THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

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AUGUST 2011

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 showing Jay Steward Curtiss Hawk..... History on Model Avaition/ Cleveland Models..... 5 SVF members photo…..Safety Report ....Scale Plans Building… Event Flyers…….....Prez report…….....*NO Minutes*……..... B'Days & Treasurer Report ……..... *GREAT VIDEOS*…..*Much more, enjoy*

SVF MEETING August 3, 2011

THE PRESIDENTS CHANNEL

Frank Moskowitz

AUGUST 2011 SLOW ROLL PRESIDENTS LETTER

Welcome to the August 2011 Slow Roll.

Now I know why it's called the lazy days of summer. By mid-day our field looks like a ghost town. For those lucky enough to arrive at the crack of dawn, the temperature and wind conditions are excellent. By mid-morning you have to deal with 100° plus temperatures, high humidity and really high dewpoints. We typically have until mid-September for the end of the Arizona Monsoon season. Until then arrive early and enjoy the morning flying conditions.

Our switching over to a key for gate entry is going very nicely. To date we have about two thirds of our membership (about 200 members) who have signed the 400 foot rule document and received their keys. If you have yet to sign the document, there is a copy in this edition of the Slow Roll. Please sign it and send it via mail or email to John Geyer. All of our board members and officers contact info can be found on our web page **www.sunvalleyfliers.com**

We are still looking for flight instructors. As our membership grows, we need to offer the services that our club is known for. Especially being the friendliest and most forward thinking club in the valley. If you are interested in this position, just inform any club officer or board member.
That's if for this month. Enjoy the heat.

Remember our next meeting is **Wednesday August 3rd 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

No Minutes from the canceled July SVF Meeting

SVF MEETING
AUGUST 3, 2011
7:00 PM @ D V AIRPORT

$ TREASURERS REPORT $ with *Gene Peterson*

Treasurer's Report August 2011

THINGS ARE PRETTY QUIET THIS MONTH, MORE VACATIONS, KIDS GOING BACK TO SCHOOL AND OF COURSE FOOBALL GOING AGAIN. SURE TOOK A LONG TIME FOR THEM TO GET THAT DONE.

WON'T BE AT THE GENERAL MEETING THIS MONTH AS WERE TAKING A FEW MORE DAYS OF VACATION AND GOING TO THE HURLEY SURFING CHAMPION-SHIPS IN HUNTINGTON BEACH. TAKING A COUPLE OF GRANDKIDS SO THEY CAN DO A LITTLE BOOGIE BOARDING…..FUN STUFF.

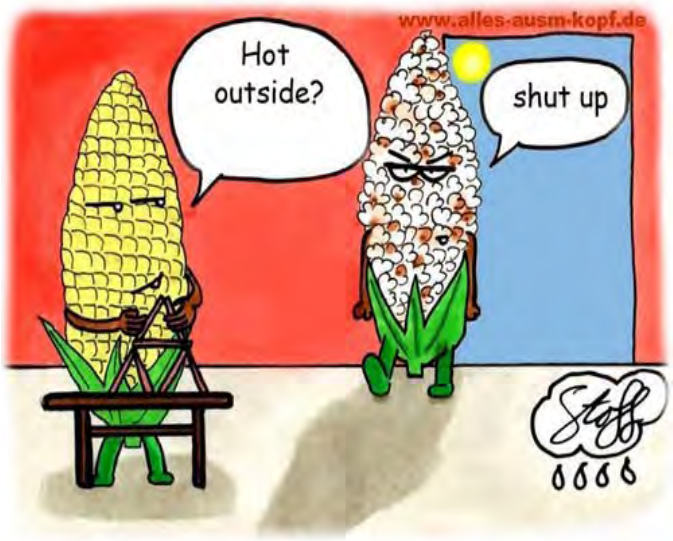
TIME TO START PLANNING FOR THE FALL EVENTS AT CAVE BUTTE ALSO. ELECTRIC FLY IS ALWAYS A FUN DAY AND OF COURSE THE 1/8TH AF FLY-IN IN OCTOBER. MORE ON THESE SUBJECTS LATER.

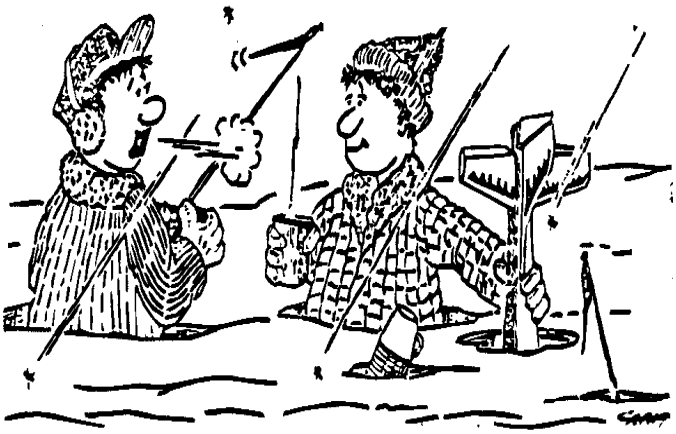
HOPE YOUR FLYING IS GOIING GOOD. REMEMBER THE 400 FOOT LEVEL AND USE A SPOT-TER.

