THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

DECEMBER 2011

President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Bruce Bretschneider
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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 of Vern Franklin F4U.....U.S.Scalemaster Champ Jay Steward on the Helldiver…Turkey Fly In photos…How to *SEE* Videos, by D.Pits…SVF Hall of Planes SVF members photo…Safe Side....Novice Building Part 3.....History on Model Avaition/ K&B….Event Flyers…..Prez report…. B'Days & Treasurer Report ……..*MANY GREAT VIDEOS*……..*Much more, enjoy*

THE PRESIDENTS CHANNEL

Frank Moskowitz

DECEMBER 2011 SLOW ROLL PRESIDENTS LETTER

Welcome to the December 2011 Slow Roll. Since it is December, it is time to reflect on the past year and think ahead to next year.

So, I will take this opportunity to do a little reflecting on 2011. First of all, I want to thank all of the members of the Club. We had a great year of flying and FUN. We welcomed many new Club members and they have become friends. Our membership is very active and we shared many hours of flying, instruction and great conversation. We made amazing improvements to our field. A dust proof entry road was refurbished, our runway was top sealed to protect it another few years, and a new asphalt surface was added to our active pit areas. The most important improvement was the move to limit our altitude and have a spotter at your side at all times. The new key system insured that all who have entry to our field will be aware of our rules. This is just the start of our improvements. 2012 holds many surprises for our membership. Sun Valley Fliers Club will become the premier flying club in the US. 2011 was a year I will remember for the great contributions of our elected officials and board members and the many members that gave their time and finances unselfishly. I thank you all very much!

For those of you that haven't attended a club meeting in a while, December is the time to start. Please join us for the December 7th club meeting. Remember that food is always there for your enjoyment. Our show-n-tell is always exciting to watch. We will have many raffle prizes and the 50/50 could make you very happy $$$. You never know what might happen, and you don't want to miss it. Meetings start at 7:00 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).

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. Enjoy your Holidays and start your projects for next year's fun.
Have fun out there!

Frank Moskowitz
President

SVF MEETING DECEMBER 7, 2011

Are you missing out on seeing all those videos from the Video page? Learn how inside……

REMEMBER THERE WILL BE NO JANUARY 2012 SLOW ROLL

Sun Valley Fliers Club Meeting Minutes
Date, November 2, 2011

The meeting was called to order at 7:00 pm by President Frank Moskowitz. 39 members were in attendance.

Guests: **Andrew Baker**
New Members: **Roger Miller**
New Solo Pilots: none
Secretary's Report: Accepted as published in the Slow Roll.
Treasurer's Report: **Gene Peterson**

- 120 paid members out of 308 total members. Considered good for this time of the year.
- Treasurer's report accepted.

Safety Officer Report: **Ken Justice**

- A 10 x 20 prop was thrown by a large 4-stroke engine during run up and struck the pilot who was standing in front of the plane. The pilot is recovering from the injuries sustained. A reminder to all – be sure to check your plane over before starting the engine and stand behind the plane during run up to avoid possible injury.
- Pilots are reminded to stand on either side of the flying station when flying. It is not acceptable to stand on the pavement at the flying station.

Old Business:

- The major contributors to the paving project were: **Brian O'Meara, Ray Olsen, Vinnie DeFabio, the family of Connor Burns, and Bill Pierce.** ***Editor: Thank you gentlemen.***
- Two airplanes that were donated to the club were sold and the funds put toward the paving project.
- The 1/8th Air Force (OEAF) event had 78 registered pilots and approximately 100 planes.
- The next OEAF event will be 31 March – 1 April 2012.
- The asphalt paving project has been completed at a total cost of $12K.
- We still need more instructors. If you feel so inclined, please step forward to help others join our exclusive fraternity.

New Business:

- The Annual Electric Turkey Fly will be held on November 12th. Entry fee is $25 with all proceeds going to the Boys & Girls Club of Phoenix. An Electric Fly T-28 RTF has been donated for the Pilot's Raffle.
- We need to define the location of the pilot flying stations. The closing of position #3 for flying and having all of the pilots stand there. This will be discussed in more detail at a BOD meeting.

Community Awareness:

- The Cub Scouts are interested in hosting a Delta Dart building experience for the kids sometime after the holidays.

Door Prize Winners:

- Bruce Bretschneider– fuel, John Wisniewski- fuel, Cameron Markwort- fuel, Charley Beverson –fuel

50/50 Winner: **Bob Mayman** won $40

Show & Tell:

- **Dave Linne** brought in his new Top Flite Waco YMF-5 ARF to tell us about the kit and some things to be mindful of when finishing the plane, eg, best method for shrinking the covering.

Meeting adjourned at: 7:45
Respectfully submitted,

Bruce Bretschneider, Secretary

$ TREASURERS REPORT $ with *Gene Peterson*

Treasurer's Report December 2011

Treasurers Report December 2011

Here is again, the Christmas Season. Time to make up those Christmas wish lists and get all those airplanes and engines and stuff lined up you've been thinking about. I'm thinking of a new glider. Never tried a glider, mostly because in the past it needed a start cable or a plane to take it up and get you started so to speak. Now with the models that come with an electric engine to get you up there it looks like the gliders might be a bit more of a plane for my hanger. How about yours?? *Editor: If your nice, Santa may bring you one. That will be the ……...*
We'll see how that goes...
Registrations for the New Year are going good ...167 out of 314 current members as of Dec 1. Keep those checks coming in. and thanks if you have already renewed.
Have a safe and sane Holiday and buy lots of gifts for your kids and grandkids. They are all so under-appreciated…….ha

Regards, *Gene Peterson, Treasurer*

DECEMBER 2011 SVF BirthDay Boys

First name Last name	Member type	Dob
Archie Dicksion	Senior	12/02/1938
Louis Bennett	Regular	12/09/1944
Travis Rowe	Regular	12/09/1968
Robert Morris	Senior	12/13/1927
Vern Franklin	Regular	12/14/1962
Bernie Frank	Senior	12/15/1929
James Talmadge	Regular	12/15/1949
Brad Schrimsher	Regular	12/16/1962
Stan Von Drashek	Senior	12/18/1925
Mark Bernier	Regular	12/18/1956
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
Allan Flowers	Senior	12/27/1941
Russel Gundlach	Regular	12/27/1968
Vincent DiFabbio	Regular	12/29/1955
Gary Schlegel	Regular	12/29/1949
Tighe O'Meara	Regular	12/29/1978

JANUARY 2012 SVF BirthDay Boys

First name Last name	Member type	Dob
Kenneth Melbye	Regular	01/06/1948
Michael Stankovic	Senior	01/07/1930
Alexander Vidales	Junior	01/11/1997
Mike Ryan	Regular	01/12/1965
Kent Story	Regular	01/13/1947
David Nicholson	Senior	01/16/1934
Norman Pilcher	Senior	01/16/1940
Robert Beaubien	Regular	01/17/1966
Bill Reitz	Senior	01/26/1946
Carey Dicksion	Regular	01/28/1965

