



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Bruce Bretschneider

Editor—Bob Purdy

rcbobsvf@aol.com

NO JANUARY 2012 SR

NOVEMBER 2011



*The Slow Roll is published by the Sun Valley Fliers
By and for its membership to all others interested in
the building and flying of radio control aircraft*

IMAA Chapter 782



Mitch Baker photo

Inside this issue: Cover Photo ..SVF Jay Steward is 2011 U.S. Scale Master Champion.....More Scale Master photos.....SVF Field Paving photos...OEAF photos..... History on Model Aviation/ Lanier R/C... 3 SVF members photo.....Turkey Fly In Event Flyer +...Safety...Hold downs.....Prez report..... B'Days & Treasurer Report**MANY GREAT VIDEOS.....Much more, enjoy.....Have a great THANKSGIVING SVF MEETING November 2, 2011**



THE PRESIDENTS CHANNEL

Frank Moskowitz

NOVEMBER 2011 SLOW ROLL PRESIDENTS LETTER

Welcome to Novembers Slow Roll

The One Eighth Air force Scale Model Fly-In which took place at the SVF Field on October 22nd and 23rd was a huge success. There was about 80 registered pilots and hundreds of spectators visited during the course of the event. For those of you that were unable to attend we have lots of pictures in this edition of the Slow Roll. In addition to the pictures in this edition of the Slow Roll, you can visit the One Eighth Air force website at www.oneeighthairforce.org for more information about them. A little history about the OEAF:

The One Eighth Air Force was founded in 1976 with the goal of providing a venue for R/C scale airplane modelers to fly their models in organized events. A handful of local Phoenix Arizona modelers organized the first Scale Fly-Ins, which proved so popular they have been held every spring and fall ever since. Shortly after those first Fly-Ins the small group adopted the unique 'One Eighth Air Force' club name and became AMA chartered. The typical president, vice president, secretary and treasurer club officers are instead called Commander, Vice Commander, Group Adjutant and Finance Officer, that is based loosely on an Air Force Group. The Commander position holds the rank of Colonel and all other members are Captains. They obtained an OK from the Air Force to wear modified official Air Force attire in the form of shirts and epaulets. Since the One Eighth Air Force exists primarily to organize and sponsor the Scale Fly-Ins, they no field to maintain or other normal club expenses. Because of this dues, and assessments are held to an absolute minimum and at times not required at all. Instead members are expected to work primarily at various assigned duties to fulfill the goals of the group.

Our paving project was completed in time for the One Eighth Air force Scale Model Fly-In. See pictures in this edition of the Slow Roll. Everybody really thought the job came out great. **A few notes on the new asphalt;**

- 1. Please prevent your fuel from overflowing onto the new asphalt.**
 - a. We have plenty of over flow containers to catch fuel.**
- 2. Cigarette butts and other debris will stand out on the black top.**
 - a. Please put your spent cigarettes and trash in the proper containers**
 - b. Let's try to keep the black top looking good.**
- 3. Until the asphalt cures completely, we are using wood plates under the legs of the tables and chairs to prevent indents from forming.**
- 4. You may fly either on the left side or right side of any flight station but never on center.**
- 5. Dead line is still the same location. It is the northern most edge of the new asphalt, not the netting.**

Our next SVF event will be the Electric Turkey Fun Fly. That will be a one day only event on Saturday November 12th. All proceeds are donated to charity. Please contact the John Geyer 602-810-1767 jegeyer@cox.net for more information.

By the time you read this article, you should have all received your membership dues in the mail. I urge you all to not wait until the last minute to renew. Your membership dues allow us to continually upgrade the field and keep it clean and a safe place to fly.

Don't forget to mark the first Wednesday of each month on your calendar for our club meetings. Our next club meeting is Wednesday November 2nd at 7:00 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Remember in order to use the room free of charge each month we need to purchase some food items off the menu. So arrive a little earlier and enjoy some of their great food choices. Lots of great food and a smoke free environment. The Club meetings get better every month. For added fun we have show and tell. We will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it.

Have fun out there!

Frank Moskowitz

President

SVF MEETING 7PM

NOVEMBER 2, 2011



Sun Valley Fliers Club Meeting Minutes
Date, October 12, 2011

The meeting was called to order at 7:00 pm by **Vice President John Geyer**. 24 members were in attendance.

Guests: none

New Members: **Ken Scott and Roger Miller**

New Solo Pilot: none

Secretary's Report: Accepted as written and published in the Slow Roll. **John Geyer** took the minutes in the absence of the Secretary.

Treasurer's Report: **Gene Peterson**

Safety Officer Report: **Ken Justice**

- No problems to report.
- Observers for pilots must be at the flight stations and not under the ramada. Be sure to keep a lookout for full-scale planes in the area and warn your pilot. Remember the 400' rule and be sure to have a spotter.
- Cooler weather is here, but the possibility of meeting snakes on the field still exists. Be careful.