Regards, *Gene Peterson, Treasurer*

AUGUST 2011 SVF BirthDay Boys

First name Last name	Member type	Dob
John Boccia	Regular	08/01/1963
Steve Tillson	Regular	08/01/1946
Edward Andres	Senior	08/04/1928
Tony Guyer	Regular	08/04/1956
Frank Moskowitz	***Regular***	***08/05/1954***
Paul DeLawder	Regular	08/07/1958
Zac Bern	Regular	08/07/1980
Chuck Arquette	Senior	08/08/1932
James McGinnis	Regular	08/11/1945
James Brooke	Regular	08/12/1949
Jackson Furedy	Regular	08/13/1952
Bill Pearse	Senior	08/14/1941
Scott Sibson	Regular	08/15/1962
Gary Hedges	Regular	08/16/1943
Dustin Young	Regular	08/16/1981
Bob Niven	Senior	08/16/1942
Jim Stabile	Regular	08/17/1968
Haim Lichaa	Regular	08/17/1972
Richard Hartman	Senior	08/19/1940
Ray Fulks	Regular	08/20/1947
James Musser	Senior	08/21/1937
Ronald Thomas	Regular	08/21/1949
John Erickson	Regular	08/21/1968
Bob Corley	Regular	08/23/1950
Darrin Jeffries	Regular	08/24/1969
Frank Seminera	Senior	08/25/1941
Jonathan Colner	Regular	08/27/1949
Dan Smith	Regular	08/27/1978
Ash Zeller	Junior	08/28/1991
Greg Evans	Regular	08/28/1956
Rick Baltman	Regular	08/28/1970
Curtis Westra	Senior	08/31/1933





Editor; The b'day list was taken from last August, so I hope it's correct. The B'day guy is on vacation, again.

FIELD AND SAFETY RULES

In Addition to AMA Safety Codes

1. **LICENSE REQUIRED:** Persons wishing to fly at the SVF Field must possess a valid AMA license in his or her name. It must be properly displayed on the frequency board prior to flight operations taking place. Operators of turbine powered aircraft must be able to produce the proper AMA turbine waiver.

2. **FREQUENCY CONTROL:** Any transmitter being used for flying or maintenance must be accompanied by the proper frequency identification pin. 2.4 ghz spread spectrum users must post their AMA cards on the metal rod located on the fence of each flight station. **No exceptions are permitted.**

3. **LEGAL RADIOS:** 2.4 GHz spread spectrum transmitters and fixed frequency transmitters that operate on radio control frequencies currently allowed by the Federal Communications Commission (FCC) & meet 1991 narrowband specifications.

4. **POWERPLANT STARTUP:** All powerplant starting and running must be at the designated flight stations with the prop or jet wash towards the runway. All pilots should have an assistant hold aircraft during powerplant start up on the flight line. Engine break-in is not allowed under the Ramada's or at any flight station.

5. **400 Food Altitude Limitation:** All SVF members and guests will not fly a model aircraft higher than approximately 400 feet above the surface. Occasionally a model's maneuver or aerobatic flight may require a higher altitude than the limit of 400 feet specifies. As a safety precaution, we will always exercise the "SEE & AVOID" rule. This means to lower the altitude of your aircraft below the 400' limit safely and immediately.

6. **PILOT SPOTTER:** All SVF members and guests are required to fly with a Spotter assistant by their side. The Spotter's primary goal is to look out for full scale traffic and a secondary function is to watch out for the safety of the pilot while he/she is attentive to flying his or her aircraft and to assist the pilot in avoiding traffic that may constitute a risk of mid-air collision, runway access co-ordination, emergency procedures, etc. Spotters must be AMA members.

7. **FLIGHT LINE PERSONNEL:** Personnel who have no direct contribution to the flight operation of aircraft shall remain within the spectator area; defined as under the Ramada and/or areas south of the fences.

8. **TAKEOFF/LANDING DIRECTION:** Shall be established by an East - West traffic pattern as determined by the prevailing wind direction. Takeoffs, landings, dead stick conditions and aircraft retrieval from the runway and surrounding areas shall be **'called' loudly**, to give ample warning to other flyers.

9. **FLIGHT STATIONS:** All Pilots while flying from the main runway shall stand at one of the five flight stations at the spot designated to the right of and behind the barrier netting, behind the white line.

10. **PROPER FLIGHT LOCATIONS:** All aircraft operations shall take place north of the southern edge of the runway. All maneuvers shall be performed north of the asphalt, over the dirt. The runway itself and the airspace directly above it is for takeoffs and landings only. The white line in front of the pilot's stations is the absolute "Deadline". It extends east and west to infinity and must not be crossed under any circumstance. Park flyers, light electric aerobatic models, helicopters, rotary wing and sailplanes that may not fly a conventional flight path are encouraged to fly south of the wash, or west of the helicopter ramada and hover pad. Use of Hi-Starts or launch winches will normally be in these areas. No flying of any kind is permitted over any part of the parking lot or ramada. Central frequency control applies to all aircraft flown at the SVF facility, regardless of location.

