



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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



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B'Days & Treasurer ReportHave a Safe Labor Day.....**MANY GREAT VIDEOS**.....**Much more, enjoy**
SVF MEETING September 7, 2011



THE PRESIDENTS CHANNEL

Frank Moskowitz

SEPTEMBER 2011 SLOW ROLL PRESIDENTS LETTER

Welcome to the September Slow Roll.

The weather will soon be cooling down and that means more of us flying at the field.

You might want to brush up on your safety and field rules. Just recently we had a serious accident. Some of the following comments are from John Wolcott who was one of the many members that assisted in attending to this member's wounds: *"One of our members mistakenly tried to stop his plane as it approached him, taxiing back to the flight station. The plane was taxiing a little fast as the pilot took action to stop the plane from rolling to the fence, or worse yet, pits. As it usually occurs in accidents, the following events happened extremely fast. Excuse any inaccuracies in this story; this is just what I remember of the events as they happened. It seemed that as the pilot reached down to grab the wing the throttle increased. This caused the plane to spin around and strike the pilot in the leg. I saw the pilot limping away from the plane, and I could see some blood on his leg, but at a quick glance it did not look bad and I was relieved that what could have been a very bad injury was not"*

Lesson Learned *It was a bad injury!---* ***"Small planes can cause life threatening injuries. When lacerations, blood loss and shock can occur – death can occur and it needs to be taken care of appropriately, professionally, and immediately"***.

Our safety officer Ken Justice is out on patrol during the week and on weekends. Ken is quite good at finding infractions to our rules. The ultimate goal of course is to keep you safe from injuries. We all tend to get lax and sometimes need a gentle reminder about the proper safe way to have fun flying. Thank you Ken for your diligence in trying to keep our members injury free. Our newly revised safety/field rules can be found on our website www.sunvalleyfliers.com under the link called "SVF Field Rules" located on the left side of the home page.

We are still seeking donations towards the asphalt covering from the south side of the runway to the underside of our Ramada. This will enhance our safety and ease of rolling our larger aircraft from the pits to the flight stations. Please contact any board member if you would like more information regarding this.

I hope to see some more members at our next club meeting **Wednesday September 7th at 7:00 pm**. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Lots of great food and a smoke free environment. The Club meetings get better every month. We will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it.

Have fun out there!

Frank Moskowitz

President

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





Sun Valley Fliers Club Meeting Minutes
Date, August 3, 2011

The meeting was called to order at 7:06 PM by President Frank Moskowitz and there were approximately 30 members in attendance.

Guests: Roger Miller, Mrs. Julie Burns, and Conner Burns were welcomed to the meeting.

New Members: Welcome to returning member **Jim Ball** who first joined the SVF in the 1980's and has been a member off and on since.

New Students: Vice-President and instructor **John Geyer** has one new student that he is working with.

New Solo Pilots: None

Secretary's Report: **Bruce Bretschneider** is on vacation, and there was no membership meeting last month, so there were no minutes to report.

Treasurer's Report: **Gene Peterson** indicated the Treasurer's report had been published in the Slow Roll, and it was moved, seconded and approved to accept it as published.

Safety Report: **Ken Justice** was not present, but there were no known safety issues to report beyond what was mentioned in the Slow Roll.

Old Business:

1. **Vice-President John Geyer** reported that about 201 members had signed the written rule change agreement and had been issued gate keys to the flying site. There are about 100 more members that still need to sign and get their key, but many of these appear to be winter visitors that are out of town at this time, or they are likely inactive flyers.
2. New SVF Field and Safety Rule signs have been fabricated which include the requirements for a spotter and the altitude limitation components, and **Mike Peck** will install them at the field by the end of the weekend.