Old Business:

- The spotter and 400' rules were clarified in a letter written by President Frank Moskowitz.
- **We are looking for additional instructors. Please volunteer if you feel so inclined.**

New Business:

- The old cable spools in the park flyer area have been removed and we will not be able to replace them.
- The 1/8th Air Force (OEAF – **Howard Kennedy**, Commander, the event will be held on 21-23 October. They will be setting up on Friday, however, the field will be open for flying. The field will be closed on Saturday and Sunday for the event. **Mike Peck** will be the CD.
- **The Electric Turkey Fly will be held on November 12th.**
- The paperwork related to the paving of the area between the flight stations and the chain link fence behind the ramada has been completed and approved. The field will be closed during the time required to grade and pave the area.
- Additional funding from the membership would be welcomed.
- **Jay Steward won the coveted Grand Master Trophy at the US Scale Masters competition held in Fresno, CA. The majority of the top places were won by several other SVF members.**

Community Awareness:

- none

Door Prize Winners:

- **Dave Uhlving** – 1 gallon fuel, **Loren Counce** - 1 gallon fuel, **Cameron Markwart** - 1 gallon fuel
- **Ron Thomas** - 1 gallon fuel

50/50 Winner: **Jim Tallmadge won \$35**

Show & Tell:

- **Ron Norris** **donated an OS 46FSR to Jim Tallmadge.**
- **Jay Steward** spoke about his scratch-built Curtis Helldiver and the history of the pilot of the plane on which he based his model. The model was based on Wylam Master Plans. The plane is in 1/6 scale and weighs 6-1/2# with an OS 91 4-stroke engine. He has been flying it for 5 years. He said his next plane will be a 1/5 scale Helldiver with more detail

Meeting adjourned at: 7:35

Respectfully submitted,

Bruce Bretschneider, Secretary

\$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report November 2011



Thanks to all who helped in the Kitchen at the recent 1/8 AF Fly IN. We all had a good time, sold a bunch of Hamburgers and Hot Dogs, Sodas, Water, and such. SVF gets to keep the profits from the Kitchen at this event so we made some money for the club as well. Charlie, Bob and Ron (the Cook) all worked their butts off. We were pretty busy at times.

Thanks to all to have gotten their dues in Early. We have the new stickers for 2012 and all the receipts have been sent back with the stickers for those renewals we have in. About 100 so far, which is about 1/3 of the club. That's good for just the beginning of November

Don't forget the Electric Fly on Saturday, November 12th. The next event which is always a fun day.

General Membership meeting this week on Wed, Nov 2nd. 6 for dinner and 7 for the meeting. (BYOD) . Deer Valley Airport Restaurant, 7th Avenue and Deer Valley Road.

Nice weather looks like for the month, so get out and fly and enjoy the new pavement under the Ramada and up to the flight pads.

Regards, *Gene Peterson, Treasurer*

NOVEMBER 2011 SVF BirthDay Boys

First name	Last name	Member type	Dob
Jim	Brewer	Senior	11/01/1938
Nathan	Cooper	Regular	11/01/1980
Michael	Spandau	Regular	11/02/1966
Lou	Pfeifer, SR.	Senior	11/04/1929
Austin	Goodwin	Regular	11/06/1945
William	Byers	Senior	11/08/1928
James	Goessling	Regular	11/08/1946
Bruce	Solie	Regular	11/08/1951
Peter	Jones	Senior	11/09/1942
Mitch	Tauber	Regular	11/09/1957
Jim	McEwen	Regular	11/09/1963
Craig	Demarcus	Regular	11/10/1943
John	Gerhardt	Regular	11/15/1957
Wayne	Baker	Regular	11/15/1956
Gino	Pirelli	Regular	11/16/1976
Lou	Roberts	Senior	11/17/1933
Charlie	Beverson	Lifetime	11/18/1945
Michael	Smith	Regular	11/22/1952
Aaron	Remer	Regular	11/23/1979
Richard	Slack	Regular	11/24/1945
Howard	Kennedy, Jr.	Senior	11/26/1939
John	Hawbaker	Regular	11/27/1952
Val	Roqueni	Regular	11/28/1947
Tony	Quist	Regular	11/29/1963
John	Deacon	Senior	11/29/1940
Peter	Clark	Regular	11/30/1966