11th ANNUAL TURKEY ELECTRIC FLY IN NOVEMBER 12, 2011

11th ANNUAL TURKEY ELECTRIC FLY IN NOVEMBER 12, 2011

2011 TURKEY FLY IN WINNERS

Best Multi-Engine

Mike Schmidt
C-47 Gooney Bird

Best Multi-wing

Jeff Bean -- Gypsy Moth
("Out of Africa" markings)

Best Sport Plane

Val Roqueni
Mini Ultra Stick

CD's Choice

Paul Sheffield
L-19 Bird Dog

Harold Land Memorial Award

Gerhard Gallifant
Slow Rod

Best Jet

Barry Hinrichs
Habu

Best Military Scale

Jim Whitney
AD-1 Skyraider

Best Aerobatic

Bryant Mack

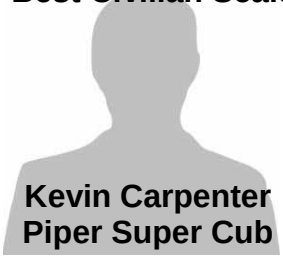
Best Rotary Wing

Dylan Steward
MCPX

Best Scratch-Built

Larry Sheffield
Ranger 21

Best Civilian Scale



Kevin Carpenter
Piper Super Cub

Turnkey T-28 Raffle

Mikey Enz

BJA Bureau of Justice Assistance

FBI Federal Bureau of Investigation

Communities Against Terrorism

Potential Indicators of Terrorist Activities Related to Hobby Shops

What Should I Consider Suspicious?

- Demonstrating unusual interest in remote-controlled aircraft.
- Demonstrating interest that does not seem genuine.
- Inquiring about remote controls and model aircraft payload capacity and maximum range.
- Inquiring about learning to fly expensive giant-scale aircraft without first learning to fly small-scale aircraft.
- Possessing little knowledge of activity for which the purchase is intended.
- Exhibiting unusual interest or specific interest in rocket motors or igniters.
- Demonstrating no interest or enthusiasm for the hobby or sport.
- Shoplifting or purchasing
  - Large quantity of model aircraft fuel.
  - Several large aircraft, engines, or transmitters.
  - Model rocket motor igniters without adequate knowledge.
  - Large quantity of paintball equipment and supplies with very little information about local paintball activities.
- Using cash for large transactions or a credit card in someone else's name.

It is important to remember that just because someone's speech, actions, beliefs, appearance, or way of life is different, it does not mean that he or she is suspicious.

Call the Atlanta Office of the Federal Bureau of Investigation Terrorism Tip Line

1-877-4ATL-FBI

1-877-428-5324

What Should I Do?

Be part of the solution.

- ✓ Require valid ID from all new customers.
- ✓ Keep records of purchases.
- ✓ Talk to customers, ask questions, and listen to and observe their responses.
- ✓ Watch for people and actions that are out of place.
- ✓ Make note of suspicious statements, people, and/or vehicles.
- ✓ **If something seems wrong, notify law enforcement authorities.**

Do not jeopardize your safety or the safety of others.

Preventing terrorism is a community effort. By learning what to look for, **you** can make a positive contribution in the fight against terrorism. The **partnership between the community and law enforcement** is essential to the success of anti-terrorism efforts.

Some of the activities, taken individually, could be innocent and must be examined by law enforcement professionals in a larger context to determine whether there is a basis to investigate. The activities outlined on this handout are by no means all-inclusive but have been compiled from a review of terrorist events over several years.

GISAC GEORGIA INFORMATION SHARING AND ANALYSIS CENTER

This project was supported by Grant Number 2007-MU-BX-K002, awarded by the Bureau of Justice Assistance, Office of Justice Programs, U.S. Department of Justice. Each indicator listed above, in by itself, lawful conduct or behavior and may also constitute the exercise of rights guaranteed by the U.S. Constitution. In addition, there may be a wholly innocent explanation for conduct or behavior that appears suspicious in nature. For this reason, no single indicator should be the sole basis for law enforcement action. The totality of behavioral indicators and other relevant circumstances should be evaluated when considering any law enforcement response or action.

Curtiss “Hell Diver” F8C-4

by Jay Steward

My Hell Diver replicates #8421 1-F-1, of Squadron VF-1B aboard the carrier USS Saratoga (CV-3). 1931. Flown by VF-1B Commander Arthur Radford (in his first command). It was the star of the movie "Hell Divers" with Clark Gable and Wallace Beery.

1/6th scale, 64” wingspan, 1,350 sq. in. area, 52” long, 13 lbs. 4 oz., OS .91 4-Stroke engine APC 15/6 Prop Futaba 7C radio Williams Bros P&W WASP dummy engine and wheels

Model was scratch built from my own plans. It’s mostly balsa, plywood and spruce with carbon fiber and G-10 reinforcement. The body panels are fiberglass laid up over shaped foam forms. The panels toward the front are laminated with aluminum sheet, with much lighter envelope material aft of the c/g. Most of the paint is Rustoleum spray can. The gray is Rustoleum primer with Ace Polyurethane clear. For the fabric areas I used prefinished Coverite 21st Century Fabric. The yellow top wing is Lusterkote spray. All markings are masked and painted. The plane was about 4-1/2 years under construction. It's been flying for 5 years and has a total of 115 flights, about 20 hours flying time. It has proven to be a very reliable performer.

Bringing a vintage biplane diving bomber back to life has been a very enjoyable project. Winning the 2011 Scale Masters during the 100th anniversary of U.S. Naval Aviation is the has been the icing on the cake. Thanks to all the SVF and One-Eighth Air Force members who gave me encouragement and support. I especially want to thank for their help and advise: Mike Peck, Kent Walters, Ron Marshall, Howard Kennedy, Bruce Bretschneider, Bob Frey, Col. Bob Morris, Kenny Kear, John Geyer, Dave Linne, Austin Goodwin, Derek Micko, Wayne & Darlene Frederick, Al Casey, my brother, Jack, my wife, Kat, my daughter, Shannon and my son, Dylan.

History of the Hell Diver:
Excerpts taken from Helldiver! By Peter Bowers:
Article published in Wings Magazine, April 1982, Volume 12, No. 2.

“For a major production airplane, The Curtiss F8C/O2C “Helldiver” is one of the least known aircraft in U.S. Naval Aviation history. It saw barely two years of first-line squadron service with the Navy, plus two more with the Marines before being relegated to the reserve training squadrons. Two other Curtiss designs, also carrying the name “Helldiver,” went into production later, to further eclipse the original user of the name, and the F8C/O2C became the fleet’s forgotten dive-bomber.

The old biplane doesn’t deserve such obscurity. Actually, for its day it became quite famous and even starred in a 1932 film appropriately titled “Helldivers.” It was supported in this by old-time actor Wallace Beery and newcomer Clark Gable. (It was Gable’s first major picture.) Technically it should be memorialized as the first airplane designed specifically for the dive-bombing role. (It was officially called a Diving Bomber at the time.)