Revised: June 7, 2011

PRESIDENT TO PRESIDENT

Hello Fellow Officers!

By Mark Smith, AMA Interim President

First, let me thank you for stepping up to the plate to be a club officer. It's folks like you that who so many to enjoy this great hobby!

This month I'd like to share some exciting news that you may not have caught. This all started more than a year ago when the Insurance Committee was approached by our District I Vice President Andy Argenio who wanted primary insurance for the folks who volunteer for us so we can enjoy the hobby. This includes members who are involved in positions ensuring that AMA clubs and members comply with the AMA Safety Code/Regulations, including compliance with waivers, and who are responsible for sanctioning, coordinating, and directing model aircraft events. The following is a partial list to give you an idea of which jobs we are talking about:

- Contest Coordinators
- District Safety Officers
- Contest Directors
- Leader Members
- Large Model Aircraft Inspectors
- Air Show Team Managers
- Associate Vice Presidents
- Contest Board members
- World Championship team managers

I am on the Insurance Committee and I'll confess, I was not too excited about this as I was pretty sure this would significantly raise our rates (remember that old saying "let sleeping dogs lie?") But at Andy's persistence, our insurance contact approached the carrier and was able to get this added coverage at no additional cost!

Now, let me give you an idea what this means to us. Let say that a model was recently inspected by a Large Model Aircraft Inspector and it crashes and seriously injures a spectator. The injured spectator files a claim against the AMA member pilot and the local AMA club where the event occurred. In addition, they file a claim against the individual who inspected the model because of his negligence. While AMA coverage would be in excess of the pilot's homeowner's insurance, AMA coverage would be primary for both the AMA club and, with this expanded coverage, the Large Model Aircraft Inspector. The inspector would not need to notify his homeowner's insurance company of the claim.

If you get a chance, drop Andy a note thanking him for his concern for these key individuals. We have been able to amend our insurance coverage to provide primary General Liability coverage to those members while acting in the scope of their duties for the AMA for claims due to accidents causing bodily injury or property damage. Andy's one of our key Executive Council members who works tirelessly for his district and all modelers. His email address is imaasanction@aol.com.

In closing, please let us know how we can help you and keep up the great work!

Trick to using Robart pin hinges

I was installing Robart pin hinges on my T-34 Mentor. I can never get both sides perfect ... no matter how carefully I measure, so I came up with a neat trick to make them perfect.

On the stabilizer (in this case three hinges on each side) I mark out where I want the holes, then I clipped off ¼ inch of T-Pin tip and, using pliers, push the short pin into the stabilizer where I marked. I left about 1/8 inch or less sticking out (either end works, but I pushed the pointed end into the stabilizer).

Next I made sure the elevator was perfectly aligned with the stabilizer then pressed the two together. The pins left a mark on the elevator (or rudder) where to drill the holes. I guess you could use the same method with CA hinges.*—Dave Raczka, Brauer's Aviators, Pendelton, New York*

SVF MEMBERS PAGE

Photos by SVF Members

SVF MEMBERS PAGE

Photos by SVF Members

Scale Plans Building for the Novice: Part 1

By Jerry Bates

A comprehensive article on selecting and building your first scale RC model airplane from plans.

Introduction

After 40 years of building model airplanes one acquires many skills and will take many aspects of hobby building for granted. In the past when I sold a plan I assumed the person who purchased it had the knowledge needed to put the model together with the aide of the construction manual. That, of course, is not always the case. There are often many general aspects of construction not covered in most manuals. Many of my plans, and those by other designers, are purchased by modelers that have not built a model from plans before.

Building from plans is a fun and exciting part of the hobby. It allows the builder to construct a model not often seen at the flying field. You are also not constrained by the liability aspects of most large kit manufactures such a size, weight, and construction techniques. Any level of finish from a casual fun-fly model to a model used in scale competition is possible. But, it can also be a nightmare for the first-time plans builder. In this article series we help explain the basic aspects involved in constructing your first plans-built model. We won't be able to cover every subject and surely will miss some aspects, or they may need further explanation. There is a one-stop shop for additional help though. Visit the R/C Scale Builder website at www.rcscalebuilder.com. If you cannot find help within their "tutorial" and posted "articles" you can always post your questions and receive help from the many members of this great website.

Let's start by explaining the difference between building from plans and scratch building. A "scratch builder" does not purchase engineered plans but uses a collection of data, scale drawings, etc., to develop his own outlines of the model to the scale he chooses. Or may just dream up a design and start cutting wood. He relies on his own skills to produce formers, ribs, and other parts to build the model. A scratch builder normally has been doing this long enough to have acquired the knowledge required to produce a structurally sound airframe without outside assistance.

