



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



IMAA Chapter 782

President—Frank Moskowitz

Vice President—Tony Quist

Treasurer—Gene Peterson

Secretary—Rusty Fried

Editor—Bob Purdy

rcbobsvf@aol.com

FEBRUARY 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*



Inside this issue: Cover Photo by Joe Balabon .showing Tony Quist F4-U. Snow on the mountains in the background.

SVF Fun Fly photos...Many SVF members photos...Li-Po Batts.....Find your C.G. ..CAMAC Calendar
.....SVF Pilots Hall of Planes.....Prez report.....Minutes..... B'Days & Treasurer Report
.....Many Event Flyers.....AMA EXPO.....Videos.....*Much more, enjoy!*



THE PRESIDENT'S CHANNEL

Frank Moskowitz

Welcome to February's Slow Roll. I trust everybody had a very happy and healthy holiday season. Since there was no January Slow Roll, here is a review of the last two months activities; According to our club's By-Laws, our members were to review the 2011 AMA Safety Code, SVF Field Safety Rules and the SVF Constitution and By-Laws. These discussions took place during our January meeting. There were no comments at the time, so I recommend that all members have a look at the documents and comment if necessary at our **February 2nd club**

meeting.

The 2011 CAMAC calendar is out with the following SVF location events posted for February and March:

- Pattern Contest is Saturday and Sunday February; 19th and 20th
- Helicopter Fly-In is Friday, Saturday and Sunday; February 25th – February 27th
- Cactus Classic IMAC Contest is Saturday and Sunday; March 26th – 27th

Historically we get lots of out of town pilots for the Pattern Contest and they like to practice on the Friday before the event. Sometimes conflict occurs between our members who like to fly on Friday mornings and the Pattern pilots. **So be aware that Friday February 18th we will close the field at 12 noon to our members and open it for the Pattern pilots for their practice.** SVF members can fly up until the noon deadline. Please be courteous and allow the Pattern pilots there time slot.

We will be discussing the need for volunteers at some of these events in our upcoming meetings.

Remember the vertical metal bar attached to the fence at each of the five flight stations. SVF still requires all pilots flying on 2.4 GHz frequency to clip their current AMA cards (with a 2011 sticker) onto the metal bar. This allows us to identify you as a valid AMA member and a current SVF member. For those that still fly on 72MHz, you should still follow the rules concerning obtaining you pin number and substitute your AMA card with the pin on the frequency board. .

As our membership grows and new faces appear, we all need to insure that our field maintains its stature as the best looking and most desirable club around. It's everybody's job to help out. If you would like to voice your opinion regarding anything to do with our club then please come to the monthly meetings. We look forward to hearing from each of you.

For those of you that haven't attended a club meeting in a while, February is the time to start. Please join us for the February 2nd club meeting. 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). Have fun out there!

Frank Moskowitz

President



**SVF MEETING
FEBRUARY 2, 2011
7:00 PM @ D V AIRPORT**

Do you have your new AMA CARD???



Sun Valley Fliers Club Meeting Minutes
Date December 1, 2010

The meeting was called to order at 7:00 pm by President Frank Moskowitz.

Guests: none

New Members: none

New Solo Pilot: **Gino Pirelli** soloed 11-28-2010 with **Howard Kennedy** and **John Geyer** as his instructors. Picture taken by **Uncle Joe**. **Editor: Photo in this issue.**

Secretary's Report:

Voted and accepted as published in slow roll.

Treasurer's Report:

Gene Peterson voted and accepted as presented at the meeting.
176 paid members for 2011.

Safety Officer Report:

both safety officers were in attendance. Guys are abusing by not using spotters. We need to use a spotter when more than pilot is flying. Call your intentions loud enough for everyone to hear.

Board members in attendance:

Mike peck, Ron Thomas, Howard Kennedy, Charlie Beverson, Ron Long, John Geyer

Old Business:

1. December 11 is Charles fun fly, **Ron Thomas** is doing the food. First event will start at 9:00am.
2. The Cub Scout event was a success.

New Business:

1. **Bob Purdy** received a special award for his work as Slow Roll editor.
2. **Rusty Fried** received an award for 34 years of service to the Sun Valley Fliers.
3. **Gene Peterson** received appreciation award for many years of service.
4. **Tony Quist** also received an award for his service to the club.
5. **John Geyer** is controlling the new club electric trainer. Spread the word.
6. December 18 we are hosting a few Boy Scout events at SVF.

Door Prize Winners:

Bob Wainman fuel, Alexander fuel, Bob Purdy Fuel, Frank Seminera Fuel

50/50 Drawing Winner:

\$90.00 won by Frank Moskowitz

Show & Tell:

Ron Petterec showing a Kavan starter with a nifty case he is using lipos and it lasts a long time. Ron figures the net cost is around 90.00. Ron brought some old radios for sale.

Meeting adjourned at: 7:27 pm.

Rusty Fried, Secretary



Sun Valley Fliers Club Meeting Minutes
Date, January 5, 2011

The meeting was called to order at 7:00 pm by President Frank Moskowitz. There were 35 members in attendance.

Guests: Welcome to **Eric Stevens wife**.

New Members: None in attendance.

New Solo Pilot: None at this time.

Secretary's Report: **Rusty Fried**: Sec report approved as read at the meeting.

Treasurer's Report: **Gene Peterson**; Approved as presented at minutes.

248 renewed for 2011.

Safety Officer Report: **Lou Pfeifer Resigned as Safety officer**. The position is opened.

Frank Seminera says all members need to cooperate with each other. **Joe Balabon** said all members need to watch out for each other as well as full scale aircraft. Joe's point out; do we really need two safety officers, we should be self policing.