Although primarily a bomber, the Navy did not have a B for Bomber designation in those days. It soon would, but not in time to benefit the “Helldiver.” Since the plane first went into service with a fighter squadron, the designation BF for Bomber-Fighter would have been appropriate, but that wasn’t adopted until 1934. Thus, the fighter designation stayed with the first production models, the f8C-4s, throughout their service lives. The second, third, and fourth batches, delivered as F8C-5s, were designated O2C-1 (O-for-Observation) in 1931.

The “Helldiver” got generally good marks in flight characteristics and gunnery. It was stable and easy to fly, although stiff on the controls at high speed.

Bombing tests, however, were not impressive. While the “Helldiver” was a big step forward in dive-bomber development from an aerodynamic and structural standpoint, the perfection of the diving bomber as a weapon was still in the future. With its bomb load limited to several small bombs from wing racks, the “Helldiver” didn’t have a powerful punch to go along with its new precision delivery capability. Discouraged, the Navy discarded bombing as the primary mission of the “Helldiver” and concentrated on it as a two-seat fighter. Subsequent publicity, however, emphasized the bombing role. In spite of the fact that the Navy report stated the FBC-4 to have performance and maneuverability that were below expectations for a fighter type.

The Navy was sufficiently impressed with the basic “Helldiver” design to order 25 production F8C4s."
Type: Observation Scout
Power plant: One 450 hp Pratt & Whitney R-1340-4
Dimensions: Span, 32 ft: length 25 ft. 7-7/8 in: height, 10 ft. 3 in; wing area, 308 sq. ft.
Weights: Empty, 2,520 lb; gross 4,020 lb.
Performance: Max speed, 146 mph at sea level; cruising speed, 110 mph;
Service ceiling; 16,250 ft; range, 720 st. miles.

Initial service was with Squadron VF-1B aboard the carrier USS Saratoga (CV-3). An additional 63 were ordered as O2C-1's. They were the first "new" aircraft delivered to the Marines and Naval Reserve stations. Later airframes were given to maintenance schools and technical college (my father-in-law worked on them in the mid '30s). No original Hell Divers remain today.

I should add that the New York Naval Reserve Squadron’s O2C-1s were used in the filming of the 1932 movie “King Kong”, and can take credit for machine-gunning Kong off of the Empire State Building. For Peter Jackson’s 2005 remake of King Kong, a full-scale studio prop Hell Diver was constructed. Combined with modern computer animation, it brought VF-1B Hell Divers back to life. The replica was made in New Zealand and is on display at an aviation museum there.

Arthur Radford 1896-1973. Obituary from his Wikipedia page, http://en.wikipedia.org/wiki/ Arthur_W._Radford:

"Obituary from an unknown and undated naval publication supplied by a niece of Admiral Radford to this writer:
ARTHUR WILLIAM RADFORD '16
Adm. Arthur W. Radford, USN (Ret.), Chairman of the Joint Chiefs of Staff during the Eisenhower administration, died on 18 August of cancer at the Bethesda Naval Hospital

Born in Chicago, young Radford entered the Naval Academy from Iowa in 1912 and graduated in 1916. His first assignments were to USS South Carolina and as Aide and Flag Lieutenant to Commander Battle Division One during World War I. Foreseeing the future importance of naval aviation, Radford requested flight training, from which he was designated a Naval Aviator in November 1920. Following a tour in BuAer [the Bureau of Aeronautics], he served with aviation units in the tender USS Aroostook and battleships USS Colorado and USS Pennsylvania.

From 1927 to 1929 Adm. Radford was attached to the Naval Air Station in San Diego, then headed the Alaskan Survey Detachment investigating forest and mineral resources in Alaska by airborne surveys. He then joined USS Saratoga, commanding Fighter Squadron One from July 1930 to May 1931 and then shifting to the staff of Commander Aircraft Battle Force. Another tour in BuAer was followed by duty as Navigator of the USS Wright, further assignment to the staff of ComAirBatFor, command of NAS Seattle from 1937 to May 1940, and a year as Executive Officer USS Yorktown.

Radford was then ordered to OpNav as Director of Aviation Training, to the Tenth Naval District to establish and commission NAS Trinidad, and returned to BuAer in December 1941.

In July 1943, Adm. Radford was appointed Commander of Carrier Division 11 and led it into action against the Japanese at Baker, Makin and Tarawa Islands. As a result of this campaign he was given the Distinguished Service Medal. The citation read in part:

"Through his courageous initiative and aggressive determination, the first carrier-borne Night Fighter teams were organized and trained at sea, later proving their value by effectively dispersing a hostile night torpedo attack."

The words, "courageous initiative and aggressive determination," could be applied to most of Adm. Radford's activities. His mind was a happy combination of the imagination necessary to conceive a plan and the ability to carry it out successfully.

For ten months in 1944 Adm. Radford served as Asst. DCNO (Air) in OpNav with additional duty on the Special Joint Chiefs of Staff Committee on Reorganization of the National Defense, then returned to the Pacific as ComCarDiv 6 for the remainder of the war. In December 1945 he became Deputy Chief of Naval Operations (Air) and, after a year in command of the Second Fleet, returned to the Navy Department as Vice Chief of Naval Operations. At the outbreak of the Korean War, he was serving as Commander in Chief, Pacific Fleet, and as High Commissioner of the Trust Territory of the Pacific Islands. In addition he was given increased responsibilities concerning Military Assistance Programs in Southeast Asia.

In June 1953, Adm. Radford was appointed Chairman of the Joint Chiefs of Staff by the President and on August 15, 1955 was reappointed for a second term. He retired from Naval service August 1, 1957.

Throughout his career, Adm. Radford was a staunch advocate of a firm U.S. stand against Communist gains. Toward this end he pressed for establishment of a Naval Air Station in the Far East. He strived at all levels to make this vital link in the defense posture of Southeast Asia a reality. The Korean War soon made the need all too obvious and it was finally decided to build it at Cubi Point. Construction companies, considering the feat to be impossible because of the tremendous amount of earth to be moved and the problems of maintaining a vast work force in jungle terrain, refused to bid. The Navy's SeaBees stepped in and completed the project in five years.

"Radford's folly" became a reality. In July 1956, as the Chairman of the Joint Chiefs of Staff, he returned to Cubi Point to commission the new station. President Magsaysay of the Philippines joined the U.S. officials in dedicating the field "to the peace and security of the Free World." Almost twenty years later, on 21 December 1972, the Cubi Point Naval Air Station honored Adm. Radford in ceremonies changing the name of its airfield to Arthur W. Radford Field. Adm. Radford had the unusual honor of being able to make the dedication speech himself. The plaque reads:

"Dedicated in honor of Admiral Arthur W. Radford, whose foresight in founding U.S. Naval Air Station Cubi Point has enabled the United States Navy to provide invaluable support to the Seventh Fleet and to carry out its obligations under the Philippines-United States Mutual Defense Treaty."