A "plans builder" is one who buys plans for a model, then either buys a kit of parts or makes his own parts, to construct the model. Experienced designers engineer most plans offered. Much thought has gone into making certain the airframe is a safe and sound design. Of course, the airframe is only as good as the construction. Care must be taken by a builder to cut the parts to accurate size for a true fit and in using the appropriate adhesives to ensure a tight and secure joining of the parts.

Selecting Your First Plan

If you are going to build from plans and have not built several kit planes first, it will be a good idea to reduce you choices of selection based on degree of construction difficulty involved and flying characteristics of the finished model.

A lot of us get into plans building because we want something cool—like a P-51 Mustang, for instance. That would not be a good choice for a novice kit builder or first time plans builder. Models of that degree of difficulty can pose many problems during construction and are considerably more difficult to fly than other available choices. By the same token, there is no sense plans building a non-scale trainer or Piper Cub. These types of models are available in kit form and as ARFs (Almost Ready to Fly) and will be a more economical choice than plans building. If you do not have field experience in the operation and flying of low-wing aircraft, and multiengine aircraft, they should be avoided for similar reasons.

The type of airplane you should be looking for is something with stable flying characteristics. Some of the clues will be a good degree of wing dihedral, positive wing root incidence accompanied by wing washout, and engine down thrust. Confused? Don't worry; this is not going to be a course in aerodynamics. The majority of plans designers have taken all these factors into account when designing the

model. We are just going to give you an idea of some of the things to look for, and an explanation of the terms involved.

If you are looking into building a high-wing cabin airplane you have little to concern yourself with. Most of these factors are incorporated in their design simply because of the dynamics of the layout. If you are thinking about building a low-wing, model then you will want to consider these items. The following is a general explanation of some terms you will encounter and how they apply to you at this point.

Datum: With regard to model plans and aircraft scale drawings, the datum, or datum line, is the line used to establish the level attitude of the airplane. Often it will be a line drawn from the center of the propeller to the tail of the airplane. We will assume the airplane is level with the datum line when discussing the following terms.

Wing Dihedral: Look at an airplane from the front view. If the wings are level with the ground surface (most are not), then it has no dihedral. If the wing panels are angled up from the fuselage to each wing tip, then it has dihedral. If the wings are angled down from the fuselage to the wing tips, it has anhedral—stay away from those for the time being. Generally, the more wing dihedral, the more stable the model will be in flight.

Angle of Incidence: Look at the airplane in side view where the wing meets the fuselage (wing root). If the front of the wing is angled upward, it has positive wing incidence. If the front of the wing is angled downward, it has negative wing incidence. We want positive incidence in our model; between 1.5 to 2.5° is the norm.

Washout: This is the difference between the incidence of the wing root and the wing tip in a positive manner. If you have 2.5° of positive incidence at the wing root and 0° incidence at the wing tip, you have 2.5° of washout. Washout is incorporated into a wing to help prevent wing tip stall. Imagine your model during landing approach. You have lined it up with the runway and reduced the speed in anticipation of a smooth touch down. As you begin to flare out for touch down, the nose of the model comes up. The positive incidence of the wing increases to the point that the wing root area stalls, or no longer provides lift, and the model loses altitude. That is a good attribute during the landing mode. The wing washout will allow the wing tips, and much of the outer wing panels, to continue to provide lift thus allowing you to maintain control of the model until touch down. If you did not have wing washout, the entire wing would stall. What normally occurs without washout is one wing panel stalls before the other (tip stall) and the model falls off to that side and crashes, or spins into the ground.

Downthrust: Downthrust is the negative angle between the engine centerline and the datum line. Downthrust is often used to maintain level flight of a model with a high-lift wing across the range of engine power settings from low speed to high speed. Downthrust is normally incorporated into high wing cabin models that use “flat bottom” or high-lift airfoils. Without downthrust, the model would climb while trying to maintain level flight at a faster rate the faster it was going. Downthrust can also have a positive effect on models during landings. Using the landing scenario in the washout definition above, suppose you need to increase speed just before touch down. If you applied power without engine downthrust the model would jump skyward. That would further increase wing incidence during that low-speed condition making the entire wing stall out and causing loss of control of the model. Engine downthrust would allow the model to move forward and help you maintain control.

Airfoils: An airfoil is the shape of the wing in cross-section. Much like the wing rib. The shape of the airfoil and the wing attitude in relation to its forward movement (incidence) at speed is what generates the lift for the model. There are literally thousands of differently shaped airfoils. We will only be discussing four generic types as used for our models. Of course, there are hundreds of different shapes within these types but we are concerned just with the general flight characteristics of each. In discussing airfoils you will need to be made aware of another term in order to explain how they work. Mean aerodynamic chord, or MAD is simply a line drawn from the center of the leading edge of the airfoil to the center of the trailing edge of the airfoil. We will just call it the “chord line”.

Under-Chambered Airfoils: This type of airfoil is considered a very high lift airfoil and used for slow flying aircraft. It is curved upward on the top surface and on the bottom surface. These types of airfoils were most generally used on early pioneering airplanes and WW I aircraft. Models using this type airfoil are usually a bit difficult to build and require a lot of attention to details and relationships between wing(s) incidence(s), datum lines, and thrust lines.