New Business:

1. The Sun Valley Fliers and the One Eighth Air Force will co-host the One Eighth Air Force Scale Fly-In at the SVF field on October 27th & 28th 2011.
2. The Sun Valley Fliers will host their annual charity Electric Fly-In in November this year. **John Geyer** is to get the dates finalized and contact **Tony Quist**, the SVF CAMAC representative, to get them added to the CAMAC calendar.
3. **The Board of Directors is looking into developing an asphalt paving project that would provide new asphalt pavement between all five existing flight stations from the runway down the dirt sloped berm in a roughly pie-shaped wedge, to & including the space underneath the ramada terminating at the south line of posts at the back of the Ramada. This project was member proposed, and we have pledges from some anonymous members to substantially help with the cost of contracting the project. The next step is to request written permission to do the project from the City and the County Flood Control District, in accordance with our Letter of Agreement to use the field. Other members who would like to pledge funds so that the cost to our treasury is kept low may do so by contacting any Board member. If we get permission from the City and County, this project should stop the erosion of the berm each time we get rain, provide a clean and smooth pit area, and provide a stable footing base under the Ramada.**

Sun Valley Fliers Club Meeting Minutes
Date, August 3, 2011

4. Community Affairs: John Geyer reported that nothing is going on right now with the summer time heat, but as fall approaches, we will once again be contacting community groups such as the Scouts to arrange introduction to r/c modeling events.
5. The Board of Directors has agreed to provide an electric power feed line from the generator to the helicopter ramada. Most required materials except for the conduit, line and trenching equipment are already available. President Frank Moskowitz will be heading up that project.

Door Prize Winners:

Ken Melbye - fuel **Bob Bayless** - fuel **Pete Dickinson** - fuel **John Olejniczak** - fuel

50/50 Winner: **Frank Moskowitz** won **\$55.00**. Congratulations, Frank.

Show & Tell:

1. **Wayne Layne** brought a gorgeous 1/5th scale Fly Eagle F-16 jet to the meeting equipped with a Behotec BF-300 turbine. The airplane was finished with a Tiger paint scheme and featured some very interesting new static discharge technology.
2. **Bernie Frank**, of Frank's Hobby House, mentioned that Horizon Hobbies was in process of releasing a whole new line of electric aircraft.

Adjournment: The meeting was adjourned at 7:48 PM by President Moskowitz.

Respectfully submitted,

Michael Peck

for Bruce Bretschneider, Secretary



History on Model Aviation

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

\$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report September 2011



Maybe the heat wave will be out by the time you read this but August sure was hot. Better flying days are here soon.

If you have been to the field lately you may have noticed that we have some more chairs around the Ramada area. We now have 30 chairs and for the most part have destroyed most of the old ones that had been collected over the years. There are still a few steel ones that are in good repair and are safe to sit on. Thanks for your help in keeping these chairs in good condition. They are very resilient to the sun so taking them to the flight line for your spotter is not a problem.

Let me know if any issues arise regarding the chairs.

Fall Events to get on your calendar.....

One Eight Air Force Fly In.....October 21-23.

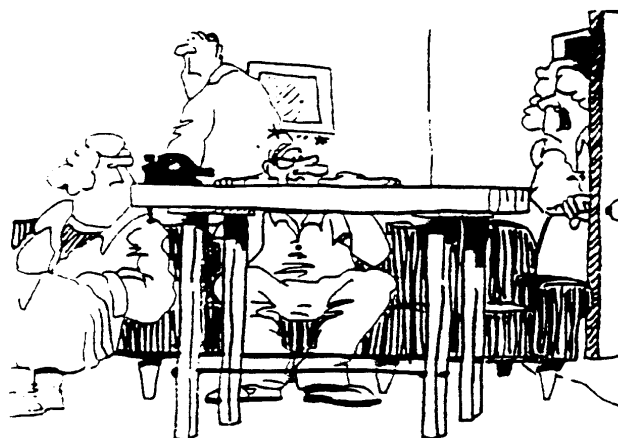
Electric Fun Fly.....November 10.

Get out there and FLY.....