In addition to his Navy Distinguished Service Medal, Adm. Radford also received three gold stars in lieu of a second, third and fourth Distinguished Service Medal; the Legion of Merit with a Gold Star in lieu of a second medal; a Presidential Unit Citation with two service stars (3 awards); Navy Unit Commendation; World War I Victory Medal with Atlantic Fleet clasp; American Defense Service Medal with Fleet clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal with one silver and two bronze service stars (7 awards); World War II Victory Medal; Korean Service Medal; Navy Occupation Service Medal; National Defense Service Medal; Philippine Liberation Ribbon with one bronze star; and Companion of the Order of the Bath by the Government of Great Britain.

Since his retirement, Adm. Radford resided in Washington, D.C., where his wisdom and counsel were sought by a wide range of agencies and organizations in the fields of finance, industry, strategic research, public service, and government."

More photos of Jay Helldiver continues.....

Get Clean!

If you forget to use a barrier cream or latex gloves to prevent your hands from getting sticky when using epoxy, don't use alcohol, acetone, or other solvents to clean them. Besides being harsh on your skin, those chemicals always leave a sticky residue no matter how many times you wipe your hands.

Instead use hand lotion to remove the epoxy residue. Just wash your hands with the lotion, rinse it off and the wash again with regular hand soap. It works like a charm and your hands will smell great!

—from Allen Rice, Boca Raton, Florida

Gloves for CA

If you're allergic to latex, one thing that works really well as an alternative—and is really inexpensive—is to use cheap plastic sandwich bags to cover your hands. They work well and are thin enough that you can feel that heat of the glue as it sets.

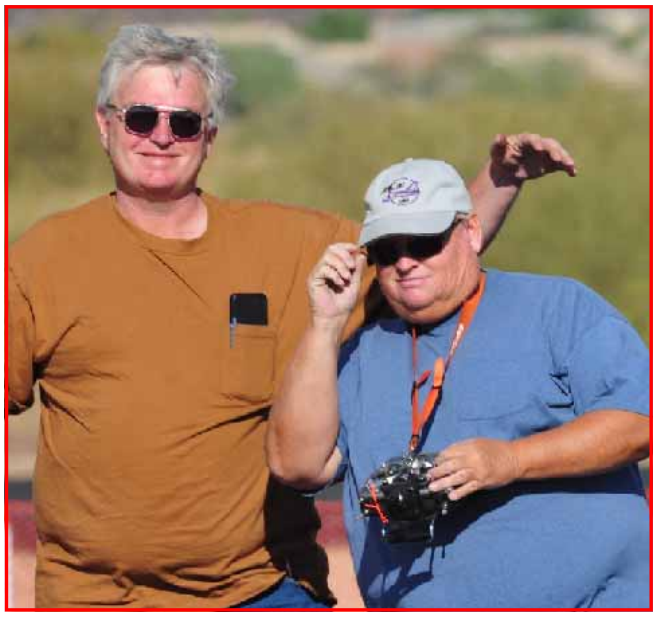
This works really well when you are applying glass cloth with CA, because you can hold the cloth to the balsa and feel when the glue sets. It lets you use very little CA to put down the cloth and saves quite a bit of weight.

—from Bob Furr, the Eugene Prop Spinners, Eugene, Oregon

and

SVF Jay Steward Winning Helldiver
During construction

SVF PILOTS HALL OF PLANES



Vern Franklin F4U

Composite Arf Corsair 1/4.5 scale
110 in. wingspan, Hydraulic folding wings.
Moki 250R radial, Composite ground adjustable prop. 32 in Scale Sierra Retracts, JR Servos
JR 10x radio, Ton of batteries.

Vern Franklin on left with Tony Quist

I saw the Engine on Uncle Joes Composite Arf Corsair. Mentioned, I always wanted that engine and he sold me the whole plane. Joe assembled the bird, although it is marketed as an ARF, it takes about 450 hrs. to put her together. Tony Quist did the Maiden flight for me. It turned out great. *Click on hyperlink to see the* ***VIDEO*** http://www.youtube.com/watch?v=J7rC7Z6I5_s

SVF MEMBERS PAGE

Photos by SVF Members

What's wrong with this photo???

Hangar 9 Sukhoi 26mm SE
with DA100L

ON THE SAFE SIDE

Propeller Strikes and Arming Switches

Jim Tiller, Insider Safety Column Editor

Never, Never Stick Your Finger in the Propeller

Before I took the job as AMA *Insider* safety columnist, I remember lamenting to my beautiful wife that it might be hard to make the column interesting. I remember saying, “Just how many times can you tell someone not to put his finger in the propeller?” On a warm Friday afternoon in late August, I found that the answer. After 30 years of flying airplanes, I had my first encounter with a spinning propeller.

I was with a bunch of flying buddies at our preferred float-flying spot, enjoying the late summer morning. It was the first flight of the day on my .30 four-stroke powered Newbie float plane. As the flight progressed, I could see the motor was not developing full power, so I made an early landing and taxied back to do some engine adjustment.

With another flier holding the airplane, I was adjusting the high-end needle setting when my hand somehow wandered into the full-throttle propeller. In an instant, the motor stopped and the blood began to run. The cuts were quite serious and we immediately went into damage-control mode. We had a first aid kit along, but it was a small one. We applied pressure and bandaged the wound with the only high strength tape available, a roll of black electrical tape. With the blood flow temporarily stopped, I made my way to the emergency room for a two-hour stay and about 14 stitches from a very competent and friendly emergency room doctor. This little lady looked, to me, to be about 14, but she did a great job sewing up four separate propeller strikes on my right hand. She mentioned that I was her very first prop-strike victim and I replied that it was also a first for me.

Fortunately, there was no permanent damage except to my pride. I managed to hit the blade with the flat of my hand rather than the fingers. That stopped the propeller and reduced the number of strikes somewhat. It is now almost two months later and I have just the scars to remind me of my errant ways.

Who do I have to blame? No one but myself—it was a preventable accident. In hindsight, I lost what the military calls “situational awareness.” I was so focused on the job at hand (no pun intended), which was tuning the engine that I totally ignored the close proximity to the spinning propeller. I know better. On that day, evidently, I did not know better and all it takes is one lapse in concentration. That is the lesson I leave with you and why I am sharing my experience.

A second observation. This little four-stroke is my smallest motor. Maybe that is why I was not as conscientious as I might have been. As you can see, small propellers do just as much damage as big ones.

A third observation; and one that my flying group has now corrected. Our first aid equipment was inadequate. We have since purchased a much better equipped first aid kit and put it in the storage locker in our retrieval boat. That kit now matches the one we have at our field. By the way, it still includes the roll of electrical tape. I can vouch for how well it worked at compressing the bandage over the wound.

