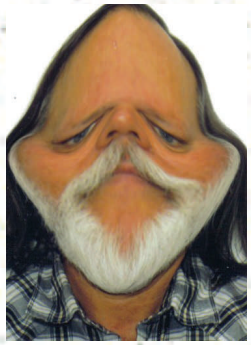
Dan

John

Mike



Howard



Ron T.

Eric

Greg

Editor: I got carry away and had some fun with it! The Normal Photos are in this SR.

AR6250 DSM2 6-Channel Carbon Fuse Rx

Bulletins

AR6250 Product Recall

Attention Spektrum AR6250 Owners

Horizon has received reports of customers losing RF link when using AR6250's within certain environments. After close monitoring and testing, Horizon has detected isolated issues with AR6250's used in carbon fiber applications or in products containing highly reflective material. In these applications, Horizon has found that RF link issues may result in loss of communications.

Horizon has performed an analysis of the AR6250 receiver and is in process of testing a newly designed receiver.

All consumers who have AR6250's are strongly encouraged to discontinue use and return these receivers to Horizon for a free upgrade, which should be available in August.

Please click here to initiate the service request and fill out the on-line form.

You may also initiate a service request by e-mailing the Horizon Product Support team. Please put "AR6250 Recall" in the subject line and include your shipping address and daytime phone number. Click here to e-mail your request to Horizon Product Support.

If you have any questions or would like to initiate a service request via telephone, please call our Product Support group at 1-877-504-0233.

For US and Canadian consumers, Horizon will pay for all ground shipping charges to and from our US service center. Customers outside the US and Canada should contact their retailer or local Spektrum distributor. Within Europe, please follow these links to our service centers in England or Germany. Australian consumers can follow this link.

We apologize for this inconvenience. Horizon disclaims all liability and warranties for any consumer failing to act upon this service advisory.

- AR6250 User Guide (558 KB)

Gary Kurtzman, Team Horizon

2.4 GHZ Radio Users!

Do You Remember Where to STICK IT??

In the Feb. 2010 newsletter it was mention were you can stick/place it! So we took some photos to show you where to STICK IT!

Sun Valley Fliers

SVF MEETING JULY 7, 2010 @ 7 P.M. DV AIRPORT

SVF MEMBERS PAGE

Photos by SVF Members

Birds over the SVF field

Good photos Joe

Sun Valley Fliers

Understanding Deans Connectors

By Phil Laperriere

As I continue to discover more and more about the mysteries of electric flight, I'm never surprised when something that I initially think is a big problem turns out to have a simple solution once I understand the nuts and bolts about it. I'd like to share one of my latest learnings that supports this truth.

I've always been very mechanical and understood mechanical things. I also have always had a great deal of confidence about using tools and getting the feel for them very quickly in order to make them work for me. That being said, I found myself getting a little rattled just using a soldering gun as I was putting together the "system" on my first electric-power project. After purchasing the motor, speed controller, and battery, I eagerly started to string things together.

I started by soldering the bullet connectors to the three wires coming off the motor. I spoke with Matt at the Prop Shop and he instructed me to fill the pocket of the bullet connector with molten solder, then plunge the wire in, holding it until the solder cooled. The first obstacle I had here was that I simply didn't have enough hands to hold the clamp while trying to melt solder into the bullet connector. I overcame this by wrapping a rubber band around the handle of a pair of needle nose pliers. I was then able to position the bullet connector with no problem for assembly to the wire. I also quickly realized I had to slide the shrink tubing as far up the wire as possible before putting the bullet connector on. There is enough heat transmitted an inch or so up the wire to shrink the shrink tube.

Now it was time to solder the Deans-style connector onto the battery leads and the speed controller. One month ago I didn't have the foggiest idea what a Deans Connector was. Now, here I am buying them at the Prop Shop and trying to tie them into my power system.

I read the instructions on the back of the pouch that the connector set came in, and the instructions told me to tin (pre-apply solder) to the wires and connectors then touch the two together, add a little heat and you should have a good bond, ready for shrink tubing right? Wrong! By the time I was able to melt the solder on the connector, the tab had melted the outside of the connector, allowing the tab to move out of position. Also, it seemed like an extended period of time before the solder would cool enough for handling due to heat being retained in the connector body. I also found that the bond between the wire and the tab was not very strong and was easily pulled free.