Old Business:

1. **Lou Peifer** resigned as safety officer.
2. **Howard Kennedy** was given an award for his service to the SVF.
3. **Rusty spoke about the membership need to be aware of free loaders and not to give the gate combination to any non members least we get more free loaders. The non members many times don't have AMA licenses. People who don't have AMA licenses could put the field and all club members in a very bad legal situation. We have a minimal guest policy: it states a person is considered a guest for a few times a year and must be accompanied by the sponsor member! I have had situations where a person said I am a guest of xyz and xyz wasn't at the field, at that point I ask them not to fly and explained the guest policy and tell them not to fly again until they become a member.**

New Business:

1. **Rusty Spoke about Jack Jazzperson's memorial services.**
2. **Frank Moskowitz** spoke about the club safety rules for 2011. He suggested that all members should refresh their knowledge of these rules and the same for the 2011 AMA safety code.
3. **Frank Moskowitz** went over some of the AMA safety code.
4. All members need to go over the club bylaws.
5. CAMAC calendar for 2011 is on the SVF web site. **Editor: And in this Slow Roll**
6. Boy Scouts came to the field sat before Xmas and we gave them buddy box time. Thanks Howard and John.
7. **Ken Justice** is in charge of the SVF clothing.

Door Prize Winners:

Servo Rich Shogren, **Servo** Paul DeLaawder, **Fuel** Paul DeLawder, **Fuel** John Deacon,
Epoxy Jim Talmadge, **Glow starter** Joe Balabon, **Saw** Charlie Beverson

50/50 Drawing Winner: \$50.00 won by Norman Pilcher

Show & Tell: **Bernie Frank** of Frank's Hobby House did a show and tell about a new helicopter and a bind and fly foamie.

Thank You Bernie.

Meeting adjourned at: 7:45pm

Rusty Fried, Secretary

\$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report February 2011



Well, here we go with the busy spring season. Lots of events, good flying weather, and time to get all those toys you got for Christmas built and flying.

Later this month is the annual Pattern Contest on the 19th and 20th, followed by the Heli event on the 25th, 26th and 27th. Friday the 25th is a closed field day so mark this on your calendar. Pattern guys will be practicing on the 18th, (Friday) but the field is closed after 12 noon to members.

The very next week on March 5th and 6th is Gunsmoke, the Scale Masters Qualifier at the AMA Field in Mesa. We'll be looking for volunteers' for the SVF events, at the next meeting on Feb 2.

Renewals are coming in good, and we're up to the about where we are every year at this time, 283 renewed and probably lose 40-50 members from non-renewal.

One more amazing thing to share.....Late in January we emailed the members that Bob Purdy was looking for stuff for the Slow Roll, and notification of the February meeting. We emailed 283 members, and not one of the emails came back.....Usually always get a few...Wow, this technology thing is working...*Editor, we got a few.*

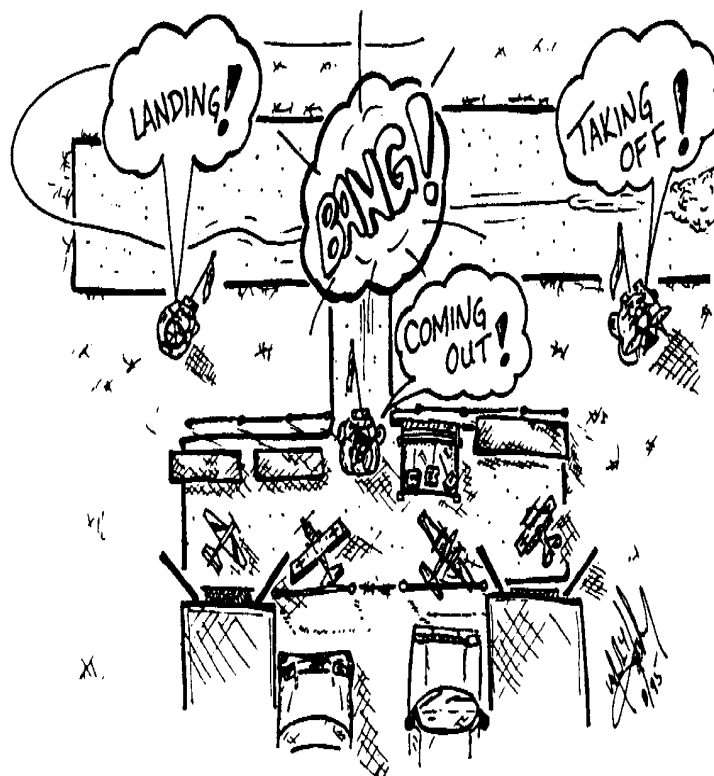
Regards, *Gene Peterson, Treasurer*

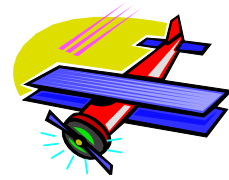
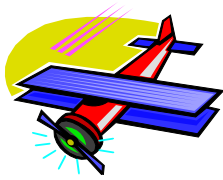
FEBRUARY 2011 SVF BirthDay Boys

First name	Last name	Member type	Dob
Michael	Peck	Regular	02/02/1948
Mike	Dolan	Regular	02/04/1956
Dale	Bolen	Regular	02/04/1958
Barry	Kutzen	Senior	02/05/1943
Edward	Schaber	Senior	02/06/1934
Alexis	Corral	Regular	02/06/1961
Jordan	Bruno	Junior	02/06/1995
Walter	Tessier	Senior	02/08/1936
Walter	Freese	Regular	02/10/1954
Thomas	Minick	Senior	02/10/1941
Ollie	Smidt	Senior	02/10/1939
Scott	Curtin	Regular	02/11/1954
Richard	Shogren	Senior	02/13/1934
Kurt	Sowle	Regular	02/13/1967
William	GIOIA	Regular	02/13/1944
Andrew	Wartenberg	Junior	02/19/1994
Tim	Wartenberg	Junior	02/15/1996
Scott	Theobald	Regular	02/16/1958
Paul	Crofts	Regular	02/17/1972
Thomas	Klinect	Regular	02/18/1962
Gregg	Gardner	Regular	02/19/1962
August	Antognetti	Senior	02/21/1929
Mark	Doan	Regular	02/21/1959
Dan	Crum	Regular	02/22/1945
Ken	Giordano	Regular	02/22/1974
Tom	Schollmeyer	Regular	02/22/1966
Jim	De Veuve	Senior	02/23/1922
Greg	Frohreich	Regular	02/24/1950