A fourth observation. I have my flying buddies to thank for the help and assistance. It is important to surround yourself with fellows who are safety conscious and who can be trusted in an emergency.

And last: Never, never stick your finger in the propeller.

Arming Switches on Electric Airplanes

This past summer, I learned of a couple of instances where an electric airplane started before the pilot was ready. In one instance, the pilot turned on the transmitter but had it improperly set to another airplane program. Evidently, the programmed airplane had the throttle reversed and when the airplane battery pack was plugged in the motor engaged. Most good ESCs are supposed to prevent this by making you put the throttle to its lowest setting before arming. I'm not sure what happened here.

In the second instance, the airplane was on the bench and the transmitter had yet to be programmed. The throttle stick was in the mid-range. Once again, when the battery was plugged in, the motor engaged.

An arming switch is a good way to prevent any accidental motor start on an electric airplane. They are most feasible on larger motors, but many electric gurus say they can be fitted to an airplane of almost any size.

Another good reason for the arming switch is to be able to plug in the battery and then prepare the airplane for flight. Many times there are cowlings or hatches that have to be secured or other preflight preparations to complete. Why do that with the battery and motor armed?

A number of commercial arming switches are out there. They are not very expensive and are easy to use. Your local hobby shop can surely provide you with one.

If you want to tackle the project in your shop, just peruse the online forums and you will find lots of pictures and schematics. Here's one in the RCGroups forum:
www.rcgroups.com/forums/showthread.php?t=1335070.

And here's an even better idea. These two clubs have posted pertinent information and how-tos on their websites for their members and others to use. I think that is a great idea. It would be a simple matter to create a link on your site to these documents or write one of your own.

Here's a great reference from the East Bay RC Club in Livermore, California:
www.eastbayrc.org/TimTips/TimsTips_ArmingSwitch.htm.

And another from the White Hills Eagles club in Shelton, Connecticut:
www.whitehillseaglesrc.org/membercontent%5Ctransmittercutoff%5Celectricflight throttle-safety.pdf.

SVF MEMBERS @ AMA JET RALLY

Photos by SVF Members

Scale Plans Building for the Novice: Part 3

Jerry Bates

Building Your Model

I think I have developed a method for maintaining one's enthusiasm from start to finish of a plans-building project. It just may work for you. We are normally full of vim and vigor at the time of plans purchase, but often run out of drive along the way and sometimes don't even finish the project.

Most of us start with the fuselage. That is usually the most action-oriented part of the airplane and the portion that gave it the character that attracted you to it in the first place. Here we normally cut and assemble as we go. The problem with this method is, the deeper into the project we get, the more difficult and boring it may become. This results in a loss of enthusiasm for the project and often the model is not completed.

A visit to your friends' workshops will confirm this. Notice all the half-completed projects. You will see mostly framed-up fuselages and no wings. Look in my shop and you will find several projects that have been gathering dust for years. Builders run out of enthusiasm.

My solution: do the hard parts first. Hear me out; it's not that bad. Begin by making a complete kit of your project. Cut out and label all plywood and balsa parts. Keep the small parts in Ziploc plastic bags and put everything in an old kit box. Don't leave anything out. Look carefully; include the aileron, rudder, and elevator center sheets, wing saddles, large fillets, etc. You will note that spruce is called for in places. Spruce has become very difficult to come by lately and most builders are substituting basswood. I still prefer spruce. It can be found, but prepare to pay a premium for it.

Don't start gluing just yet. Build all hardware for the project like the tail wheel assembly, control horns, etc. Collect the commercially available hardware needed such as control horns, hinges, nuts and bolts, etc. Purchase the cowl, canopy, and other accessories you need to detail your model to the extent you desire. Your engine of choice should also be procured by this time. Now would be a good time to get the retracts and wheels as well. Drill the formers and install blind nuts as required to accept the engine, retracts, and tail wheel assemblies at this time.

Now, stand back and have a look at what you have put together. That is quite an impressive kit, an accomplishment to be proud of. It was a good deal of work to get to this point and your level of enthusiasm may have dropped a bit by now. Invite your friends over for a look at what you have accomplished. It won't take long for the pride in your achievement to rekindle your desire to finish the project. Another major plus for you at this juncture is that you now have intimate knowledge of the inner workings of the model and the fit and relationship of the parts.

Retracts and Wheels

While they are often the single largest expense of a model airframe, with the possible exception of the engine, retractable landing gear is the one operating feature that adds the most character to a model. They can also be the one feature that improves the flying characteristics of a model the most. The thought of installation and operation of retractable gear is often viewed as such a daunting thing to tackle for a novice, that they may put off building a model with them for years. This may well be a new area and require a learning curve before you can feel comfortable with them, but it is truly not as difficult as you may think.

Most plans designers have retractable and fixed gear specifically designed for their plans. The plans will be designed for installation of the gear as well. That alone should remove most of the fear a novice builder may have for using them. The gear will either be available directly from the plans designer or through manufacturers noted on the plans or in the construction manual. Most will include directions for installation and operation.

The wheels required for the plans are often noted on the drawings and available from several manufacturers and hobby suppliers. These items, as noted, have been constructed and tested for the plans and are the preferred items to complete the model.

The majority of retractable landing gear manufactured for scale aircraft are pneumatic types. That means they operate by compressed air stored in a pressure vessel within the model. Air lines are routed to the individual gear to power pneumatic cylinders for retract and extension. A small control valve is installed in the air lines and is operated by a servo to signal operation of the system. Some gears are furnished with the pressure vessel, air lines, and control valve. Other manufacturers offer them separately.

Other choices are gear operated by electric motors, and mechanically operated gear connected to a servo by a pushrod. Another method is the hydraulically operated gear systems. They are similar to the pneumatic arrangement, but utilize hydraulic fluid instead of air as a motive fluid. Hydraulic leaks inside the model can cause serious damage to the airframe so these units are not often used.

Tips on Sheeting

Like everything else in this hobby, there is more than one way to do everything. Again, we are going to stick to the tried-and-true basics. The first thing we need to do is learn how to edge glue individual sheets of balsa together in order to produce one large sheet to cover an area the size of a wing panel. Of course, you would use the same method wherever a large area needs to be balsa sheeted.

Types of balsa: The three basic grain types of balsa are classified as “A,” “B,” and “C.” A-grain sheet balsa has long fibers that show up as long grain lines in the surface of the wood. It is very flexible cross the grain and bends around curves easily. You normally use A-grain balsa to cover round fuselages, and the sharp curved areas of some wing leading edges. A-grain balsa is normally soft and should not be used in areas where high strength is required, or to span large unsupported areas. You may consider using A-grain balsa to sheet fins, stabilizers, elevators, and rudders to keep the tail-weight of the model to a minimum.