Flat-Bottomed Airfoils: This type of airfoil is curved upward on the top surface and is flat, or a straight line, on the bottom surface. Most are not actually flat along the entire length on the bottom surface. Generally the front portion of the lower leading edge curves upward to meet the curve of the top surface. These can be classified as high-lift airfoils and are used on aircraft of moderate speed capabilities.

The most notable of these is the Clark "Y" airfoil as used on the Piper Cub and many other general aviation airplanes. Usually the flat portion of the lower wing surface is in alignment with the datum line of the airplane where the wing meets the fuselage. That installation provides positive incidence because the leading edge of the chord line will be angled upward in relationship to the datum line. The wing should have washout at the tip to equal that angle in order to maintain good flight characteristics. Models built using this airfoil are most often the easiest to build and fly.

Semisymmetrical Airfoils: These airfoils are curved upward on the top surface and curved downward (to a lesser degree) on the bottom surface. We will call these general airfoils or high-speed airfoils. Most of the military and commercial aircraft used this type airfoil. They are normally installed with positive incidence at the root rib and have washout in the wings. Some civil aircraft from the Golden Age use these airfoils including the Taylorcraft, Aeronca, and Interstate Cadet. Most modern civil aircraft use it as well. With the exception of the Golden Age aircraft, most models built using this airfoil will require a higher degree of building and flying skill. Most will have retractable landing gear, flaps and other operating features not found on entry-level models.

Fully Symmetrical Airfoils: These airfoils are curved on the top surfaces and the bottom surfaces to the same degree. They provide no lift when the chord line is parallel to the datum line. These airfoils a generally used for stabilizer/elevators, and fin/rudders of scale models.

Now you may think we have limited your choices to trainers or Cub's. Not so. If your liking is for civil-aviation aircraft your choices are many. There is even a couple of low-wing aircraft for you to consider. One is the Ercoupe. The Ercoupe makes a good flying model with good ground handling characteristics as well. High-wing cabin airplanes from the Golden Age to the present make very good choices. Don't worry about whether the airplane has tricycle landing gear or is a tail-dragger. There really is little advantage or disadvantage of either type model at this point.

Your choices are a bit more limited on the Warbird scene. Don't think that because the full-scale airplane was a trainer the model will be a good choice. Most of the single-engine primary and advanced trainers built during World War II for the American services were much more difficult to fly than the fighters the pilots graduated to. That was done for a purpose—to wash out the pilots who didn't have the skills to perform the required additional workload when piloting frontline aircraft. Similarly, an AT-6 Texan, or at PT-19 Kadet does not make a good first-time model. I would suggest building a model of an aircraft used for Liaison duties like the Taylorcraft L-2, Aeronca L-3, Piper L-4, Stinson L-5, and the Interstate L-6 instead.

On the other hand, trainers built for service in the United Kingdom often make great first-time models. Their logic was that the pilot would advance from one airplane to the next as their skills were acquired. They also did not have the population to afford early washouts. Two of the best UK trainers are the deHavilland Tiger Moth and the deHavilland Moth Minor. The Moth Minor is a low-wing, open-cockpit, tail dragger. The Tiger Moth is an open cockpit, biplane, tail dragger. Both models fly and handle extremely well. I would suggest the Moth Minor over the Tiger Moth because it is much easier to build.

If you have some low-wing flying experience, there are several single-engined military aircraft I

can recommend.

- Hawker Hurricane
- Early Supermarine Spitfire
- Curtiss P-40 Warhawk
- Vultee BT-13 Valiant
- Mitsubishi A6M5 Zero
- Grumman F6F Hellcat (don't bother with the wing fold or scale flaps at this stage)

Wood Kits and Accessories

Many plans designers offer "short kits" and "full wood kits" for their plans. These items may be available from the designer or from a designated kit cutter. Some designers and accessory manufacturers offer items such as fiberglass fuselages and foam wings for the plans. A short kit consists of all the parts that require cutting out such as the ribs and formers and other parts detailed on the plans. The builder furnishes the needed stick wood for stringers, spars, etc. and the sheet wood for covering the fuselage and wings. A full wood kit comes with all the wood materials required for construction. In either case, the builder normally buys the hardware needed for completion.

Other items of interest designed specifically for many plans are fiberglass, resin cast, and vacuum formed parts such as cowlings, canopies, exhaust stacks, cockpit interiors, and other small parts to help detail a model to your desired level of completion. These items will be available from the plans designer or an accessory manufacturer and may be noted on the plans or in a construction manual.

Brand Up!

By Rusty Kennedy, Chairman Leader Member Program Development Committee

You're out for a weekend drive and you see a model airplane in the sky. You manage to find your way to an open field and there it is, a model airplane field. You sit and watch for a while. Maybe someone spoke to you, maybe not. After a short visit you drive off. Did you know that you had just visited an Academy of Model Aeronautics Chartered Club? Probably not.

You have just experienced what many visitors experience. Will they be back? Maybe.