FEBRUARY 2011 SVF BirthDay Boys

First name	Last name	Member type	Dob
Cameron	Markwart	Regular	02/24/2000
Len	Clements	Regular	02/25/1958
Richard	Clark	Senior	02/26/1929
Tom	Guca	Senior	02/26/1942
Craig	Larrivee	Senior	02/26/1942
Eric	Stevens	Regular	02/27/1969





THE 30th ANNUAL

SUN VALLEY R/C CHAMPIONSHIP

**AT
CAVE BUTTES DAM FLYING SITE
PHOENIX, ARIZONA**

FEBRUARY 19 & 20, 2011

**FAI 2011 RULES & PATTERN FLOWN, FAI WILL
FLY 4 ROUNDS OF P11 AND 2 ROUNDS OF F11.
SPORTSMAN MAY USE ANY AIRCRAFT, UP TO
15 POUNDS.**

**ENTRY FEE: SPORTSMAN, INTERMEDIATE,
ADVANCED, MASTERS, F3A \$40.00.
MAKE CHECK PAYABLE TO: SUN VALLEY
FLIERS C/O DAVID BORROW**

**Registration 7:30 to 8:00 am. Pilots meeting 8:00 to 8:15 am.
Flying starts 8:30 am**

Trophies and Prizes

**Lodging: Make your Reservations now, Don't Wait!
RV parking at the field (no overnight camping)**

Map to field: WWW.SUNVALLEYFLIERS.COM

Sponsored by SUN VALLEY FLIERS CD David Borrow

For more information contact:
David Borrow (602) 791-2132
DavidBorrow@Cox.net

Phoenix RC Helicopter Fun Fly XV

February 25th, 26th, and 27th, 2011

Phoenix, Arizona

Located at the Sun Valley Fliers club field
Open Flying, Noon time Demos on Saturday
On site vendors and concessions

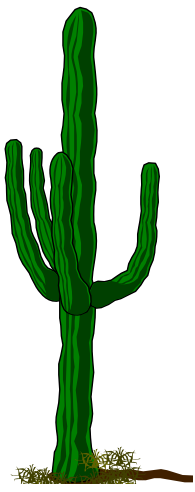


AMA Sanctioned Event # 11-0213
2011 AMA Card Required
All Frequencies Available
50/53 MHz show current FCC License

Night flying on Saturday night

North facing flightline with 9 stations with approximate 130 foot spacing.
Easy access to highways, hotels and dining.
Well known pilots including Jason Krause are expected

Sponsored by the Arizona Rotary Modelers Society and the Sun Valley Fliers



Event opens at 8:00am Friday with registration.
Pilots meeting each day
\$3 parking fee for spectators

For additional information, please visit us at
<http://www.phoenixfunfly.com>
or contact

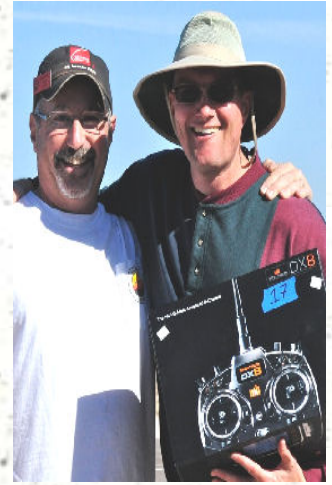
C.D. Eric Stevens
2018 E. Daley Ln.
Phoenix, AZ 85024
Tel. (480) 502-6745
E-mail: e_stevens@cox.net



SVF MEMBERS FUN FLY



SUN VALLEY FLIERS FUN FLY WINNERS



SUN VALLEY FLIERS FUN FLY WINNERS





Gene Peterson



Bob Purdy



Tony quist



Howard Kennedy



SOLO Pilot Gino Pirelli



Rusty Fried

SVF President Frank Moskowitz is seen handing out *Outstanding Service Awards* to 5 SVF Members at the December 1, 2010 meeting.



SVF PILOTS HALL OF PLANES



DUSTIN YOUNG **MULTIPLEX DG 600** 3.3 meter retract fiber glass fuse - Obeachie wings covered with white Ultra coat-uses spoilers and flaps for landing-.J/R 9303 with sailplane program using full span cambering.



MIKE MARRANCA **Hobby Lobby B-25 Apache** Retractable landing gear and wheels (pre-installed) 2 brushless outrunner motors - 3 landing gear door sequencers 2 30A ESC- 3-Cell 2200 mAh 11.1V Lipo -10 servos - Navigation lights [SEE MORE PHOTOS in this issue.](#)



DAG REEVES **HAWKEYE** W.S. 92" W.A. 2200 sq.ft. 0-10 MPH Brushless motor 30/40A ESC 3-6 Chans. 15-20 mins flight time Cannon Powershot [PHOTOS TAKEN BY THE HAWKEYE SEEN HERE](#)



VERN FRANKLIN

Bill Hempel ARF 50% KA-6cr glider. W.S. 24.5 ft. in 4 pieces, 10ft long, Weight@ 44lbs, 8 Hitec Servos, Smartfly EQ-10 Pwr. Dist., 2-4600 mah A123 batteries, Futaba 9Z radio.

It was tow with a 60% Cub and it is a real floater! The neighbor kid volunteer to show the size of it.



You Are Model Aviation's Ambassadors

By Frank Geisler, Chairman Leader Member Development Committee

Some of you may not have realized this, but there are people in this sport who look up to you. They look to you for support, knowledge, advice, and wisdom (sounds a lot like being a parent).