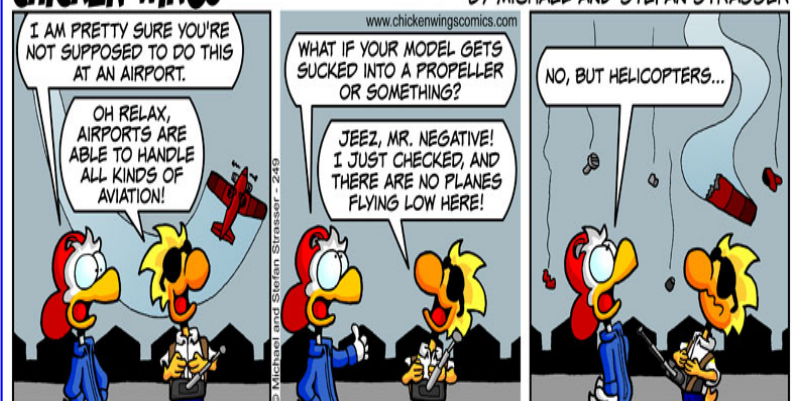
CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER

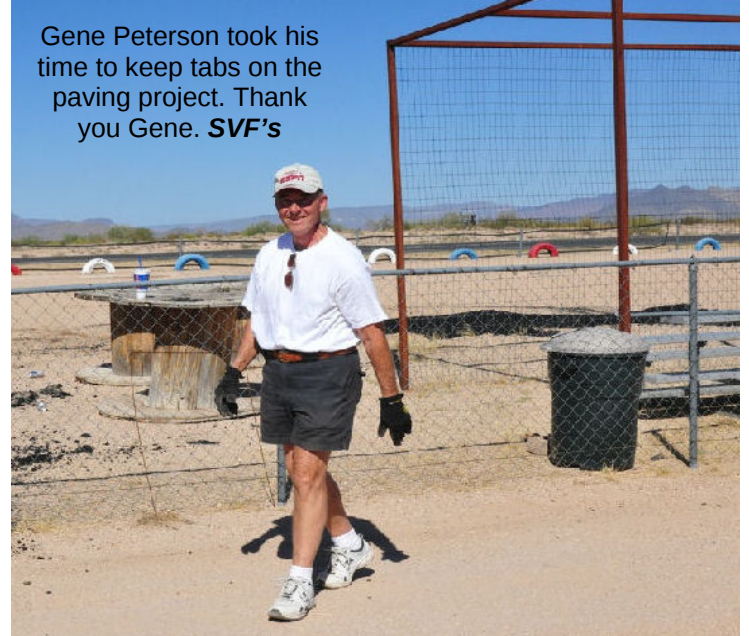


CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



SVF FIELD PAVING PROJECT

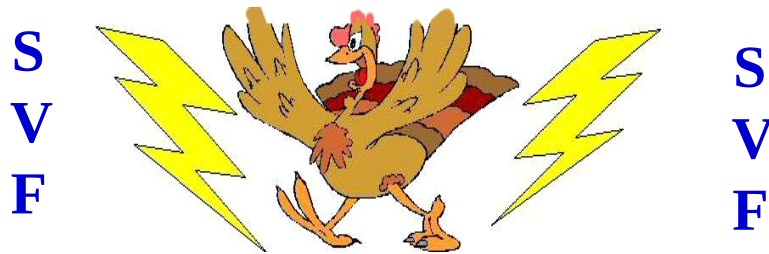


Photos by Joe Balabon

SVF FIELD PAVING PROJECT



The Paving Project took place on October 19 & 20th, 2011/ Photos by Joe B. & Bob P.



**Eleventh Annual
Electric Turkey Fly-In**

November 12, 2011

Hosted by the Sun Valley Fliers

Cave Butte Park, Phoenix AZ

Cave Creek Road to Jomax, Turn West at Traffic Light

\$25 Landing Fee

**All Proceeds to the Boys and Girls Clubs of
Metropolitan Phoenix**

All Electric Aircraft Welcome

Power Available at the Field

Phantom Judged Fun Events

Raffle, Trophies, and Prizes

On site Vendors, Lunch

**Join us for a relaxed day of fun flying, and sharing information
with other Electric Fliers, while helping the Boys and Girls Clubs
of Metropolitan Phoenix**