Regards, *Gene Peterson, Treasurer*

SEPTEMBER 2011 SVF BirthDay Boys

First name	Last name	Member type	Dob
Craig	Early	Regular	09/01/1954
Paul	Nelson	Regular	09/01/1965
Jon	Bowers	Regular	09/03/1943
William	Jenkins	Regular	09/03/1964
Dave	Uhlving	Regular	09/03/1953
Ronald	Petterec	Regular	09/05/1945
Jim	McGrath	Senior	09/08/1937
Gene	Peterson	Senior	09/08/1942
Arthur	Gambino	Regular	09/08/1958
Rick	Baker	Regular	09/09/1949
Brad	Beedy	Regular	09/11/1976
Ray	Przybylski	Regular	09/12/1947
Kriss	Trunkett	Regular	09/13/1964
Robert	Acton	Regular	09/13/1958
Dan	Valentine	Regular	09/13/1955
Bryant	Mack	Junior	09/14/1997
George	Henzel	Senior	09/17/1940
Stephen	Myers	Senior	09/21/1946
Gary	Gregory	Regular	09/22/1945
Debin	Ray	Regular	09/22/1982
Charles	Brooks	Senior	09/23/1938
John	Lowther	Regular	09/23/1953
Chris	Kasprowicz	Regular	09/23/1977
John	Neilson	Senior	09/25/1936
Carl	Gotch	Senior	09/28/1934
Derek	Micko	Regular	09/30/1976



"The doctor will now see the gentleman who glued his hands to his workbench".



"Tell you what, son... just to be fair about this, I'll help you move your stuff out to the garage."

SVF SAFETY CORNER *Ken, Safety Officer*

This month I wanted to be sure that everyone is again "thinking safety", especially since an SVF Club Member had an unfortunate "accident" on Sunday August 21st. Everyone thinks that it cannot happen to them...but it can, and it does! Our member certainly didn't start out his Sunday morning with the intent of being injured doing something we all love to do. He was critically injured with severe lacerations to his left leg in the calf area. It was a severe physical injury that he will be recuperating from for a long time. As I was taught at Embry Riddle's Aircraft Accident Investigator's courses, what we read about an "accident" in the paper, on the web or see on TV is a series of small events that can, unfortunately, culminate in an "accident". Most of the time, we find that if we follow certain established procedures, these "accidents" won't happen. Could these procedures have kept that "accident" from happening on that Sunday morning? The Member's aircraft would not idle down properly so it came into the flight station a "little hot" or fast. He didn't or couldn't shut down the engine and instead of it going into the safety chain-link fencing, he tried to intervene and his RC aircraft spun around resulting in the prop trying to climb his leg as the prop sliced into his calf muscles several times!

So did this "accident" start with something mechanically that was overlooked on a "pre-flight" or "post-flight" inspection? Was the aircraft taxiing way too fast because of a high idle that prevented the aircraft's engine from being shut down while it was taxiing on the runway? I am not trying to "Monday Morning Quarterback" this unfortunate "accident". Instead, I am trying to get everyone to think about what they do before they arrive at the field, while they are at the field and later when they have their aircraft back at home in their garage. Being prepared can help avoid an "accident". I am not saying to taxi a fast moving RC aircraft into the chain-link fence is the safest thing to do. A fragmented, detached prop flying thru the air, around other's flying and observing would indeed be dangerous! Instead, maybe keep the aircraft on the taxi-way and continue to try to shut down the engine and if you are unable to, allow the aircraft to taxi off the end of the runway into a sage bush, away from everyone. A prop can always be replaced, a wing leading edge re-covered. But we need to "think safety", anytime we are around these "circular saws", whether at home or at the field. Equipment can fail like a gear in a servo. We all know there are risks in this hobby. But let's minimize these risks by being prepared with routinely involving procedures that might help to safely fly our beloved "toys". This includes thinking thru "what-ifs". That's what we do while training and flying full-scale aircraft. Let's do it in the RC Aircraft hobby as well.

The other item is the "Teamwork" that went into action when this "accident" occurred. The "accident" happened at 9:26 a.m. when the prop struck our member's leg. Several people sprang into action. I am not going to mention names, as we all just did what most would do...taking care of the injured. We stayed calm, called 911, two members went to the gate to let emergency personnel in and the EMTs arrived in their fire truck behind the Ramada at 9:33...just 7 minutes after the "accident" happened. Quick actions by some kept our member seated, the injured leg propped up to be above his heart, applying compression to his lacerations to stop the bleeding, keeping him calm and an umbrella over his head. We briefed the EMTs, they changed out the towels and tape for a bandage and we waited for the Fire Department ambulance to arrive. A call was placed to his better half and the ambulance left the field at 9:58. Our member's injuries resulted in skin grafts being done on the following Tuesday and he was released from the hospital on Friday evening. Our thoughts and prayers are with him daily. A Big Thank You to all who assisted after our member's "accident".