It does not matter how young or old you are, when it comes to model aviation, newcomers to this sport will typically look to others for help in learning what model aviation is all about—especially when it comes time to put that aircraft in the air. Whatever your discipline—Radio Control, Control Line, Free Flight, soaring, scratch-building scale airplanes, etc.—newcomers will look to you for guidance because you are the experienced modeler. They will see how you act and react to certain situations, and they will learn from you by how you handle those situations. I am not telling you anything you don't already know, but people will base a lot of what they perceive model aviation to be by your behavior whether it is at the field, club meeting, or on one of those RC forums that are becoming more and more popular with newcomers.

I have heard different complaints from people who say they went to a club in their area, some by themselves or some had their sons with them, and not one single person had approached them to say hello, welcome them to their field, or ask them if they needed something or had any questions. They were just simply ignored.

Of course those folks said they left upset, to say the least, and vowed not to return. I also have heard of folks saying that if they took their <insert aircraft type here> that they are ignored because others there are not flying the same style of aircraft. I have never personally observed this kind of behavior, but I must believe that it has happened one time or another for these folks to at least mention it.

So now the newcomer, still needing advice, turns to an online RC forum for help. And as soon as someone suggests he or she stops by the local club for help, he or she will instantly be turned off by this idea based on his or her experiences and will most likely repeat the tale online to be read by hundreds of people. This is not how we want to introduce our sport to any newcomer.

Typically a newcomer will see a chartered club as the AMA. In his or her eyes, he or she believes the actions or inactions, whether good or bad, are a direct reflection of the AMA. We of course know that is not true and also know that the AMA provides very little control over the chartered clubs much beyond providing safety guidelines, field size, and bylaw recommendations.

But the newcomer does not know this. We know that each club is governed by its own bylaws that are written by the club's officers and approved by the club's membership based on its specific set of standards and needs. One club's needs may be totally different than another based on noise restrictions, field size or location, model size, glow or electric power, or no powered aircraft at all. But to the newcomer the chartered club is the AMA just as are the members that belong to that club are.

I'm not saying that we need to be on our best behavior 24/7, and I totally understand that some people will rub some folks the wrong way. It's just human nature. But, I would like for you to remember that we all participate in model aviation for one reason or another and we joined the AMA for the same number of different reasons. I am asking that you at least stop and think the next time someone stops by your field so that you do not ignore that person. It doesn't take but a minute to walk over, introduce yourself, and ask if he or she needs something or if there are some questions you can answer for him or her.

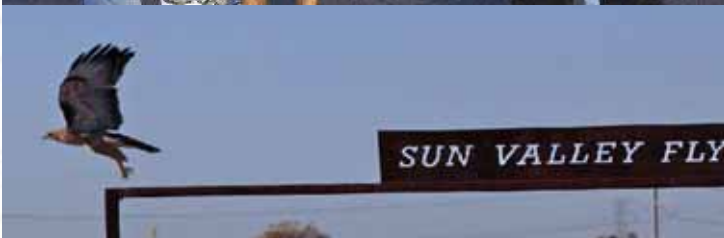
Consider this. One, you might get a new club member; two, he will most likely be the first one to welcome a newcomer when they come to the field because he was helped in a similar manner; and three, the next time someone mentions something about a local club in an RC forum, he will gladly relay the story of how friendly and helpful clubs are for all to see.

I encourage all LMs to speak with your respective clubs and remind your club members when newcomers stop by your field to greet them and ask them what they are interested in learning more about what your club does. All it takes is a little consideration for your fellow modeler and consider what you are about to say or how it will reflect upon you, the Academy, and model aviation.

These new folks can either come away with the idea that RC pilots and the AMA is something they would like to know more about, or they can walk away disgusted never to return. That scenario is left entirely up to you. I ask that you make the best of it for them, yourself, your club, and the AMA. Don't miss the golden opportunity of a first impression with a positive attitude and willingness to lend a helping hand.