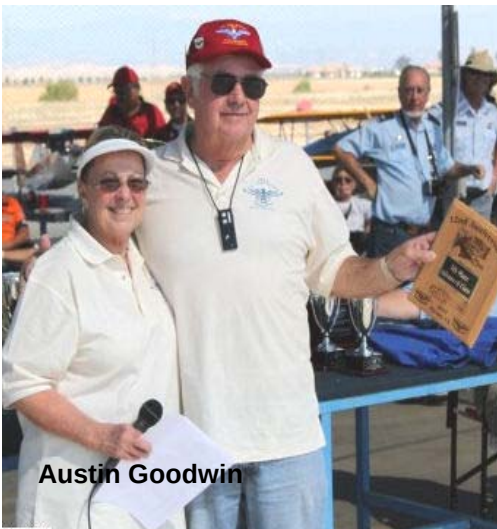
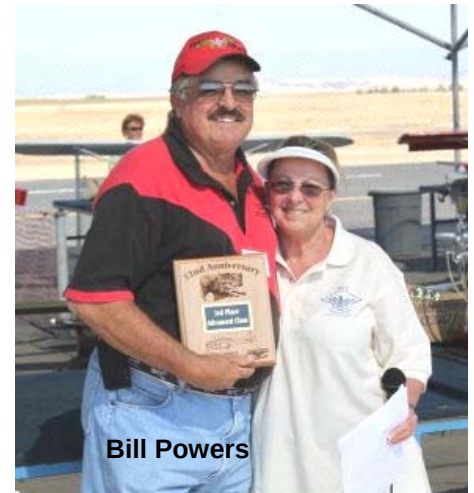
AMA Sanction 11-1996

AMA License Required

www.sunvalleyfliers.com

For More Information: CD John Geyer – 602-810-1767 or jegeyer@cox.net

SVF Members @ U.S. Scale Masters



Photos by Mitch Baker



<http://www.usscalemasters.org/>

U.S. Scale Masters



Photos by Howard Kennedy



SVF SAFETY CORNER

Not much new for this month's edition. Everyone is doing a pretty good job at the field, looking out for each other.

The One Eighth Air Force just completed their popular Fall Event without incident... except for when a few of the OEAF (and SVF) Members were out early one morning to fly for a News Channel 3 TV Promo shot with Bruce Haffner for the upcoming event. While getting the aircraft started and ready to be "on queue" for Bruce's video taping, one member had just started his aircraft when the prop came flying off, striking him in the right leg. This resulted in an overnight stay in a local hospital and much pain. The prop came off, struck his leg and then went flying a good 30 plus feet arcing thru the air! A lot of energy was released thru that prop. This was another unfortunate accident which involved a very experienced RC pilot. No one anticipated or would want to go thru this type of injury. Just a reminder; please be sure to pre-flight your aircraft and be sure that you have everything in place to safely enjoy this great hobby including properly securing the prop.

On a brighter note, the asphalt is now in place from the pilot stations to the fence behind the Ramada! One of the benefits as it relates to safety, the chance of slipping on the decomposed granite walking to or from the flight stations has been eliminated with the asphalt. This should make everyone happy! We thank those who generously donated funds to allow this improvement in safety for all SVF members and guests!

And one side note not related to safety but to show pride in our club. I also take care of selling the caps and shirts for SVF. We now have in stock a new supply of Ball Caps and a fresh supply of our T-Shirts with pocket will soon be available...maybe by the time the Slow Roll goes to "print". And another reminder, it's cooling off and if you would like to order a SVF-logoed jacket, now is the time to do so! Just contact me at the link under the "For Sale" tab or see me at the field!

That's it for this month! I look forward to seeing everybody out at the field as we welcome our Winter Visitors back! Be sure to say Hello! And remember...

Safety is everyone's responsibility!

Ken Justice

SVF Safety Officer

**SVF MEETING NOVEMBER 2, 2011
@7P.M.
DEER VALLEY AIRPORT**

SVF MEMBERS PAGE

Photos by SVF Members



SVF MEMBERS PAGE

Photos by SVF Members



SVF MEMBERS PAGE

Photos by SVF Members



**MODEL
AIRPLANE
NEWS**

March, 1968 • 50 cents

Exciting World War I full house
unproportional plane Evolution
of an engine views top T-1 planes

Exciting semi-rigid
Chapmunk control line
starter complete drawings
for 1968 radio control
pattern events Aerial views
of two field and beach articles

Here is what the blurb about the cover has to say:

About the Model

Over the years, Len Purdy operated Lanier RC, inc. whose contribution to the hobby/sport cannot be overemphasized. Sensing that many potential modelers lacked the skills or desire to build, but wished to fly, Len began producing a line of models now referred to as "ARF" (Almost Ready to Fly). Between 1964 and 1978, almost 150,000 of these models were sold. The ability to repair a dinged wing and continue a contest was demonstrated time and again. These models are being produced yet today under the Lanier name after Len sold the company in 1980. The "Midget" was reviewed in Popular Science in the June, 1968 issue.



Preformed parts are the secret. There's nothing to build—all you have to do is assemble an almost-ready-to-fly plane

By HOWARD McENTE

How would you like to fly a radio-controlled model plane without having to build it first? You can very easily—with AER kits. AER (short for almost ready to fly) planes don't require days of building and covering a frame. You just open the packing box, join several preformed parts, and add a motor.

take a little more time, but even they can be ready for flight in a couple of hours at most. You can even skip the assembly step if you wish; several planes come factory-assembled—just buy 'em and fly 'em.