I really don't like writing about this sort of thing. It somehow casts a gloomy spell over things that should otherwise simply be nothing more than a FUN hobby! Unfortunately, reality must prevail and we, and that's all of us, must do our utmost to prevent accidents before they happen. Hopefully, we can all learn from this "accident". And remember, there are reasons why we insist on our members not flying alone. Had this member been alone, he probably would not be here with his family and his fellow RC friends now!

That's it for me this month. If you follow basic safety guidelines and use common sense, your flying experience can be and should be a wonderful one. Remember to respect those around you, follow the rules of the field, and make sure you totally understand the operation of your RC Aircraft... and that you and your aircraft have been "pre-flighted" before each flight during our Arizona summer heat! Speaking of heat, Labor Day is here...so hopefully some cooler weather is around the corner in October. This means more of us at the field so "Think Safety"!
Safety is everyone's responsibility!



Altitude and Model Flight Procedures

The Sun Valley Fliers Club Field is located in Class "D" Airspace. This puts our flying area under the control of the Deer Valley Airport Tower. Recently our field has experienced some unfortunate incidents involving full-scale aircraft. Because of these your SVF Board of Directors has decided to comply with FAA Advisory Circular 91-57, which basically states that you will not fly a model aircraft higher than approximately 400 feet above the surface. Therefore, we have instituted the following new safety rules for flying at our field:

400 Foot Elevation Procedures

All SVF members and guests will not fly a model aircraft higher than approximately 400 feet above the surface.

All SVF members and guests are required to fly with a Spotter. The exception will be Park Flyer Models and Helicopters.

Occasionally a full size aircraft will fly overhead. As a safety precaution, we will always exercise the "**SEE & AVOID**" rule. This means to lower the altitude of your aircraft below the 400' limit safely and immediately. Your Caller and/or Spotter should always be on the alert for approaching aircraft

Occasionally a model's maneuver or aerobatic flight may require a higher altitude than the limit of 400 feet specifies. In this instance, complete the maneuver and bring aircraft back down to the normal flight levels. This procedure is superseded by the approach of any full size aircraft.

Spotter Rule Enforcement

It is very important that a spotter informs the pilot of a model aircraft about any full scale aircraft that can see us. It doesn't matter if it is flying over our field or adjacent. We have to stay down if a full scale aircraft is anywhere near us. The full scale aircraft has no idea where the RC plane is going.

To avoid a nonchalant attitude to this new rule, enforcement will be required.

The first infraction of the new spotter rule would result in an immediate one day suspension of flying privileges. A second infraction would result in a 30 day suspension (reviewed by the board) and a third offense would be loss of membership (reviewed by the board).

We will require all members to sign this letter stating that you read and agree to these new rules. Once signed and returned to a board member, you will receive a new gate key. We will remove the combination lock from the gate in favor of a key lock system.

I agree to abide by the above in addition to all the rules and regulations of the Sun Valley Fliers.

Signature_____

Date_____

Printed Name_____

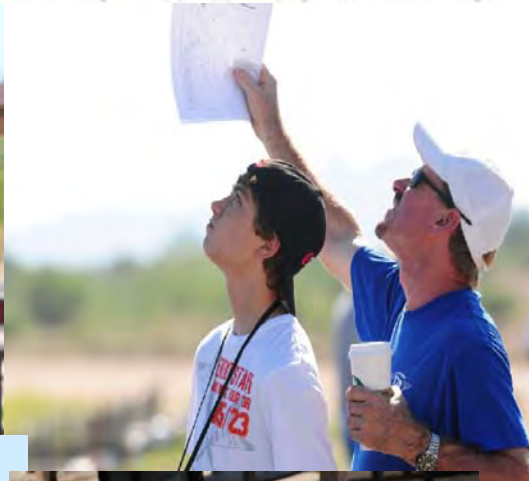
AMA#_____

SVF MEMBERS PAGE

Photos by SVF Members



Bud Tillack
May 26, 1930
June 30, 2011



SVF MEMBERS PAGE

Photos by SVF Members



History of Dick McCoy (1907-2005)



The company McCoy Products Co of Culver City, California, a west-side satellite community of greater Los Angeles, is inseparably linked with the legendary Dick McCoy, whose name surely needs no introduction to most model engine enthusiasts. A biography of Dick McCoy was published in issue number 103 of the [Engine Collector's Journal](#), December 1992. For this, we must thank ECJ Editor and Publisher, [Tim Dannels](#). Tim's work was used in preparing this Tribute Page.