After a long frustrating struggle, I was successful at getting one set of connectors soldered in place. However, when I tried to plug the two connectors together, the tabs were so far out of alignment due to the melting of the outside shell, they simply would not go together. After ruining three or four pairs of connectors, I finally stumbled upon a solution.

I found if I first plugged a set of connectors together and afterward started the tinning/soldering process. I had much better success at a well aligned connector. I also noted that the solder joint seemed to cool quickly along with the tab alignment remaining intact and showing great bond to the wire. Having the connector plugged together also gave me enough material to hold in a vise for soldering. A couple of other observations I want to point out that seem to make sense to me after going through the process of assembly are as follows:

Lightly sand the tab where you intend to solder, giving the material an opportunity for "tooth."

Always assemble the female portion of the connector to the battery side. By doing this, you won't be as likely to inadvertently short out your battery because the terminals are not exposed.

Maintain a standard for your connectors for positive versus negative. Doing this, you'll finally have flexibility for switching between batteries and speed controllers. Typically, Deans Connectors recommend the wide end be utilized as the positive side.

Have an extra set of connectors available that are used only for the assembly process. This way you won't power up the speed controller when doing assembly. Also, if you do utilize a set only for assembly, be sure to put the shrink tube over the exposed terminals to minimize the risk of a short.

Use shrink tube over your solder joints. Shrink tubes serve two purposes. First and foremost, it acts as an insulator, minimizing the potential for a short. Second, it adds strength to the wire just behind the solder joint reducing the opportunity for wire fatigue.

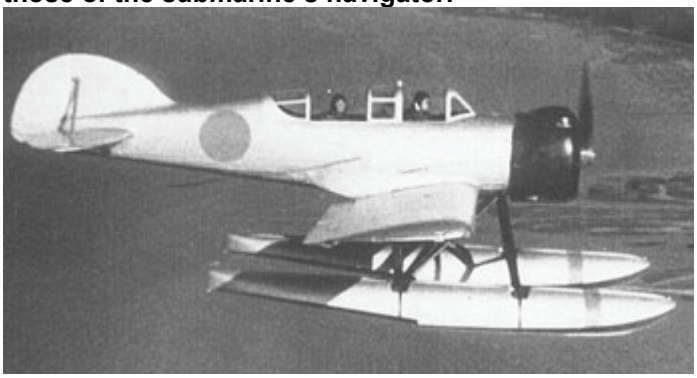
Good luck and don't let the electrics scare you. I've been finding that when I first started getting involved with electrics, the amount of confusing information was intimidating. Learning and understanding a piece at a time starts to add up quickly, making the process manageable. Hopefully I've been successful giving you a tip that will help you in your own building.

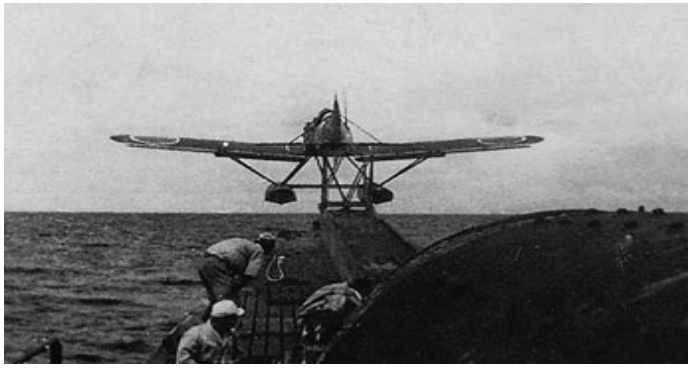
From the newsletter of the Radio Control Club of Detroit, Clinton Township, Michigan

The Day Japan Bombed Oregon

By: Norm Goyer

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.