B-grain sheet balsa has some of the qualities of A-grain and C-grain balsa. The grain lines are shorter than those of A-grain balsa and it is stiffer across the grain than A-grain balsa. B-grain sheet balsa is normally used for general sheeting of flat and gently curving surfaces likes wings, stabilizers, fins, and fuselages.

The surface of C-grain sheet balsa has a molted appearance. It is sometimes called “quarter grain” balsa. It is very stiff across the grain and splits easily when conforming to a curve during application. C-grain balsa is very strong and the most warp resistant. C-grain balsa is normally used for wing ribs and fuselage formers.

Making the Edges Straight: The first thing we need to do is make the edges of the sheet true and square before joining them. I use a piece of lightweight metal angle with medium weight sand paper attached to it. Use a piece of 2½-inch x 2½-inch x 1/8-inch steel angle five-feet long available from your hardware store. Cut 2½-inch strips of 100-grit sandpaper and fasten them to one inside face of the angle with 3M spray adhesive. Coat the face of the angle and the back of the paper and apply the paper to achieve one long sandpaper-covered surface. Fasten the angle to the underside of your worktable with some C clamps at each end so the sandpaper projects above the edge of the work surface. I have used a five-foot-long sanding angle to accommodate 48-inch-long sheeting. If your sheeting is limited to 36-inches long then a 48-inch-long sanding angle will be more appropriate.

Place a piece of balsa sheet on the work surface and push the long edge up to the sanding edge. Lightly move the wood sheeting back and forth until you have a smooth, gap free, straight edge. Do this to all the wood sheeting edges you will be gluing together.

Gluing the Sheets Together: Select the best side of the wood and place the sheets good face down on the building surface. Join the edges and check for gaps. You may need to smooth some edges again on the sanding angle to get a good, gap-free fit. Clean all the dust from the wood with compressed air, a dusting brush, or slightly damp cloth. Now we will join the sheets together with ¾-inch wide masking tape. Push the joints tightly together and run a strip of masking tape down the full length of each joint. After you have the panel taped together, gently turn it over and lay it flat on the building surface.

Now we are ready to glue the joints together. We will be using aliphatic resin glue (white glue, wood glue). We will need to elevate the sheeting from the building surface beneath the joint we are going to glue. Place an object such as a clothespin under each end of the joint. Run a small bead of glue down the entire length of the open joint then remove the clothespins. Press the glued wood joint down on the building and remove the excess glue with a damp cloth. Do each joint until you have completed the panel. I like to apply pressure to the panel to ensure a true and flat panel. I use several pieces of 2 x 4 placed on approximately 6-inch centers on the panel 90° to a built-in wing warp. I place a 24-inch x 48-inch sheet of ceiling tile on my building surface to give me something to pin to. Use a long sanding block in a chord-wise motion to bring all the ribs to smooth alignment. Dust off the structure. I like to apply a mark on each end of the wing sheeting to help align it with the main spar of the wing structure. Apply a bead of wood glue to all the surfaces that will come in contact with the wing sheeting, from the main spar, towards the trailing edge of the wing. Place the sheeting on top of the wing structure and align the marks with the spar. Start by pinning the sheeting to the main spar. Press the wood panel to the spar and place the pins on ½-inch centers. Work the wood panel from the center toward the trailing edge and to the ends. Pin the wood panel to each rib and the other spars at ½-inch intervals.

Pin the wing leading edge sheeting in place last. That portion of the wing is normally the strongest part of the wing framing. Having the rear portion of the wing sheeting pinned in place first will strengthen the assembly and make it less likely the wing will warp when pressing the sheeting into the sharp curve of the leading edge. Dampen the top surface of the leading edge sheeting to make it easier to pull in place. Spray Windex is ideal for this purpose (a mixture of ammonia and water). Place a bead of wood glue on the wing structure surfaces that will come in contact with the sheeting. To do this, attach a short length of tubing, like fuel tubing, to the spout of the glue bottle. Reach under the sheeting with the tubing and apply the glue. Press the sheeting in place, again working from the center towards the ends, and pin in place like previously done.

Let the assembly set over night to dry. Remove the pins by twisting them and pulling them out. You can now remove the assembly from the work surface. You will not be able to access all the pins you used to pin the wing structure to the work surface but don't worry about this. Gently pull the structure of the work surface a little at a time by pulling on areas around the perimeter until it comes loose. Turn the wing over and remove the pins. You can now complete the internal wing construction and sheet the lower half.

Part 4: Tips on Strip Planking and Glassing. *From www.rcscalebuilder.com*

VIDEOS, VIDEOS and more VIDEOS

By D. Pits

Members ask me what is that ***Video & Website*** page the editor puts up near the end? Well it's for you members to ***SEE*** the VIDEOS or WEBSITE that other members passed on to the editor that would be of interest, he adds it to the Video page.

Well how do we do that???

Easy, since you downloaded the ***SR*** *in* ***PDF*** with *ADOBE READER*, if not it's ***FREE***, and on that **Video** page you will see *HYPERLINKS.*

What is a Hyperlink???

It looks like this. **http://sunvalleyfliers.com/classifieds/classifieds.htm**

I'll take my mouse and move it on a empty space on the page, my *CURSOR* is a *HAND*, and when I move my *HAND* on the hyperlink it will now show the *INDEX* finger, now click the left mouse button and you will go to that website. TRY IT NOW.

Also try this *VIDEO,* http://www.youtube.com/watch?v=6KEIq76JE7o So easy, YES!

P.S. Be *On Line* when you click on the *Hyperlinks*.

SVF MEMBERS FLOAT FLYING

John W. Brodbeck

September 14, 1913—November 2, 2004

Along with Lud Kading, the Innovative manufacturers of the K&B engine series

I first met John Brodbeck at his manufacturing plant in Los Angeles. Jerry Nelson and I were traveling in Southern California to promote a new radio control racing event we were trying to start, and on the spur of the moment we decided to stop at K&B to see if John thought our idea was worth pursuing. I was somewhat embarrassed to show up without an appointment, but Jerry was far more of a promoter than I was, and not having an appointment didn't bother him.

John met with us and immediately put me at ease. Jerry did most of the talking and explained to John what we were trying to do. Before Jerry was through with his spiel and before we could even ask, John said, "What a great idea, I'll buy the trophies." He not only bought the trophies, he and his brother flew up to our contest in Turloc, 100 miles east of San Francisco, and helped make our first contest a success. He wasn't there to sell his particular brand of engines; he was there to have fun participating in the hobby he loved. Like many successful people, John's success was a byproduct of participating in the hobby he loved. With the help of John and his son, John Jr., our event became a popular worldwide event.

Those who know him remember best his helpfulness. Jay Crews, assistant editor of RC Modeler magazine had this to say: " John was a great friend as I was growing up in the early 1980's. He got me into model boating and was an incredible role model. He is without a doubt one of the kindest most generous people I have ever met." We are glad to be able to honor John Brodbeck's contributions here.