Since most model planes 15 or 20 years ago had limited controls, building them wasn't an unreasonably tough job. But as the sport grew in popularity, the mod-

Proportional control. This is what makes authentic-style flying possible. It simply means that each control is variable over a full stepless range (as with variable speed power tools). Each control fol-

Cessna 210 comes assembled, but longed wing halves must be attached with rubber bands. Items shown to get plane airborne, but not included in kit, are fuel, starting battery, glow plug kit, propeller.

Teator Skyhawk can be assembled in minutes, and be put immediately in flight. Big feature is fully proportional rudder control. Black cube under tail is a battery charger that is supplied with the kit.

Lanier Midget has fuselage of vacuum-formed plastic ready for engine and radiogear mounting. Foam-core wings are covered with sheet plastic, ready to join at center. Author rates plane a capable stunter.



Here are some ARFs that you can air-borne—easy—in an hour or less

Wheel pants by Lanier's, sells for \$1. It drops up the chest rail leading gear. Kit includes three (flat and round) wheels and the necessary hardware. The model's landing gear is said to be stabilizer.

Tiger by Airtech features fuselage with molded fins, two wing halves (one ribbed), stabilizer (one ribbed), panels, and landing gear with rubber wheels. A two-part main landing gear is sold with this kit.

Superior ARF Super has hinged control surfaces. It's almost ready to be assembled in "bottom of wing" to hold main landing-gear wheels. Two small struts at wing root strengthen tail assembly after joining.

A little glue, a little fussing. Tail assembly is cemented to fuselage using solvent glue. Fuselage glues to wing. Landing gear is cemented to fuselage. Landing gear is cemented to fuselage. Landing gear is cemented to fuselage.

how the book directs it as soon as it is moved. The controls are independent of such other, too, no matter how many you have on your rig. If you had hands enough, they could all be varied at the same time.

Why ARF? Kit? Because of this mechanical expediting, while making the flying end of the sport more enjoyable than ever before, also increased the time and effort it took to get a model in the air. Several manufacturers, seeing a big market potential, developed interesting materials that would make possible kits promising all the fun with a lot less work.

They found that the lightweight polystyrene foam used in refrigerators built itself perfectly to model-plane production and performed well in flight. Although it lacks strength, they solved that problem by beefing up the foam cores with longitudinal strips or with an outer covering such as balsa or sheet plastic.

Most ARFs are vacuum-formed in halves from such material. But a few manufacturers produce the planes in balsa and plywood. These range slightly higher in cost than their plastic cousins, because they are more work in assembling than the plastic.

ARFs on the market. A quick check of what you can get turned up 10 makers that offer foam-wing kits covered with sheet plastic, balsa, or thin plywood. Five are advertising fiberglass fuselages and several are marketing balsa-molded plastic floats, skis, etc.

This model plane together. The fuselage can be assembled, then joined to the wings and tail. The wings and tail are cemented to fuselage. Landing gear is cemented to fuselage.

Now here's a quick run-down on the discs pictured here:

Airtek Cruise 210. This plane is sold completed or as a kit. The kit includes all the necessary tools and materials to attach the surfaces. The rubber, moved by expansion, gives full lift, control, and full left positions, in sequence. The engine is entirely of foam.

Don't Sinker II. This one comes with the fuselage completed, but the nose has to be cut to fit your engine. The nose mounts and firewall are cemented in the wing. It is halves but, like the tail surface, is covered with sheet plastic. The kit includes formed-wing molding gear mounts and elastic subframe or mounting tail surface. Not furnished:

Always joined are attached by joining short lengths of flexible plastic into wing's main spar. The wings are cemented to fuselage. The plane starts with Don't Sinker II.

more gear or epoxy cement for joining the wing halves.

Other Foams Tiger. Black, light-bage must be fitted with two half-balls and make mounts for tail surfaces. The wings must be cut for the engine, and the tail slotted so that the stabilizer can be slid through. Foam wing halves must be joined and covered with balsa or other covering material; you add the wing skin.

All control surfaces (parts not furnished) must be installed by you. Kit includes the foam core for the stabilizer and formed landing-gear wire.