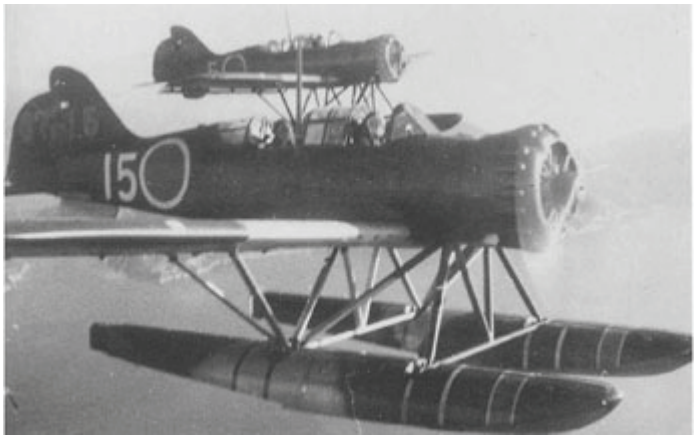


The only plane ever to drop a bomb on the United States during WWII was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning , and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.

The aircraft carried two incendiary 168 pound bombs and a crew of two.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear." The crew assigned to the single engine Yokosuki E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and several 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signalked and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.



The "Glen" was launched via catapult from a I-25 class Japanese submarine.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Warrant Officer Fujita is shown with his Yokosuka E14Y (Glen) float plane prior to his flight.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that the bombs could be dropped. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold. The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain that made the forests so wet they simply would not catch fire.

This Memorial Plaque is located in Brookings, Oregon at the site of the 1942 bombing.Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

SVF MEMBERS PAGE

Photos by SVF Members


Many flags along our road in May. Thank you.

ONE THE SAFE SIDE

Thanks to the Masses!

By Don Nix,

A number of members gave me an abundance of fodder for my literary cannon this issue.

Joe from Doylestown Township, Pennsylvania, wrote a nice compliment, and told of losing their public flying field because a non-club member crashed his model into the county prison across the road. Unfortunately, no club member was present when the incident happened. I was just wondering, Joe: if the model had taken out a hardened criminal, d'ya' suppose the officials might have withheld their complaints?

Mike from Maine commented about the incident involving the beginner flier who rather impolitely refused help from one of our instructors, launched with his elevator reversed, and naturally splattered the model. I explained that since it was a public field, our club had no authority to stop the young fellow from flying.

Mike told about a friend asking for help flying the friend's new trainer. Mike noticed the owner only had six rubber bands attaching the wing, and suggested adding at least four more. The friend insisted he had used six "just as the plans instructed." Many of us have witnessed what a model wing looks like when it flutters to the ground while the rest of the model becomes a very expensive lawn dart.

This story reminds me almost exactly like one I witnessed many years ago at our field. All of the very strong urgings from several of us failed to convince this individual that he needed more than four bands—two on each side. He never finished the first turn after takeoff. Now wouldn't you think the guy would have had the grace to say, "Fellas, you were right. I should have listened." Typically, he gathered up his trash, tossed them into his car and drove away without a word. We never saw him again.

As I might have mentioned, my wife and I are full-time RVers. We call ourselves "The Meanderthals," and wander all over our beautiful United States. Every once in a while we have the opportunity to stop at a local flying field. I just got a very nice note from Dean Nichols of Wanatchee, Washington, commenting on my mention of their local club field.

At present, we are near Asheville, North Carolina. From here, we will head northward to the Midwest, then on across into the northeast. With luck, we should be able to visit other club fields along the way.

After watching the third-from-last Space Shuttle launch at the Cape on May 14, we went on down to Vero Beach to visit longtime good friend, fellow modeler, and full-scale pilot, Dave Von Linsowe.

Some of you might remember Dave as a member of the US World Model Aerobatic Team some years ago, and as a many-time participant in the Tournament of Champions in Las Vegas.

Dave lives the dream of many of us who also fly full scale. He taxis his full-scale Pitts S-2B out of the hangar attached to his house onto the gorgeous grass strip of the private airpark where he lives and flies. Oh, does he fly!

Although I was very active in full-scale aerobatics back years ago, I hadn't flown any in more than 20 years. Dave was gracious enough to let me play for a while. My wife is going to have to get a full-time job so I can afford to do that again!

The above does relate to safety, because I can tell you that when you are in the airplane, inverted, a few feet off the ground, you are most definitely being careful! One air show pilot friend used to completely recover his Pitts every four years or so. I asked him once why he did it, and he replied, "Oh, I just thought the airframe might need looking at."