SVF MEMBERS PAGE

Photos by SVF Members



SVF MEMBERS PAGE

Photos by SVF Members



SVF MEMBERS PAGE

Photos by SVF Members





AEROMODELING ACTIVITIES 2011 CAMAC CALENDAR OF EVENTS

EVENT	LOCATION	HOSTED BY	DATES
NEW YEARS DAY FLY IN	SUPERSTITION AIR PARK	AMA	JAN 1
E-JETS	TUCSON MODELPLEX PARK	TIMPA	JAN 14,15,16
SAILPLANE CONTEST	CHANDLER	CASL	JAN 15
SUPERSTITION CHALLENGE IMAC CONTEST	SUPERSTITION FIELD	EVA	JAN 15,16
WINTERFEST P500 PYLON RACE P500	SPEED WORLD	SWRCF	JAN 15,16
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 15,16,17
ARIZONA ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 27,28,29,30
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 29,30
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	FEB 5
MESA IMAC CONTEST	SUPERSTITION AIR PARK	AMA	FEB 5,6
IMAC CONTEST	TUCSON MODELPLEX PARK	TIMPA	FEB 12,13
DESERT JET STORM	SPEED WORLD	SWRCF	FEB 11,12,13
SOUTHWEST CLASSIC SOARING CONTEST	SCHNEPH FARMS	CASL	FEB 19,20
PRESIDENTS CUP (free flight)	ELOY	PMAC	FEB 20
SVF PATTERN CHAMPIONSHIPS	CAVE BUTTES	SVF	FEB 19,20
WATTS UP ALL ELECTRIC FLY-IN	TUCSON (TRCC)	TRCC	FEB 19,20
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	FEB 26,27,28
10 th ANNUAL YUMA AIRSHOW	YUMA	YA	FEB 27
YUMA FUN FLY	YUMA	YA	FEB 28
GUNSMOKE (USSMA QUALIFIER)	SUPERSTITION AIR PARK	1/8 AF	MAR 4,5,6
TUCSON JET RALLY	TUCSON MODELPLEX PARK	TIMPA	MAR 4,5,6
PHOENIX QUARTER MIDGET PYLON RACE	SPEED WORLD	SWRCF	MAR 5,6
MARCH MADNESS COMBAT	ESTABAN PARK	CACLC	MAR 11,12,13
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 14,15,16,17,18,19
SAILPLANE CONTEST	CHANDLER	CASL	MAR 19
SPRING BREAK (free flight)	ELOY	PMAC	MAR 19
1/8 AIR FORCE SCALE FLY-IN	ADOBE MOUNTAIN PARK	1/8 AF	MAR 19,20
CACTUS CLASSIC IMAC CONTEST	CAVE BUTTES	SVF	MAR 26,27
FUN FLY CONTEST & SWAP MEET	SUPERSTITION AIR PARK	AMA	MAR 27
CABIN FEVER	TUCSON C. COLUMBUS PARK	CACLC	MAR 26,27
WINGS OVER THE DESERT Warbird Fly-In	TUCSON (TRCC)	TRCC	APRIL 9,10
I-10 CHALLENGE (free flight)	ELOY	PMAC	APRIL 10
HOT STUFF (free flight)	ELOY	PMAC	MAY 14
SAILPLANE CONTEST	CHANDLER	CASL	MAY21
FUN FLY	SUPERSTITION AIR PARK	AMA	JUNE 5
SAILPLANE CONTEST	CHANDLER	CASL	JUN 18
SAILPLANE CONTEST	CHANDLER	CASL	SEPT 17
FALL KICK-OFF	ELOY	PMAC	SEPT 18
FUN FLY	SUPERSTITION AIR PARK	AMA	SEPT 24
MARSCHINSKE MEMORIAL	TUCSON C. COLUMBUS PARK	CACLC	SEPT 24,25
GHOST RIDERS (free flight)	ELOY	PMAC	OCT 22
SAILPLANE CONTEST	CHANDLER	CASL	OCT 22
1/8 AIR FORCE SCALE FLY-IN	CAVE BUTTES PARK	1/8 AF	OCT 22,23
AMA FALL AUCTION	SUPERSTITION AIR PARK	AMA	NOV 5 (8:00 AM)
TURKEY SHOOT (free flight)	ELOY	PMAC	NOV 13
23 rd ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 18,19,20
SAILPLANE CONTEST	CHANDLER	CASL	NOV 19
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 26,27
WINGS OVER ARIZONA	SUPERSTITION AIR PARK	AMA	DEC 3,4
ARIZONA FREE FLIGHT CHAMPIONSHIPS	ELOY	PMAC	DEC 3,4
TOYS FOR TOTS SAILPLANE CONTEST	CHANDLER	CASL	DEC 17

Latest updates of this CAMAC Calendar and other Arizona aeromodeling activities may be found at:

www.flycamac.com

See flying site location descriptions and host club contact information below on next page or at: www.flycamac.com

See next page for further information on host club contacts and websites.



CHARTERED

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL



CAMAC CALENDAR OF EVENT INFORMATION FOR FLYING SITE LOCATIONS & HOST CLUB CONTACTS

FLYING SITE LOCATIONS (Phoenix area): Adobe Mtn. Park is south of the Water Park on 43rd Ave. & Pinnacle Peak Rd.; Avondale Friendship Park (control line only) is on McDowell Rd between 115th Ave. & Dysart, Cave Buttes Park is just west of Cave Creek Rd & Jomax Rd; Estaban Park (control line only) is at 36th St & Roeser, Mustang Field is approx 7 miles west of Grand Ave on Bell Rd, turn left (south) after crossing McMicken dam, go 1.2 miles to Bell Rd and left again to entree sign; Superstition Air Park is entered ½ mile north of Brown Rd on Meridian Rd. (1 mile east of Signal Butte Rd); Superstition Field is just off Ironwood Rd 3.25 miles south of Baseline Rd; Speed World is 7 miles northwest of Bell Rd on Grand Ave to Happy Valley Rd., then turn left 1.4 miles west to sign entrance.

HOST CLUB INFORMATION: AMA (Arizona Model Aviators) ph 480-314-0064; AMPS (Arizona Model Pilots Society) ph 623-551-3997; ARCS (Arizona Radio Control Society) ph 623-878-9140; CACLC (Central Arizona Control Line Club) ph 602-944-8557; CAM (Central Arizona Modelers) ph 928-282-4366; CASL (Central Arizona Soaring League) ph 623-910-8756; EVA (East Valley Aviators) ph 602-803-6852; FF (Flagstaff Flyers) ph 928-526-0039; KFERC (Knight Flyers Electric RC Club) ph 602-903-9130; 1/8 AF (One Eighth Air Force) ph 480-948-8513; PMAC (Phoenix Model Airplane Club) ph 480-460-1366; SWRCF (Speed World RC Flyers) ph 623-910-1988; SWRMA (Southwest Regional Modelers Assoc) ph 480-839-8154; SVF (Sun Valley Flyers) ph 623-261-1291; TIMPA (Tucson International Modelplex Park Assoc) ph 520-299-0593; YA (Yuma Aeromodelers) ph 406-781-7233
CAMAC ph 480-948-8513

Club Websites:

Arizona Model Aviators (AMA):
Arizona Model Pilots Society (AMPS):
Arizona Radio Control Society (ARCS):
Central Arizona Control Line Club (CACLC)
Central Arizona Modelers (CAM)
Central Arizona Soaring League (CASL)
East Valley Aviators (EVA)
Flagstaff Flyers (FF)
Knight Flyers Electric RC Club (KFERC)
One Eighth Air Force (1/8 AF)
Phoenix Model Airplane Club (PMAC)
Southwest Regional Modelers Association (SWRCF)
Speed World RC Flyers (SWRCF):
Sun Valley Fliers (SVF):
Tucson International. Modelplex Park Assoc. (TIMPA)
Tucson Radio Control Club (TRCC)
Yuma Aeromodelers

www.azmodelaviators.com
www.ampsr.com
www.arcs1.com
www.controllinecentaz.com
www.camodelers.com
www.CASL.net
www.eastvalleyaviators.org
www.flagstaffflyers.com/
www.knightflyersaz.com
www.oneeighthairforce.org
<http://freeflight.org/PMAC/>
<http://aalmps.com/swrintronu.htm>
www.speedworldrcf.com
www.sunvalleyfliers.com/
www.TIMPA.org
www.tucsonrcclub.org
www.yumaaeromodelers.com

Central Arizona Modelers Advisory Council

www.flycamac.com

Academy of Model Aeronautics

www.modelaircraft.org/



CHARTERED

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL

Importance of Balancing Lithium Polymer Batteries

By Dave Buxton

The primary reason for this article is to explain the importance of using a balancer for Lithium-polymer (Li-Poly) battery charging every single time you charge your Li-Poly batteries. Balancing will greatly reduce the risk of your batteries going bad prematurely.

Let's start with an illustration for those who may be electronically challenged:

Imagine two 5-gallon buckets. One has been used for mixing paint and has several layers of it coating the inside.

The bucket with reduced capacity (painter's bucket) will fill faster and will empty faster if the flow rate for each is the same.

Normal aging and cell damage are like adding layers of paint. The cell with less capacity will charge or discharge faster than the other cells in the pack.

Brand new battery packs can have cells that are poorly matched.

Cell balancing is like drilling a hole in the bottom of the painter's bucket so it will fill no faster than the clean new bucket. We can put our finger over the hole as necessary to keep the two buckets in balance as we fill them.

Using a Li-Poly balancer does not scrape the paint out of the painter's bucket.

Li-Poly chemistry accumulates a charge over a fairly narrow voltage range with rapidly diminishing capacity exhibited above and below this range. This explains why the voltage rises or falls more rapidly above or below this chemistry range. Operating outside this range of voltages will at best accelerate the aging process and can result in serious cell damage and even smoke and flame. A battery that could have lasted three years might fade away in less than a week if one cell has a significantly reduced cell capacity relative to its mates.

Nicad and NiMH cells self limit at full-charge voltage. At that point they start getting hot, which is why it is very important that Nicad and NiMH chargers detect full charge and switch to a trickle charge rate. Li-Poly cell voltage is not self limiting, which is why you should never use a Nicad style trickle charger. Diagram 2 normalizes the three charging curves so that their respective full-charge voltages appear to be the same.

You may be a newcomer to RC flying of indoor or park flyer airplanes on a very limited budget. This article need not scare you out of the hobby or into purchasing an expensive charging system. The smaller, simpler Li-Poly chargers do not charge batteries all the way to the top, allowing some margin for a cell being out of balance. At least do the following if you don't use a balancer:

Make sure the charger is charging to an adequately conservative voltage that is less than 4.2 times the cell count.

Check the cell count each time you use the charger. Wrong cell count is one of the leading reasons for smoke and fire, which has lead to car fires and houses burning down.

Once in awhile, at full charge, use a volt meter to confirm that none of the cells are being charged to more than 4.2 volts. If a trend is developing in that direction then its time purchase a balancer.

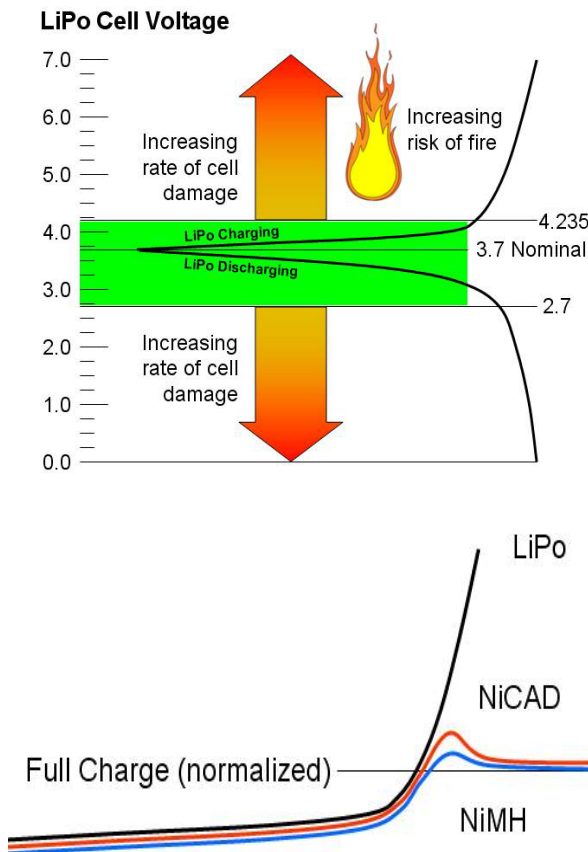
If the above is stretching it a bit, then you should at least add an external balancer (e.g. Blinky Balancer).

Consider the following limitations of an external balancer:

May not be aggressive enough, especially for larger batteries or any battery with cells more seriously out of balance (Blinky balancing cost me an expensive battery).

An integrated balancer can easily produce an alarm if you dial in the wrong cell count. An external balancer won't do that.

continue



Where is your Center of Gravity?

A modeler reported to me recently that he crashed a new airplane on its first flight. After some research he found that the Center of Gravity (CG) location printed in the manual was off by more than two inches and this tail-heavy condition contributed to the crash. When he spoke to the distributor about the incident, the company told him the proper CG was in an addendum on its Web site—an addendum that, obviously, was unknown to him. He reported this to me, not only out of personal frustration, but also as a safety issue. The errant model could have caused a lot of damage on its short, first flight.