Damon L. McCoy, always known as "Dick", was born on June 9th, 1907 in Orleans, Indiana. His family moved to Walnut, California in 1918 where Dick's father worked on a ranch for 5 years before moving to Pomona, California (27 miles to the east of Los Angeles) to work as a bus driver. Dick attended La Puente High School in Pomona, graduating in 1925 at age 18. After graduation, Dick held a number of different jobs, initially with the same bus company that his father drove for and then with Pomona Pumps before returning once more to the bus company to work as a mechanic. Later still, the family moved to Los Angeles for a time before deciding that the big city life wasn't for them and returning to Pomona. Dick's father opened a gas station in Pomona, at which Dick worked as a mechanic.

In 1937 at the age of 30, Dick started working as a lathe operator at the H.W. Loud Machine Shop in Pomona. At the time this was a small 17 employee operation which manufactured tooling for the oil industry as well as aircraft parts for customers such as Lockheed, Douglas and Boeing among others. The business soon began to grow, at which point Dick was promoted to night foreman and later to chief of quality control. He was to remain with Loud's for almost 20 years.

It was during the latter half of the 1930's that Dick cemented his lifelong connection with model engines. It may surprise some readers to learn that Dick was never personally involved to any significant degree with model aircraft—he was almost exclusively a model car enthusiast. His only recorded venture into aeromodelling came in 1939 when at the age of 32 he built a free flight model powered by an Ohlsson 23. In Dick's own words, it was a disaster and thereafter he decided to keep his wheels firmly on the ground by concentrating solely on cars.

Prior to this unhappy experience, Dick had already begun racing model cars using Atwood and Super Cyclone engines. However, he observed that none of the engines then available were designed specifically with model car use in mind, and he formed the idea that he could do better. This led him to begin experimenting with his own ideas on model engine design, and by the end of 1941 he had developed his own .60 cuin racing engine, with which he began to win a lot of races.

Naturally, other enthusiasts quickly formed a desire to acquire their own examples of the all-conquering McCoy engines and cars, and Dick managed to produce around 35 examples of this design. However, with a bit of a war getting going (the USA having become engaged in World War 2 in December 1941), other matters soon claimed the attention of most of the model car racing fraternity.

Dick was no exception to this—he was of course fully committed to defense production at Loud's during the wartime period. In fact, he actually took on an extra after-hours job in Pomona in 1942, spending his evenings training both men and women to work as machinists for the war effort. This took up an extra three hours each night at \$2.50 per hour, but this was really good money because Dick was apparently only earning \$0.75 per hour at Louds!

The success of Dick's pre-war efforts with his .60 cu inch racing engine had not gone unnoticed. Fred Schott of the Duro-matic Products Company in Hollywood, California, had looked at this engine and liked what he saw. Duro-Matic had got its start of making welding torches but diversified into more general production for the war effort during WW2. Schott looked ahead to the day when the war would end and anticipated a big demand for Dick's race-winning engine at that time. He protected his interest by signing an agreement with Dick to manufacture his engines and cars following the conclusion of hostilities.

Dick McCoy

Fred Schott wasn't the only person interested in Dick's designs—he was also approached by Ray Snow, the designer and manufacturer of the Hornet racing engines from Fresno, California. The Hornet was the only contemporary motor that could give Dick's own designs a run for their money, and Ray wanted Dick to team up with him in a manufacturing venture to produce the world's fastest model racing engines. The idea appealed to Dick, but Fred Schott informed him that such a partnership would constitute a violation of his prior agreement with Duro-matic. Accordingly, Dick had to decline Ray Snow's overtures, and the post-war McCoy engines were manufactured by Duro-matic in accordance with the prior agreement.

However, Dick didn't lose by this, although Ray Snow may well have done. Following the conclusion of the war, the management at Duro-matic was strengthened by the arrival of Charles D. Miller as General Manager, and the company's first model product was the McCoy race car, sold without engine. At the time, the Hornet was still the most popular race car engine, but Dick specifically designed the first post-war McCoy 60 model for use in the Duro-matic racer as an alternative to the Hornet. This was a very successful approach, and Duro-matic were soon turning out 250 engines per day, eventually driving Ray Snow out of the model engine business.