--Joe Martin

John Brodbeck and the story of K&B engines

John first started flying free-flight models in 1936 using a *Brown Junior* engine. He also turned to *Baby Cyclone* and *Hurleman* engines for some of his early planes. He was not happy with the performance of most of the early engines and, like many early flyers, did some fine-tuning and modification of his own. He like the magnesium-cased *Torpedo* and *Bullet* engines of the time but found that the sleeve was too loose to allow it to produce its full potential power. Fuel would go around the sleeve and out the exhaust. He made his own sleeves and connecting rods and turned the engine into a better performer on his models. Working on these engines gave him thoughts of making his own engine, but World War II put a temporary hold on his plans.

John teams up with Lud Kading to form K&B

During the war he worked at California Machining in Los Angeles and eventually worked his way up to General Manager. He had met Lud Kading in 1932 during a three-car trade and eventually the two started flying models together in about 1936. John was in need of a good man to run the tool room at California Machining and contacted Lud who was working in the wood shop at Fluor Corp. Lud left Fluor and came to work at California Machining for the duration of the war. In April of 1944 it became apparent that the wartime production was winding down, and they were about to lose their jobs. John still had dreams of building engines of his own, but raw materials were still in short supply. John and Lud decided to start their own business taking on whatever machining jobs they could find until they could get the material and capital they needed to start building engines. In July 1944 they started K&B manufacturing with a couple of old Logan lathes and some drill presses in Lud's two car garage because John only had a one car garage. They obtained work making cannon yokes for Lockheed and eventually found their way into making precision machined parts for the Manhattan Project—the making of the first atomic bomb.

Finally they had enough working capital to start making the engines they had dreamed of. They designed the .29 engine based on his improvements to the old Torpedo engine and had a run of engines produced using all screw machine parts…no castings. They learned from friend Nathan Smith, a manufacturer of coils that another friend Bill Atwood owned the rights to the old *Torpedo* and *Bullet* engines. Bill had purchased the inventory from the screw machine shop that had been producing them. He no

longer was interested in making the engines so John was able to purchase the name and about $200 in old inventory from Bill. The *Torpedo* name had pre-war recognition, so in June, 1946 they built their first engine which hit the hobby shops in 1947 as the *Torpedo**

**Apparently Mr. Atwood also sold the rights to the Torpedo name to another company who introduced an engine called the "Torpedo Special", which caused some confusion in the marketplace. Though the AMA video shows and ad for the "1947 Torpedo Special" while describing the K&B Torpedo engine, I am told by experts at* The Engine Collectors' Journal *that it is not a K&B engine shown in the ad.*

They then began work on a tiny .010 cubic inch engine, but after about six months of trying, they couldn't get it to run. They doubled the displacement to .020, but still had trouble because the smallest existing glow plug was still very large compared to their cylinder size. One night John came up with the idea for his "capsule plug", which was a one-piece combustion chamber and plug, and they got it to work.

No kits or propellers were then available for an engine that small, and they feared they would "let the cat out of the bag" if they went to a prop manufacturer and asked for a 4-3/4" prop. They came up with a die for a bent aluminum prop the right size for their own engine and made their own props so they could catch the market by surprise.

Working capital was still tight, but they decided to make a run of 10,000 "Infant Torpedo" engines. They announced the product after the first 3500 were assembled and John says that one week later they had orders for "280,000 engines." They spent the next year feverishly trying to meet the demand for this engine and never did catch up. They also introduced a .035 and .049 engine that eventually became more popular than the tiny .020. No one seems to be able to agree on an exact figure of how many of the engines were actually sold, but for a long time it was "every one they could make", which is every manufacturer's dream. Like Irv Ohlsson and some of the other pioneer engine builders, they were fortunate to be in the hobby at a time of tremendous growth and had the necessary skills and talents to take advantage of it.

Lud Kading left the company in 1953 to pursue other interests. John and Lud have remained lifelong friends, and John never felt the need to remove the "K" from the K&B name. After 1953 the company was run by John alone until eventually turning the reigns over to his son.

During this time they grew through several manufacturing facilities in Los Angeles, Compton and eventually in 1961 they moved to Downey. K&B remained a success story in the model engine field because their engines always took advantage of the latest technology and quality control methods. In the mid-1980's they began using CNC tools to improve quality and consistency even further. John's son John Brodbeck "Junior" eventually took over running the company, and it was later sold to Randy and Anching Linsalato whose RJL Enterprises continues to market the K&B engine line today. This makes K&B the longest continuous manufacturer of model engines in the USA. Production of the engines has now returned from Arizona to Monrovia in Southern California where K&B Model Products Inc. continues to be one of the premier American model engine manufacturers.

John died November 2, 2004.

For a complete biography of Lud Kading and another look at K&B, see http://www.modelaircraft.org/museum/bio/kading.pdf at the Academy of Model Aeronautics web site.

Both John and Lud are enjoying their retirement living in Arizona and California respectively. John says the company survived three major recessions, and many times he didn't know where the next payroll check was coming from, but their conservative approach to maintaining working capital always got them through the tough times. John W. Brodbeck and Lud Kading of K&B engines were among a lucky few who were able to turn their youthful love for model flying into a successful career in the model engine business.

John was voted into the NAMBA (North American Model Boating Association) International Hall of Fame in 1982 and has also been a member of the AMA (Academy of Model Aeronautics) Hall of Fame since 1977.

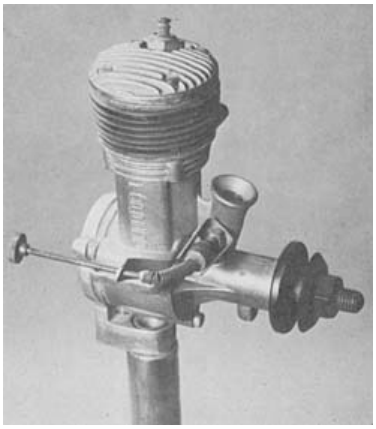
John Brodbeck (L) with a young Joe Martin holding one of the trophies John generously donated for an early RC flying contest Joe and Jerry Nelson organized in Turlock, CA. Joe managed to take first place in the contest. As he says, "It helps when you get to write the rules." (Click on photo for larger image.)

A photo of Lud Kading from 2001 (age 87) shows him with a display of some of the "Infant" K&B engines he and John Brodbeck produced. The display was built by Tim Dannels of The Engine Collector's Journal, who also contributed the photo.

John with his son, John Brodbeck Jr. in 1972. This was from an article in the January 1973 issue of R/C Modeler. The article was entitled "RCM Visits K&B". (This and the above three photos were contributed by *R/C Modeler* magazine.)**.**

K&B "Infant Torpedo" .020

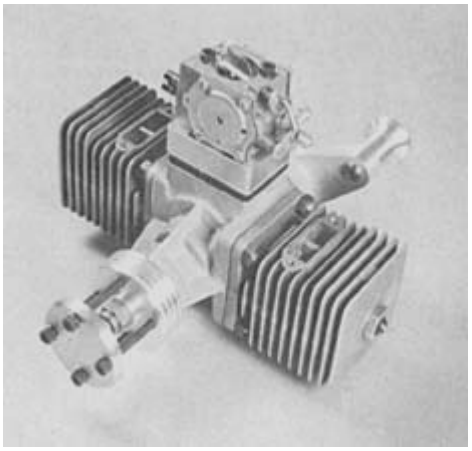
The original design as an .010" wouldn't run, so displacement was increased to .020". One week after introduction they had orders for 280,000 engines. Eventually .035" and .049" versions of the Infant were offered.