I have visited several flying fields in recent weeks and other than the AMA Safety Code posted, you see nothing that tells the visitor they visited an AMA Club flying field. Why is this important? Well we are AMA members and we fly under the AMA guidelines and we did build an AMA chartered club and field. It may be old fashion, but we as AMA members should be proud we belong to the largest model aviation organization in the world that is celebrating 75 years of serving modelers. We should show it off.

We all need to do what we can to encourage new people to learn more about model flying, clubs, and the AMA. Most visitors will seek information by going to the Internet. The Academy of Model Aeronautics and your club logos and website addresses need to be clearly visible at your flying field. This sounds so simple, but few do it well.

The AMA is initiating a branding strategy. Simply put, branding is everything you do to create and deliver value for a customer. One part of branding is the consistent use of the name and logo. Our clubs are part of the AMA branding, too. In fact, clubs and members are the most important part of AMA branding as it is the positive interaction from club members and the flying site that will leave the first impression of value to new people. Just like good service and a meal at restaurant, you will tell six people about it. If you have a bad experience, you'll tell more than 10 people.

Branding your club flying site is important, too. It means letting people know we are the AMA by use of a flag, wind sock, sign, and/or an AMA information sheet. How about a new club sign that reads something like:

Club Name
Club website address and phone
Academy of Model Aeronautics Charter 123
www.modelaircraft.org

The AMA store has all sorts of AMA-related items that are just right for our use. You can buy precut 18-inch logos and for less than $15 ($7 precut vinyl; $6 blank sign) make a nice AMA weather-resistant sign.

Oh and that visitor. Go say hello and invite him or her to a meeting.

Now, about that website. What does the homepage tell the cyber visitor? The homepage is like meeting someone for the first time. First impressions are lasting impressions. Colorful, club name, AMA logo, and it is better to spell out AMA. Not everyone knows what AMA means. Write something about the 75th Anniversary. Also enable easy-to-find contact information and a link to AMA on the homepage.

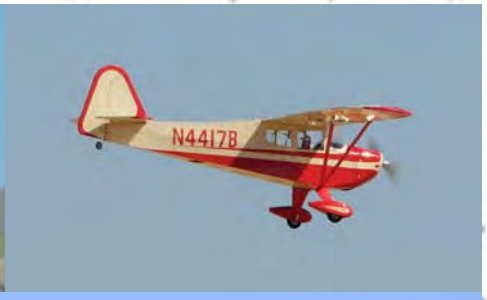
SVF MEMBERS PAGE

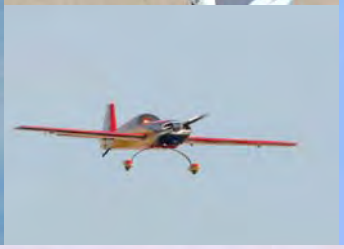
Photos by SVF Members

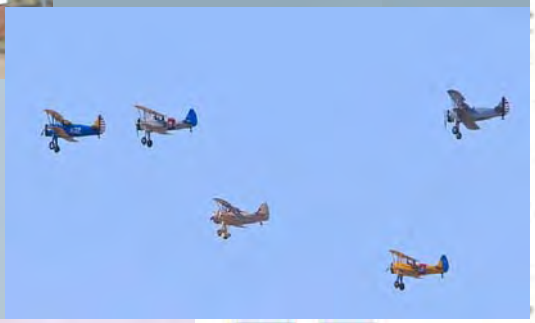
SVF MEMBERS PAGE

Photos by SVF Members

Parrish Lewin







What's not right here??

The History of Cleveland Model & Supply Company

Cleveland Model & Supply Company, the oldest, continuously-operating model airplane company in the world, was founded in 1926 by Edward T. Pachasa (later Packard). Mr. Packard started the business with his four brothers, his mother and father in their residence and a converted barn near West 57th Street and Bridge Avenue, on the west side of Cleveland Ohio.

Mr. Packard began the design and manufacture of model airplane kits on a part-time basis in 1919 (hence, the phrase “Model Engineers Since 1919”) at the age of 13 with the “Skylark”. This model aircraft incorporated a pine vee-frame, 28-inch long fuselage and a bird-shaped wing of 24-inch span. the wing and stabilizer were covered with 0.005-inch white fiber. The model was a twin-pusher design powered by two, 6-inch bent-fiber propellers. Mr. Packard made eight “skylarks” and sold five of them at a retail price of $3.50.

After working in the upholstery, covering and doping departments of the Glen L. Martin Company in Cleveland, and in Tony Fokker’s Atlantic Aviation in Hasbrouck Heights, New Jersey, Mr. Packard was financially able to enter into the full-time production of model aircraft kits. In July 1927, only two months after Charles Lindbergh’s epic New-York-to-Paris flight ignited the aviation passions of American youth, Halle Brothers Department Stores of Cleveland “jump Started” the company’s business buy ordering 360, Cleveland rise-off-ground (ROG), “Wasp”, 14-inch span models.