Lanier Midget. Vacuum-formed plastic fuselage comes ready for engine and radio-gear mounting. Foam-core wings

(Continued on page 184)

ARF PLANES—WHAT YOU GET

ARF	Price	Wing Span	Wing Area	Engine	Controls	Engine	Wing	Price
Airtek Cruise 210	29.95	134	122	Radio	1211 cc.	Stinger	2	\$ 95.95
Don't Sinker II	42	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95
Superior ARF	42	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95
Wheel pants	1	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95
24-hour	55	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95
Airtek Cruise 210	29.95	134	122	Radio	1211 cc.	Stinger	2	\$ 95.95
Don't Sinker II	42	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95
Superior ARF	42	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95
Wheel pants	1	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95
24-hour	55	108	45.41	Kit	50 cc.	Stinger	4	\$ 95.95

ARF = Airtech Ready to Fly. Price includes shipping and handling. All prices are in U.S. dollars. All prices are in U.S. dollars. All prices are in U.S. dollars.

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JUNE 1966 | 181

Urbana, Illinois, August 24, 2007 ♦ Great Planes Model Manufacturing announced today that it has acquired the Lanier R/C and Carl Goldberg product lines. Both companies are currently located in Oakwood, GA but will soon relocate to Great Planes' headquarters in Champaign-Urbana, IL.

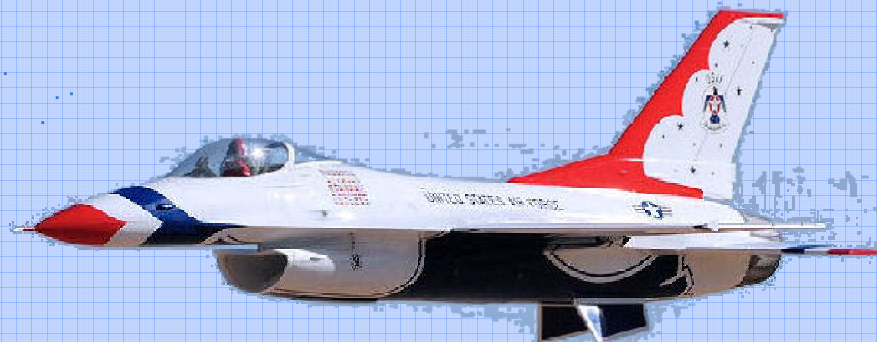
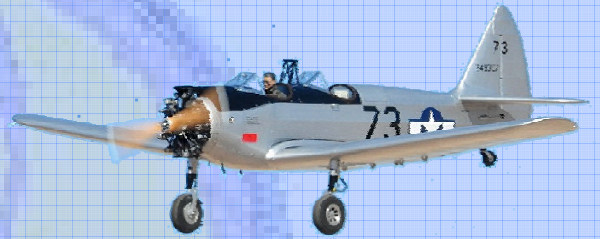
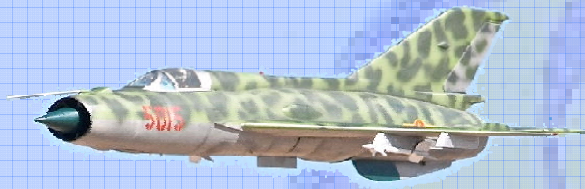
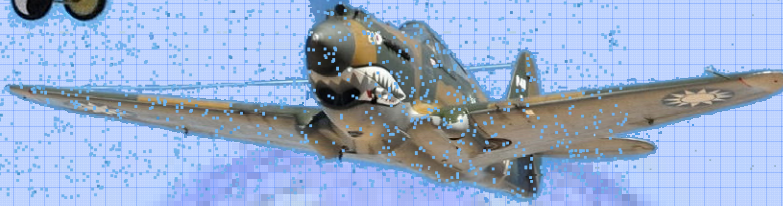
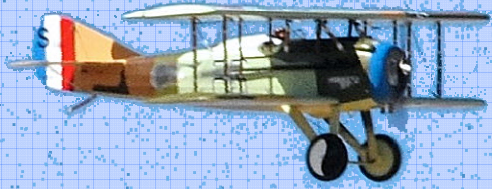
Carl Goldberg Models Inc. was founded over 50 years ago by hobby pioneer and legend, Carl Goldberg. The company is a cornerstone of the R/C airplane market and has enjoyed a legacy of well-known and respected products. The Goldberg product line was purchased five years ago by Bubba Spivey. Since that time, many of Goldberg's famous R/C kits were converted to almost-ready-to-fly models, gaining new success in the R/C market.

Lanier R/C was founded in 1964 by Len Purdy and was known as one of the first companies to offer almost ready-to-fly (ARF) R/C airplanes. In 1979, Lanier was acquired by the Spivey family.