When I asked what he saw after pulling the covering, this laconic Texan replied, "It needed looking at."

The point, in case you missed it, is that when your fanny is in the airplane, you are careful. We should be no less careful when flying models. Our toys are quite capable of injuring and (sometimes) killing others, if not ourselves. The Shuttles are infinitely more complex structures than our models or full-scale airplanes, but with all the countless months and decades of preparation and learning over the years, there have been three fatal accidents during the life of our space program.

I had intended to use some items from Charlie Castaing of New Iberia, Louisiana, along with a photo of him at his club's field, but I've run out of space. Next time.

Meanwhile, soon after you read this the Nats will be in full progress. For those who have never attended one, either as spectator or competitor, I would urge you to do so. I can assure you that safety will be right at the top of the officials' priority lists. Besides, a visit to your national flying site will be an eye opener you won't soon forget. We intend to be there July 5 for opening day.

SVF MEMBERS PAGE

Photos by SVF Members

Shop Preparation for Engine Running

When we acquire a used engine that flips over okay, and generally looks and feels like it should run, it will usually do so. But, about half the time it may need some tweaking to exorcise some little problem that made the owner sell it. For this, a good mechanic is more helpful than a priest. For those of us who can't or don't like to run 'em at home, there are some basic things to check out before taking it to the field running session, and maybe being disappointed.

Checkout amounts to more than seeing if an engine props over okay and a glow plug lights. If the engine is stiff or frozen up you'll need to loosen it first thing. A glow engine was no doubt run on glow fuel, but if it's a sparker, it might have been run either on gas and oil or glow fuel. A glow plug in the head and a missing timer is a pretty good clue. A further test is to use a little of each fuel on a rag to wipe away some of the goo. The fuel last used will dissolve any residue the easiest. So, as a minimum pull the plug and flush things out with a fuel or solvent of the same base as the fuel last used. It may require soaking. A frozen engine can usually be loosened with a propeller installed and a heat gun applied. How much pressure you can put on the propeller without breaking anything is a matter of experience. (If something breaks, you used too much pressure.)

If the engine has ball bearings they need to be checked more carefully once things have been basically loosened up. With no propeller installed, rock the crank back and forth with the piston down below the exhaust opening. Carefully feel and listen for any bearing roughness. More soaking, or even disassembly may be needed. That's because congealed oil and/or even rust may be present. Congealed oil can make bearings skid in their races on startup and scuff the races or flat spot the balls. Sort of like losing your skateboard halfway down the steel handrail. Rust can be even worse, because it's abrasive and can grind up everything inside. Rust has to come out and new bearings may be needed. Fortunately, an old sparker that was last run on gas and oil is much less likely to have internal rust, or even bearings.

Most used engines are usually in really bad condition. Probably the most common reason an older engine won't start right away is poor or no fuel flow. Put a foot-long piece of fuel tubing on the spray bar, blow through it and listen. You should be able to close the needle so that no hiss is present, then open it and hear the progressive hiss of flowing air. If not, use fuel to flush things out with the needle both in and all the way out. Check alignment of the spray bar. Best position for the outlet orifice is at right angles to the venturi's air stream or slightly downstream of that position. If you look into the intake and can't see the orifice looking back at you, you're probably okay.

Select the propeller you're going to use, install it, and flip the engine over to make sure the hole size is correct and the propeller nut and washer clamp down all the way.

Points on a sparker often have congealed oil, a misadjusted gap, or other problems. Check that points work by simply installing a continuity light or Ohmmeter between ground and insulated point. Slowly rotate the propeller and see that the light or meter kicks on for almost half the revolution. Check and set the timer advance at this time. Rotate the piston to top dead center by feel, or by peeping into the exhaust. Note the propeller position, and rotate it backward, and watch for the light or meter to kick on at about 20° before top dead center for easy hand starting.

Make sure you have a clean tank and filtered fuel. And if you have an external tank, or at least an external fuel line, using an inline fuel filter will eliminate a lot of potential problems. Check all screws for snugness to be sure someone didn't leave something loose at some time.