In its remarks to the modeler, the distributor reported it was not at fault, because it had published the addendum and, additionally, the builder is solely responsible for what happens to his model. As you know, most manuals actually go to great lengths stating the manufacturer and distributor are not responsible for the airplane after it is sold.

There are two questions here. First, should the distributor have made a greater effort to correct the mis-stated CG location? That answer is simple. Yes it should have. The correct center of gravity is a critical measurement for safe flight. It is boldly stated in many manuals, but in some manuals, mostly those intended for trainers and other beginner airplanes, the critical CG is not even mentioned. It assumed to be in the correct spot if the builder follows instructions.

I think modelers, magazines, and reviewers should make every effort to report inadequate instruction manuals. The phrase “this is a builder’s kit” or “designed for the experienced modeler” is the innocuous tagline that alerts us to manual deficiencies in most reviews. We are far too tolerant of poor instructions. Many online sales sites allow the buyer to post reviews or comments. We should complain loudly about inadequate instructions or, in the case of many Chinese imports, the total absence of coherent instructions at all. The squeaky wheel gets the grease—demand better instructions. If the comments affect the sales dollars, they will listen.

And, in like fashion, the companies that take the time to provide great manuals should be commended for their efforts.

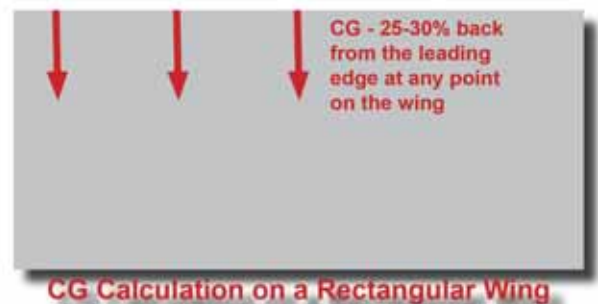
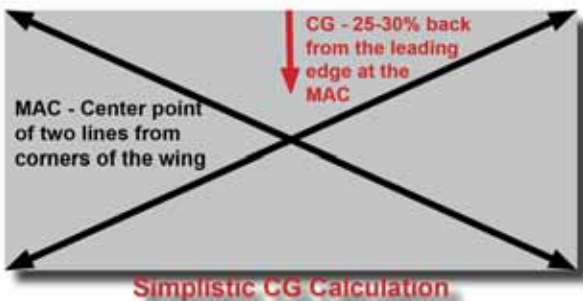
The second question: Is the modeler ultimately responsible for the CG of his airplane? The answer is, again, yes. Builders often replace parts from their ARFs they believe are sub-standard or too weak to hold a load. They do that to protect their investment, but also in the interest of safety. In light of this, and other incidents like it, we should also be skeptical of the CG reported in manual. Don’t blindly trust that it is correct. Do a rough calculation yourself.

The CG is not hard to figure and there are many references out there that explain the calculation. Google: “calculating CG on an airplane wing” and you get pages of results. The general rule of thumb is that the Center of Gravity is about 25-30% of the wing cord (wing width) at the Mean Aerodynamic Chord (MAC). The MAC is the center of a rectangular wing or its equivalent in a tapered or swept wing.

That sounds very technical, but for a rectangular wing (constant cord) the CG is 25-30% back from the leading edge anywhere on the wing. If the wing is 10 inches wide, the CG should be about 2.5 inches in from the leading edge. Many model designers put the main spar at this point, making it even easier to locate.

On a tapered or swept wing it is a little harder to find the MAC, but not impossible. For those mathematically impaired, like I am, it is simplest to go to a web-based CG calculator like the one at the National Association of Scale Modelers site: www.nasascale.org/howtos/cg-calculator.htm.

Before you techie guys get too critical, this is an oversimplification of the CG calculation, but focus on the message. All modelers, beginning and experienced, should know how important the calculation is, and check it, before the first flight. Also, the definition of the CG and its importance should be part of the instruction manual for new fliers.



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continued

Balancing Li Po Batteries

A charger with an integrated balancer will slow down or even stop the charging process whenever the balancer is not keeping up.

If your flying practice sounds anything like the following, then you should (must) use a charger with an integrated balancing system:

High battery stress style of flying (e.g. lots of full throttle, hot weather, flying until the battery fades, outdoor helicopters).

Cell counts greater than three.

Cell capacity greater than 2100 mAh for which you should at least use a Blinky external balancer.

Some chargers have an external balancer that communicates with the charger. This can be as effective as having the balancer built into the charger.

From the Clark County Radio Control Society, Washington

Continued

Where Is Your Center of Gravity

Before the first flight, mark the manufacturer's CG location on the root of each wing. Put one finger on each side of the fuselage at the CG and lift the finished airplane (minus fuel) off the work bench. It should stay level or tip slowly nose down. If it falls quickly toward the tail, you need to do your own CG calculation. Be skeptical—get it right. There is an old saying "A nose heavy airplane doesn't fly very well; a tail heavy airplane doesn't fly very long."

We are ultimately responsible for the models we build, but manufacturers and distributors should step up too. This is a safety issue. Safety should be as big a driving factor as sales.

The Importance of Setting Headings

By Mike Lynch

One of the first goals of flying RC is to be able to make smooth, level turns. As early as your first practice flight, your instructor will tell you to bank with ailerons, maintain the turn with the elevator, and straighten with the opposite aileron. The goal is to maintain a smooth turn with no gain or loss of altitude. The time it takes to master this first step varies from one beginner to another. And the good feeling you get from mastering this step is but one of many you will enjoy as your flying improves.

With this step mastered, you will be able to "keep the airplane in the air." However, you may not be able to enter and exit the turns you make as predictably as you would like. You may find that the airplane is flying you, wandering all over the flying field. The second step to flying is to master entering and exiting turns precisely—and the importance of this step cannot be over assessed. As you begin learning how to land, it is mandatory that you are able to exit your last turn (during final approach) in a manner that has you perfectly aligned with the runway. You can master this very important talent only by knowing how to set headings.