ONE EIGHT AIR FORCE EVENT

OCTOBER 22-23, 2011

SVF FIELD



ONE EIGHT AIR FORCE EVENT OCTOBER 22-23, 2011



ONE EIGHT AIR FORCE EVENT

OCTOBER 22-23, 2011



ONE EIGHT AIR FORCE EVENT OCTOBER 22-23, 2011



SVF Jay Steward

Mitch Baker & OEAF



OEAF

Jack Dolan
SVF Mike Dolan Son



Mitch Baker & OEAF

SVF Dave Linne



Mitch Baker & OEAF

SVF Ward Emigh



OEAF

SVF John Deacon



Mitch Baker & OEAF

SVF Ron Marshall



2011 Mitch Baker & OEAF

SVF Ken Justice on right wins the WACO
Howard Kennedy, L and Austin Goodwin



OEAF

ON THE SAFE SIDE

Airplane Restraints

Jim Tiller, Insider Safety Column Editor

With this safety column I'd like to stimulate a review of your club's existing engine start procedures with an eye toward airplane restraints. At nearly all of the club sites I have visited, there is some type of apparatus for holding the airplane while starting the engine. It can be anything from a stake and a dog leash to specially designed tables. The most important issue is that your flying site does provide and maintain these important safety items.

In the August 2002 issue of *Model Aviation*, there were plans for a sturdy bench for starting airplanes. Many clubs have built one or more of these. The original design came from the Meroke Radio Control Club in Merrick, New York. If you want to download the original bench plan, a list of materials, or see many simple modifications and improvements, go to the club website: www.meroke.com/safetybench.htm.

These tables get your airplanes up to a more convenient height but the biggest asset is their inherent contribution to safe starting procedures.

My local club built eight of these tables years ago and we feel they have been an invaluable investment. We had a member donate the materials for a couple. The club put up the money for the rest. We built some bigger and some smaller to accommodate airplanes of varying sizes. We only had one problem with our tables. Since we live here in the Outback of the US, we had to modify the base to widen the stance. The originals kept blowing over in our South Dakota wind. Here's our table design:



I think you can see in the picture that the table is well used, aged, but still serviceable.

There is a 1/4-scale table with shortened legs shown on the Meroke website. However, many large airplane enthusiasts either find the tables too small or prefer to start their airplanes on the ground. Once again, you will find many ingenious restraint devices. Search the Web for tail restraints and you'll find several commercial offerings.

There are also many clever homemade airplane holders. At our field, one of the guys fabricated a simple but effective tail restraint that works very well.

It has a large metal stake that anchors it to the ground. The uprights have hinges on the bottom, so it is a simple matter of unhooking the bungee cord to drop the restraint to the sides.

There is some discussion about how safe tail restraints are compared to wing restraints. Some say the tails of certain airplanes are quite fragile. I don't have a definitive answer, but I'm sure the wings on most airplanes are more securely attached than the tail. If you want to go with wing restraints rather than tail restraints in a ground apparatus, here's an idea:



In this design, metal pipes are driven in the ground and the two uprights fit down into those openings. To release the airplane, just pull them up, or drag the model backward.



If you are lacking in metal working and welding skills, here's a tail restraint made largely of wood:

The base is made of hardwood. A steel spike fits through the middle opening and into the ground. The uprights could be substantial dowels for smaller airplanes or metal rods.

Airplane restraints are a safety device your club should not be without. However, it is just as important to have an assistant at engine start. We have all heard stories about what can happen if an airplane gets away from you—and only a few have happy endings. Plus, it is just common courtesy to offer to help a fellow modeler with his engine start and taxi. The pilot's focus should be on the airplane, radio, and engine. Help him with the other tasks at hand. There is no substitute for a second pair of hands and eyes while you start and fly your airplane.

With large airplanes, it is important for the airplane holder to know how to properly restrain the aircraft. In my flying group, the consensus is that you should hold the wing and the fuselage as shown here:



I don't think there is anything wrong with straddling the tail with your feet and holding the airplane between your legs, but it goes back to the tail restraint vs. wing restraint question. The wing is a stronger structural member.

Airplane restraints are not just for gas and glow airplanes. Electric airplanes should not be left unattended while they are being armed. I know most ESCs have an arming circuit designed to prevent accidental starts. Guns have a safety too, but all hunter safety courses teach you not to depend on it. The same should be true for us. An

airplane restraint or a two-person starting procedure should be in place for electric operation as well.

Don't forget that all your engine tuning, removing the glow starter, etc., should be done from behind the propeller and not over it. But that's probably another column.

Hopefully I have been singing to the choir here and your club already has a structured engine start procedure already in place. If you do, review it and consider changes that might make it easier and safer. If not, use this as an incentive to create one.

ARIZONA MODEL AVIATORS R/C AUCTION

R/C KITS, ENGINES, AIRPLANES, BOATS,
CARS, TOOLS, RADIOS, ETC.
(RC Related Items Only)

SATURDAY, November 5, 2011

**SUPERSTITION AIRPARK
MERIDIAN RD. & LEVEE DR.
MESA, ARIZONA**

**REGISTRATION AT 7:00 AM – STARTING TIME 8:30 AM
ADMISSION \$3.00 FOR BUYERS & SELLERS**

**CLUB RETAINS 10% OF SALE PROCEEDS
MINIMUM Auction BID - \$35**

SALE TABLES AVAILABLE FOR ITEMS UNDER \$35

Note: All auction items will be picked randomly. This will allow us to present the best possible program to both buyers and sellers.