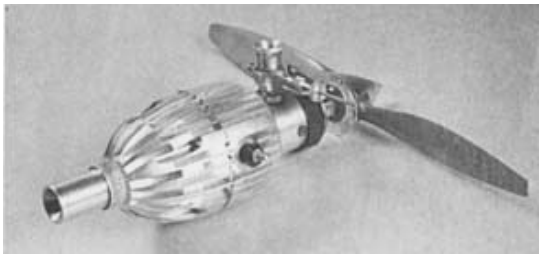


A K&B "Torpedo" .45 R.C. from the Joe Martin Foundation collection.

Twin of 4 cubic inch displacement was developed by K&B for Sakert-Riggs Airtech

Remote Piloted Vehicle





Experimental turbo-prop, one of the latest K&B research projects. Rotor blades came off at 40,000 rpm!

VIDEOS and Websites Links

Click on to view video, website

Fly a F4U Corsair Video Video 23:00
http://www.youtube.com/user/comaz#p/a/u/0/nubn_QpkHnI

B-25 Movie Video Long @ 42:00
http://www.youtube.com/user/comaz#p/a/u/2/T4vTpi83kU8

F-35B Ship suitability testing Video 3:05
http://www.youtube.com/watch?feature=player_embedded&v=Ki86x1WKPmE

Jetman Interview Video 14:49
http://www.modelairplanenews.com/blog/2011/11/16/interview-with-jetman/

Joe Smith 17 year old Video 7:11
http://www.youtube.com/watch_popup?v=tzowQtqOM_I

Murmuration Got to watch this! Video 2:00
http://vimeo.com/31158841

Iguassu Falls Crossing Interesting Video 10:26
http://vimeo.com/31634298

Col. Joe Kittinger - World Record Skydive Video 7:27
http://www.youtube.com/watch?v=l2JYklqLpEc&feature=related

Air swimmers Video 1:42
http://www.wimp.com/airswimmers/

Jet Man' stunts alongside fighter jets over Alps Video 1:43
http://www.youtube.com/watch?v=MrZblgF6AdY

Lower then a Snake's Belly Good photos Small Hyperlink to make it work.
http://www.vintagewings.ca/VintageNews/Stories/tabid/116/ArticleType/ArticleView/ArticleID/325/language/en-CA/Default.aspx

Did you see D.Pits article on how to view these VIDEOS

SVF Website Buy & Sell items.

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 ***K&B MOTORS*** that we feel that young and old SVF members will enjoy.

Wings Over Arizona 2011

AD-6 Skyraider by Tony Miologos

Sponsored by:

The Arizona Model Aviators # 770

IMAA GIANT SCALE FLY-IN

December 3rd & 4th, 2011

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 for purchase.
+ Plaques will be awarded for different categories.
+ Planes Must Fly To Qualify For Any Plaques.
+ Landing fee $20 for IMAA members & $25 for non-IMAA members
+ Proof of AMA & IMAA membership is required.
+ 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.
For Turbines, an AMA Turbine waiver will be required.
+ IMAA Membership Applications Will Be Available At Registration.

Contacts: Paul Goldsmith 602-323-7753 or wiinger@aol.com or
John Mangino 480-980-1386 or manginoaz@cox.net
Arizona Model Aviators web site http://www.azmodelaviators.com

Arizona Model Aviators Presents:
The
Arizona Electric Festival
January 26 thru 29, 2012
Mesa, Arizona

Flying limited to electric power 2.4gh aircraft only
Flying from 8:00 AM to 5:00 PM Thursday thru Saturday
Night flying Friday 6:30 PM until 10:00 PM
8:00 AM to 2:00 PM Sunday, Noontime airshow Saturday
Helicopter only 10:00 AM to 10:30 AM & 2:00 PM to 2:30 PM all days
Power stations available
Food Service available. See website for dates

Free pilots raffle included with entry fee.

Sorry, no overnight camping is allowed

Hotel information:http://www.azmodelaviators.com/documents/Hotels%20in%20Area.pdf

For further information:

Aaron Lichtenwalner	*(480) 510-8392*	*email: aaronL12@cox.net*
Jim Lawrence	*(480) 231-9599*	*email: jim@desperadobeagles.com*
Frank Wallace	*(602) 692-8470*	*email:fbw4@rccraze.com*

On The Web http://www.arizonaelectricfestival.com

There are three options to register

1. Fill out this form and return with check before January 11, 2012
2. Go online to http://www.arizonaelectricfestival.com and use online PRINT form to mail with check
3. Go online to http://www.arizonaelectricfestival.com and use online Registration & PayPal

Please make checks payable to "Arizona Model Aviators" and mail to:

Arizona Electric Festival
% Jim Lawrence
2070 E Melrose ST.
Gilbert, AZ 85297

Pilot Name:_____ AMA#_____

Address:_____

E-mail address_____ Phone#_____

Pre-Registration $35.00 until January 11,2012 (postmarked)
Pilot Registration $40.00 (day of the event)
Event Polo Shirt for Pilot
(Circle one) Size: S M L XL ($20.00) XXL ($22.50) XXXL ($25.00)
Event "T" Shirt for Pilot
(Circle one) Size: S M L XL ($15.00) XXL ($18.00) XXXL ($21.00)
Shirts are available through pre-registration only
AMA membership is required

***Only 4 aircraft max allowed per pilot in pit/pilot area**

Field is closed to flying after 5:00 PM each day

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Co-Contest Director: Mike Peck ★ 623-853-7630 ★ peckster1@msn.com
Commander: Howard Kennedy ★ 602-361-8475 ★ bushpilot1443@yahoo.com

www.usscalemasters.org www.oeaf.org www.azmodelaviators.com

Next month Issue

NO JANUARY 2012 SLOW ROLL

SVF Members have a great NEW YEAR and make it a SAFE one.

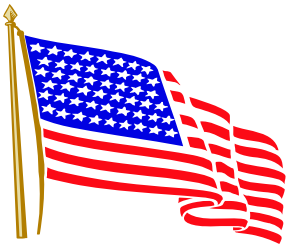
Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.
AZ49ER@COX.NET

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

This Month Issue

The editor wishes you a very Merry Christmas, Happy Hanukkah and a Happy New Year.

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.*



THE SLOW ROLL

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John Geyer, Vice President
Gene Peterson, Treasurer
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Website Supervisor

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