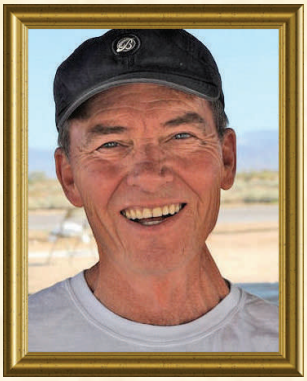
For hand starting, a heavy leather glove is a good idea. An out-of-time, or leaking crankcase on an Ohlsson using gasoline can bang your fingers as unmercifully as anything you'll ever encounter. Follow these steps as a minimum and you've just improved your odds of getting things running during the first attempt.

From the Society of Antique Modelers, the Central Coast Chapter (26)

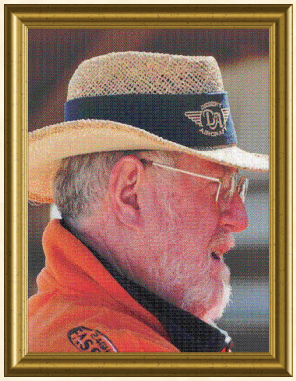
SVF 2010 Elected Officers and Board Members

President **Frank Moskowitz**

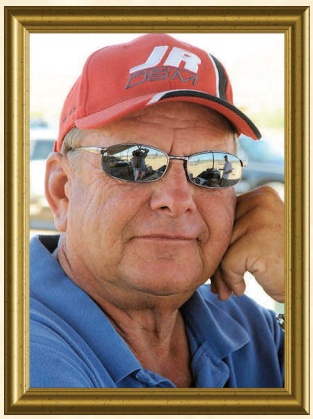
Vice President **Tony Quist**



Treasurer **Gene Peterson**



Secretary **Rusty Freid**



Charlie Beverson

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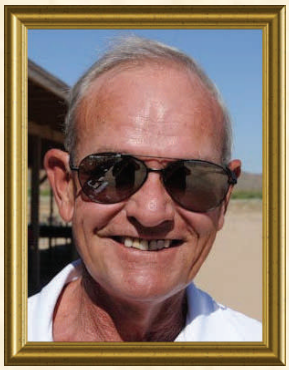
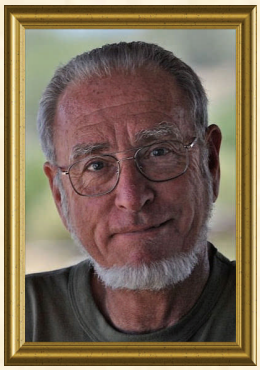


Mike Peck



Howard Kennedy

Ron Thomas

Eric Stevens

Greg Frohreich
No photo provided

SVF PILOTS HALL OF PLANES

I heard Bill Hempel was designing a 50% J3 Cub and had to have one. I started saving aluminum cans and then Bill Hempel stated a larger 60% J3 Cub was coming out. I ordered that one instead. I assembled the ARF over a 3 week period, which really took a 14 months due to lack of cash. I sort of knew what I was getting into with a plane this size. It is a once in a lifetime thing. I will say, the thing EATS parts and $100 dollar bills.

The Cub was assembled and an Experimental Inspection was required. Initial weighing was 106 lbs. Dang! With all the add- on's, I found it was over the max. 100 lb. weight limit allowed. I have since removed all non essentiaL equipment and discussed with the manufacture what else could I get rid of and not compromise the plane's integrity. I was informed quite a few areas in the design that could be removed and lightened if not needed. I started with the tire/wheel combo. They weighed 5 lbs each. I replaced the tires with lighter ones. I had 150 oz tanks onboard. I now have 75 oz. fuel onboard. Removed the smoke system and some non essential wood. I was able to get the plane to 98 lbs. 3 oz. Yeah!

The Cub info.

Bill Hempel 60% J3 Clipped Wing Cub	
Wingspan	**18 ft. Length 16 ft.**
Weight	**98 lbs. 3 oz.**
Fuel	**75 oz gasoline / oil mix.**
Radio	**Futaba 2.4ghz**
Engine	**3W 275cc**
Prop	**37" x 13**
Servos	**14 Hitec 7955TG**
Servo	**2 JR choke/throttle**
Battery	**6 Lipo 3000 mah**
Battery	**2 Li-ion 2600 mah for ignition**

Editor: Vern where do you keep the semi??