Practice with figure eights. Once you are relatively comfortable making smooth, level turns it is time to begin practicing more precise turns. Figure eights are excellent for this purpose because they force you to make left and right turns equally to avoid the "I can only turn left" syndrome. To begin, we recommend making left turns on your right side and right turns on your left side. This way the airplane will always be turned away from you. (Many beginners feel uncomfortable when the model is coming directly at them, even in a turn.)

At first, you may find this quite difficult. The goal is to exit each turn with the airplane heading directly toward a corner of the field (with the center of the figure eight directly in the middle of the field). You will find that you must begin exiting the turn slightly before your desired heading is reached, which can be tricky. Your first few attempts will probably not be perfect and will force you to make minor corrections; you must be quite gentle with the controls to avoid over correcting. Once you have mastered, reverse the direction of the figure eight and start again (right turns on your right side, left turns on your left side).

Always remember the importance of setting headings. As you practice landings (and even after you have performed your first solo), whenever you are having problems setting up your headings, go back and practice figure eights.

From the official newsletter of the Circle City Flyers of Corona, California

SVF MEMBERS PAGE

Photos by SVF Members



Bartlet Lake Jan. 2011

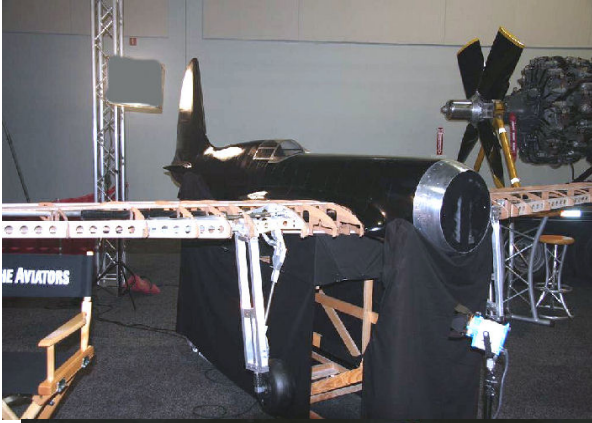


SVF MEMBERS PAGE

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AMA EXPO 2011



VIDEOS and Websites Links

Click on to view video, website

B-29 360 degrees

<http://www.davidpalermo.com/data/slideshow/4/index.html>

CUB 3:21

http://www.aircraftowner.com/videos/view/super-cub-landing-on-windy-mt-top_912.html

Florida One, the making of. 2:30

http://www.youtube.com/watch_popup?v=zKnsyYbfC60&feature=popular

Animal Crackers, funny 4:35

http://www.youtube.com/watch?v=-ssXJtzFOjA&feature=player_embedded#

B-25 1/3 scale 2:06

http://www.youtube.com/watch?v=bAC5UgrigCA&feature=player_embedded#

Inverted 5150 4:20

<http://www.youtube.com/user/inverted5150#p/a/f/1/zOB9IY1C7Ow>

SVF FUN FLY Great show.....

<http://www.photoshow.com/watch/wi4Pm9qA>

F-14 RC Maiden flight 7:67

<http://www.youtube.com/watch?v=haZT8Gn0fUo>

Centennial of Naval Aviation

<http://www.public.navy.mil/airfor/centennial/Documents/vol2iss4.pdf>

P-51 360 degrees Give it time to load

http://www.stclairphoto-imaging.com/360/P51-Mustang/P51_swf.html

C-17 Medavac 5:58

<http://link.brightcove.com/services/player/bcpid1407952648?bctid=1664436922>

H-1 Racer 2011 project 2:27

http://www.youtube.com/watch?v=s8EC-Nk4Prg&feature=player_embedded#!

Nitroplanes @AMA EXPO 2011 5:59

<http://www.youtube.com/watch?v=lkZS7iUGeE>

MotorCalc, Free for 30 days

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Need to know more about electric flight. Go to this site.

<http://www.wattflyer.com/forums/showthread.php?t=18521>



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Next month Issue

Maybe some photos from the AZ Electric fly in. Will you be there? Photos from the Pattern contest at the SVF field??

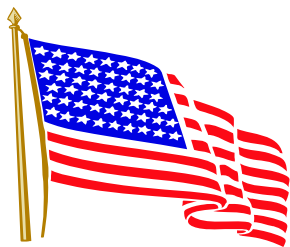
Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.

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

This Month Issue

I hope every one had the best of the holidays and ready for the new year. First I need to thank those who have provided photos, articles, info for the SLOW ROLL in 2010 and I hope you continue for 2011. *Lots of stuff in this issue, many 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.

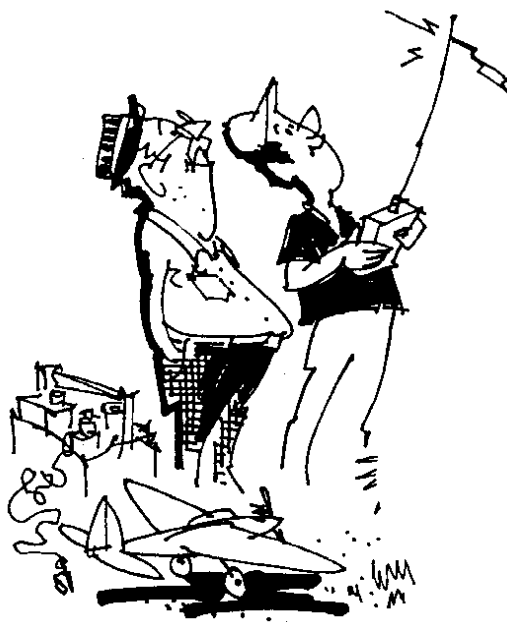


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