The business arrangement with Fred Schott and Charles Miller, who succeeded Schott as Duro-matic President in 1947, proved to be a durable one, lasting for over 25 years and continuing through the mid-1950's acquisition of the Duro-matic Products Company by the Testor Manufacturing Corporation right up to the early 1970's. During this time, Dick McCoy was awarded 16 patents for his engines and cars. He continued working as a design consultant for the McCoy engines long after the acquisition by Testor, carrying on until 1971 when the introduction of the Series 21 McCoy models against Dick's recommendation (he thought that they ran well but were too heavy) effectively ended this long-standing arrangement.

It's an interesting fact that Dick was never at any time an actual employee of the Duro-matic company or of the successor Testor Corporation. He lent his name to the engines and served as their engine designer and production advisor, being paid pro rata for his services as they were provided, but was not directly involved in their manufacturing activities. His full-time job until 1956 remained with Loud's, which had by then been reorganized as the HW Loud Machine Works Inc and had grown to over 1000 employees and a number of branch plants. At the time of his 1956 departure from their employ at the age of 49 years, Dick had no fewer than 50 inspectors working under him!

After leaving Loud's, Dick worked with a small precision engineering company called C&H Products which had been started in 1953 by his sons Carl and Harold, operating from a machine shop in the basement at home. When Carl and Harold went into the Navy for two years in 1956, Dick retired from Loud's to keep C&H Products going during his sons' absence. The company was re-incorporated as C&H Inc after Carl and Harold completed their Navy service. It eventually grew into one of the world's largest glow-plug manufacturing concerns in addition to manufacturing a variety of engine parts for others under contract. Dick established his own machine shop at home and remained active into his 90's, finally passing away on December 30th, 2005 at the grand old age of 98 years.

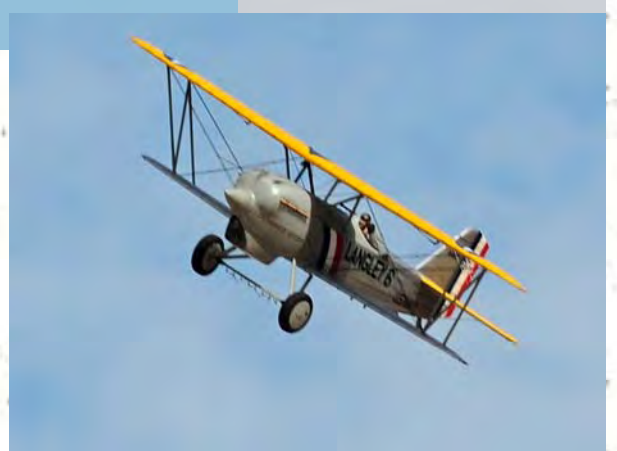
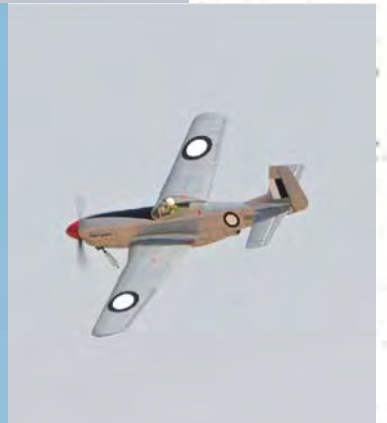


SVF MEMBERS PAGE

Photos by SVF Members



What's not right here??



SVF MEMBERS PAGE

Photos by SVF Members



Thanks Dan Smith



Parts for sale??



Barry Hinrichs

ON THE SAFE SIDE

With Great Power Comes Great Responsibility

By Jim Tiller, Insider Safety Column Editor

In my first issue as the safety editor for the Insider publication, I visited the issue of instructions, or lack of them, in many of the model kits offered on the market. Now I feel the need to talk about it again.

It has come to my attention that a few of the manufacturers of the large specialty airplanes are not offering any kind of instructions in some of the larger and more sophisticated kits. The rationale is this: if you are in the market for these large, specialty airplanes, you should know how to put them together.