Vern Franklin

SVF PILOTS HALL OF PLANES

The new plane is a Chief aircraft (model name is Sbach 342) with a O.S. 120 motor with a 72" wingspan and 68" long.The radio is a Spektrum 2.4GHZ.

Bob Wainman

It's a Hangar 9 DHC-6 Wingspan:82.0 in, Overall Length:65.0 in, Wing Area:738 sq in, Flying Weight:11.5–13.2 lb, Engine Size:.36-.40 2-stroke, Power 25 BL Outrunner Motors, radio:6+ channel with 8-10 servos Dag Reeves

Rearwind Speedster, mfg unknown, Engine is an OS120 Surpass running a 16x6 prop.

Radio is Futaba FC28 1024 PCM

Whoever built it made a good job of it and it flies very well.

John Deacon

Sun Valley Fliers lets have your BIRD in this spot next month!

You got to be proud of it, so lets hear from you.

SVF Safety Notice

1. **High speed passes must be done NORTH of the runway**

2. **All aerobatic routines should be preformed NORTH of the runway**

3. **Helicopters SHOULD NOT fly North of the line of reels**

4. ***All pilots & their spotters should announce their attentions as to taking off/ landing/dead stick/ touch and goes/etc. It's a long way from pilot station 1 to 5 so, try and make it heard .***

Safety Officer Joe Balabon

VIDEOS and Websites Links

Click on to view video, website

Lap around the boat 6:00
http://vholdr.com/video/lap-around-boat

TREE REMOVER Osprey 1:49
http://www.youtube.com/watch?v=PI9gWIM0QY8&feature=related

Supersonic Flight 3:00
http://www.avweb.com/avwebflash/exclusivevids/ExclusiveVideo_SupersonicFlight_202736-1.html

Concorde 5:36
http://www.youtube.com/watch?v=Ro3QVMCG-aY&feature=player_embedded

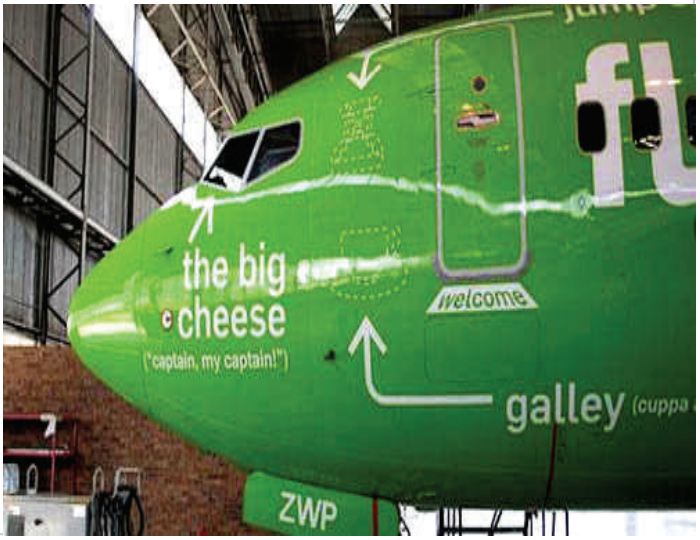
RC Ice landing :36
http://www.youtube.com/watch?v=mlxRZtxm4uQ&feature=related

Need to know more about electric flight. Go to this site.
http://www.wattflyer.com/forums/showthread.php?t=18521

SVF Website Buy & Sell items
http://sunvalleyfliers.com/classifieds/classifieds.htm

Have a good WEBSITE / VIDEO that you would like other SVF members to see. Let me know and we'll put it in. Please make the VIDEOS MAX at 10 minutes.

AIRPLANES 101



Next month Issue

If you got something going let me know. Be the *SR* field reporter, great job and good benefits, like free fresh air.

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

Thanks Ashley, wish I had my aircraft there! Lots of info this issue, Deans conns., etc.

Airplane 101 is great! Got a JR, check it out.

Do look at the new videos, websites. Send those articles and photos in!

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

THE SLOW ROLL

Club Officers 2009-2010

Frank Moskowitz, President

Tony Quist, Vice President

Gene Peterson, Treasurer

Rusty Fried, Secretary

Walt Freese,
Website Supervisor

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