**HOT COFFEE, HOT CHOCOLATE & DONUTS WILL BE
AVAILABLE ON SITE**

FREE PARKING

**FOR MORE INFORMATION CALL Art Ashenden @:
480-314-0064**

The Arizona Modeler Aviator's flying site, *Superstition Airpark*, is at Usery Park near Apache Junction, AZ. Follow Route 60 until Signal Butte exit, go north until Brown Rd. then turn right. At Meridian (1 mile) turn left, then 1/2 mile past the Rodeo grounds to Levee Dr. Turn left to enter the club field. Look for the signs.



VIDEOS and Websites Links

Click on to view video, website

MAYNARD HILL **Model Aviation History**

<http://aerospaceindustrynews.webs.com/maynardhill.htm>

MAYNARD HILL VIDEO **4:56**

<http://www.youtube.com/watch?v=6KEIq76JE7o>

MAYNARD HILL **Another WEBSITE**

http://www.barnardmicrosystems.com/L4E_atlantic_crossing_II.htm

COPPERSTATE FLY IN **3:54**

<http://dakardaq.phanfare.com/5320725>

BOEING PHANTOM RAY **4:32**

<http://www.youtube.com/watch?v=7FBaryVzqys&feature=relmfu>

RC JET CRASH **4:40**

http://www.youtube.com/watch?feature=player_embedded&v=ZL7upK2kUqQ



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 *Lanier R/C Models* that we feel that young and old SVF members will enjoy.

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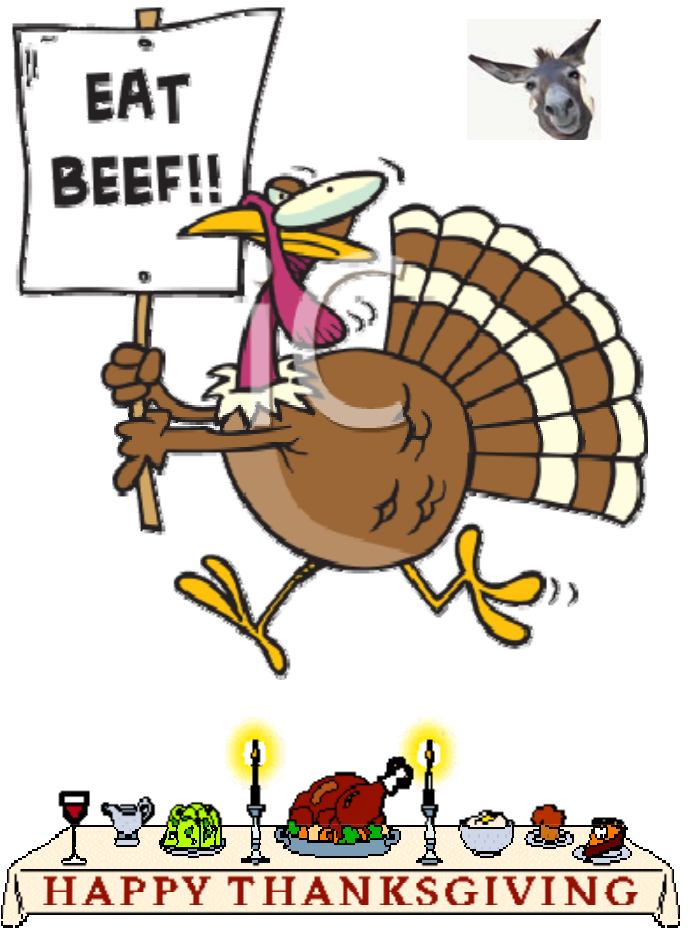
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4240 West Bell Rd. 602-547-1828 Glendale
M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

Next month Issue

Will be the December Slow Roll and we hope to have a lot of photos from the Turkey Fly In event. Come on out, and help a good cause

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

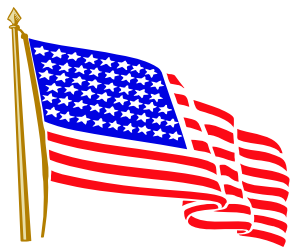
AZ49ER@COX.NET

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

This Month Issue

The paving of the field, the OEAF, and coming this month the TURKEY FLY IN for Electrics only. Come on out for a good cause.

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
Bruce Bretschneider, Secretary

Walt Freese,
Website Supervisor

*Please check your
Membership list for
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