Cleveland’s first major kit was the 1/16th-scale SF-1 (Scale Flying 1), rubber-powered, Great Lakes 2T-1 Sport Trainer, which was offered in 1929 for $4.95. This kit revolutionized the hobby of aircraft model building with the introduction of simplified, glued, all-balsa construction. Prior to the introduction of this milestone kit, the hobby was characterized by the laborious, time-consuming use of nailed, thread-wrapped joint construction with pine, basswood, and bamboo materials.

By 1930, the company was enjoying national acceptance following an ambitious, national advertising program in Model Airplane News, a relationship that the company maintains to this day.

Cleveland’s second major kit, the 1/16th-scale SF-2, was of the Travel Air, Model R, “Mystery Ship”. This kit was offered in late 1930 after Doug Davis won the 1929 Cleveland Air Races “Free For All”, which was the forerunner of the Thompson Trophy Race. Each following year, a kit of the Thompson Trophy Race winner was introduced. *Cleveland Model & Supply Company* model designs of these aircraft were, and still are, regarded as the most authentic available because of Mr. Packard’s access to the race aircraft hangared at the Cleveland Municipal Airport. This allowed him to take measurements, make sketches and to photograph the aircraft. The plan for SF-2 is still available.

In 1937, *Cleveland Model & Supply Company* entered gas-powered model aviation with the introduction of two, 1/6th-scale kits of the Stinson SR-7, “Reliant”, and the Reawin “Speedster”. The 62-inch span “Reliant” was priced at $8.50, while the 64-inch span “Speedster” was priced at $4.85. The introduction of these two models followed Maxwell Bassett’s world record flight of 35 minutes, 39 seconds with a Brown Junior-powered model on 28 May 1934 in Camden, New Jersey.

Also in 1937, the company moved to a 9000 square foot building located at 4508 Lorain Avenue; a few blocks east of the original West 57th street location. By this time, the company had developed into a multi-hobby enterprise known world-wide for its scale rubber and gas-powered model aircraft, model railroads, model ships and hobby equipment.

In 1938 the company began offering a line of free-flight, gas-powered models known as “Playboys” of various wing spans. The series culminated in 1940 with the introduction of the “Playboy Senior”, an 80-inch span model offered either as a cabin monoplane or as a polyhedral, pylon-mounted monoplane. The model remains today one of the most popular and most successful designs recognized by the Society of Antique Modelers (SAM).

During World War II, company sales hit their peak, with 1944 sales of about $7.5 million dollars, in today’s economics. At that time, the company was the world’s largest manufacturer of model aircraft and far outsold its nearest competitors.

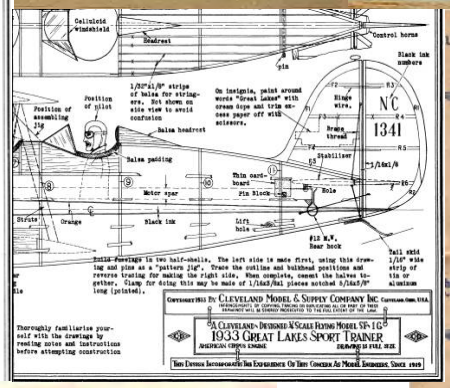
The success of early years was never repeated and, in 1968, the company moved from its Lorain Avenue headquarters to Detroit Avenue, ceased making kits, and began an ambitious "Golden Era" plans operation with the aid of a group of dedicated "volunteers".

In the 42 years of full-time kit production, the company manufactured nearly 50 million kits, with more than 2,500,000 of the Cleveland “Condor”, alone, being sold. In addition, the company developed over 500 designs and employed more than 2000 people; at several times more than a 100 individuals. On 20 February 1999, Mr. Packard passed away.

In 1996 a new chapter of the *Cleveland Model* & Supply Company history began when Mr. Packard retired and sold the company to Mr. John Jacox, of Indianapolis, Indiana. Mr. Jacox is a life-long model aircraft builder and has been a passionate collector of *Cleveland Model* & Supply Company kits and memorabilia for more than 10 years. Mr. Jacox is an Aerospace Engineer and has spent his entire career in the defense, aircraft turbine engine industry. Mr. Jacox is a member of the Academy of Model Aeronautics (AMA), the Society of Antique Modelers (SAM), the Model Engine Collectors Association (MECA), and the International Miniature Aircraft Association (IMAA).

Cleveland Model & Supply Company is a model aviation legend. This legend grew from the dream of E. T. Packard, was fostered through the efforts of his family, dedicated employees and supporters, who developed hundreds of high-quality products, which were produced by the millions, and which were sold world wide with high-quality service.

Cleveland Model & Supply Company is healthy and is prospering. The company's vision of the future includes its 100th anniversary.



SVF MEMBERS PAGE

Photos by SVF Members

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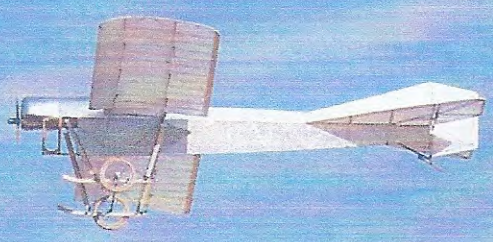

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Safety is the Name of the Game

By Jim Wallen, Insider Club Column Editor

Every AMA club has a safety officer. It is a requirement if the club is to be AMA sanctioned. All too often we quickly identify a safety officer and then go on our merry way, paying little attention to significant safety issues. Let's identify a few of them and see if they might make sense for your club.

AMA issues a safety code to all AMA sanctioned clubs every year and it should be posted at your flying site. This listing of safety requirements has been a valuable asset over the years that has contributed to minimizing accidents and injuries. Take the time to read it to refresh your memory.

Have your safety officer give a brief presentation at one of your club meetings. Perhaps having a guest speaker come to the meeting and give a talk about procedures to follow for such things as lacerations, heart attack, or some other potential problems that could arise.

Keep the address or location of your flying site prominently posted in case of an emergency that requires medical assistance. Minds can get fuzzy when you are in the middle of an emergency! If you have to make that 911 call, you need to know where you are.

We have a lot of hard-earned cash invested in our aircraft. They don't stay is good shape forever. Take the time to periodically check them out for wear and tear. This is especially true for batteries. Electrical failure is the source of numerous unexplained crashes.

Pilot error is always a major concern. Maybe conducting classes for pilots to fine-tune their skills would help out. Many clubs provide training for the new fliers but pay little attention to pilots who have successfully soloed. There is always room for improvement.

Courtesy and common sense often fix a potential safety issue before it becomes a problem.

Our hobby often puts us in potentially hazardous environments. We need to think of safety issues that are not directly related to flying. Do you have an area at your flying site that is a great hangout for snakes? Stay away if at all possible.

Extreme sunlight can be damaging to your eyes. Take a look at getting some proper eye protection. Some tints of color actually let you see your aircraft more clearly. Polarized lenses are a great form of protection. Our hobby is notorious for putting us in jeopardy from sunlight. Always slather on sunscreen before going to the field. It is a good idea to reapply during the day. Skin cancer is a terrible thing!

Take the time to think about safety. Safety doesn't happen all by itself. It takes your thoughts and actions to make it happen. Modeling and flying is one of the best sources of fun and enjoyment that I can think of. Creating safe environment will help keep it that way.

Tools for Beginners

A beginner does not need a lot of fancy tools to do a good job. However, there are a few inexpensive tools that make life easier:

X-acto blade and holder, usually a number 11 for most jobs.

Coping saw.

Razor saw to cut across grain and hardwood.

T-pins. They come in three sizes, but generally the small and medium sizes are the most useful.

18-inch steel ruler is very handy. If the ruler tends to slip when using, try spraying with 3M-77 on the down side. Once dry, it acts as an antiskid.

90° plastic triangles for squaring assemblies. (Video cassette boxes are square, will stand alone, and are very useful for holding two parts such as a horizontal and vertical stabilizer when assembling.)

Sandpaper; aluminum oxide sandpaper is best. This is sold at auto paint stores, has a long life, and is often less expensive than what is found at hardware and model stores.

Sanding blocks. Always use a sanding pad or block. Various lengths of suspended ceiling tile grid make good, lightweight sanding blocks. (Use 3M-77 spray or rubber cement to attach sandpaper strips to a sanding block. Use a heat gun to loosen the adhesive when it must be replaced.) *—Jim Kitchen, editor from the Sierra Flyers, Marysville, California*

VIDEOS and Websites Links

Click on to view video, website

Robot bird 6:20
http://www.ted.com/talks/a_robot_that_flies_like_a_bird.html?awesm=on.ted.com_Festo&utm_campaign=&utm_medium=on.ted.com-static&utm_source=direct-on.ted.com&utm_content=awesm-bookmarklet

The Electric Lazair 2:25
http://www.eaavideo.org/video.aspx?v=1083013038001

Airventure Lockheed 12A Electra junior 3:12
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http://sunvalleyfliers.com/classifieds/classifieds.htm

My thanks to those who passed this info on.

History on Model Aviation

We came across an interesting article on *Clevand Models* that we feel that young and old SVF members will enjoy. In future Slow Rolls we'll bring out names in the industry you may heard of or mention around the field, yet to young to know about them. We welcome any articles that are related to history of model aviation.

RENO AIR RACES

September 14-18, 2011

Next month Issue

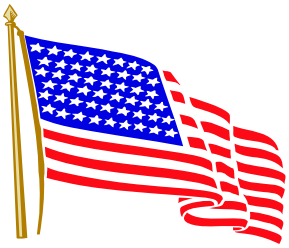
To HOT to fly, building something are you? Lets see your completed projects. Get you in the SVF HALL. Get a cool hat!

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

In July we had no meeting, no officers, all on vacation. The editor? Here in town! Last month on Tony FW-109, it is a KIT, the video shows Tony flying Ron Long FW-109 2 years ago. Some good VIDEOS to watch. *GOOD stuff in this issue, MORE photos so enjoy!* Send those articles and photos in and for the SVF HALL of PLANES.! *Remember to **ZOOM** the **PDF** page to see more.*



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