My first reaction is to say it is just another symptom of the manufacturers shirking what I consider a basic, yet critical, responsibility. After lengthy discussion with my modeling community, I am beginning to change my mind.

To clear my thinking on weighty issues, I often try to find an analogy in an unrelated field. In this case, I thought of a similar situation in the car-racing world. If I bought a chassis for a race car, would it come with instructions? Probably it would not. I would assume that the buyer has the experience and knowledge to build a race car and would make careful decisions about what motor, suspension, tires, and wheels he would use. The assembled product would be the result of the accumulated knowledge and skill of the builder—and his consultants in the racing community.

Does this analogy carry over to a person who buys a 100cc-size RC ARF? I think so. The airframe is only one part of the total product. The flier must select the engine, radio, and servos that will meet the needs of the whole aircraft and the way he intends to fly it. Similarly, it would be the result of his accumulated knowledge and skill that would result in the finished product. It is largely his effort and choices that make the airplane a good flyer or a poor one, a safe one or a dangerous one.

If the manufacturer is not responsible for the assembly instructions, then who is? Once again let's look at the race car analogy. The race car builder should have read "Race Cars 101" and spent some time working under the tutelage of another builder. I'm sure, like any other enthusiast, he has also spent a lot of time talking race cars with his racing friends. In other words, he has paid his dues and done his homework.

The same would hold true for our big airplane builder. We would assume that by the time he reaches out for the 100cc or larger airplane he has built a few others along the way. He has read "Big Plane 101" and he, most certainly, has spent hours hangar-talking with his flying buddies.

If we assume that I have made a valid argument (and I'm admitting that's a big "if") a more important thought is where do you get the proper knowledge and instruction? This is the crux of the question as it applies to this safety column.

The Internet. A few years ago, the obvious answer would have been books and magazines. They are still important, but we all agree, the Internet is the world's biggest encyclopedia. Google any topic—no matter how specific—and you are guaranteed about a 100 returns. There is a ton of information out there. Don't forget the Internet has video as well as written information. I find a good YouTube video is often my best source for tutorials on many topics. I know there are some that argue they either cannot or will not use the Internet. That's your choice, but if it is, it is a poor one.

A bigger problem is whether or not the information you glean from the big cloud in the electronic sky is accurate or reliable. The only advice you get here is the advice I give everyone about electronic media. You have to be a skeptical reader. I tell people I make my political decisions by watching both Fox News and MSNBC. After I hear these two sources report the "news," I figure the truth is somewhere in the middle.

Consultants. This is where the kit vendors and distributors are a resource. The manufacturer is certainly the ultimate authority on its products. Most are more than happy to provide advice and clarification to their buyers. Other sources would be column editors in magazines, e-zines, and forums. Many vendors also allow their buyers to add their own review of the product. These are often helpful. ➡

Your aeromodeling community. We are all asked why we belong to the AMA. The most common answer is the insurance. My answer has always been: the modeling community. I consider this my greatest resource. I have found my flying friends have a wealth of empirical knowledge and they freely pass it on to me. I am always amazed at their generosity—and am in their debt. What makes this information so much more valuable than any other I get is that I trust them. In Hillary Clinton's words, "It takes a village," and these modelers are definitely my village.

Should the manufacturers offer more in the way of written instructions? I think so. But I am of a generation who grew up reading instructions, books, and magazines. The world now has a million ways to access information.

As Spiderman says, "With great power comes great responsibility." It is ultimately our own responsibility to build and fly safely. We can't abrogate that. I remember talking to a flight engineer that who on B-17s during World War II. He said he was asked by a reporter if he trusted Boeing airplanes. He said "No, I trust my crew to get me back home. I know Boeing builds good airplanes." I think that's good advice. We have to trust ourselves—and build good, safe airplanes.

I welcome your input on this subject. I think it is an important one. Send me your own views and I will include them in a future column.

Had to fill this spot.

I came across this website and thought it would be of interest. *Editor*



AMERICAN MINATURE RACING CAR ASSOCIATION

<http://www.amrca.com/>

VIDEOS: Check out the Vintage videos

CHINO VALLEY MODEL AVIATORS



STEVE CROWE
AMERICAN EAGLE SQUADRON 133
Battle of Britain CVMA Fun Fly



SEPTEMBER 9, 10 & 11, 2011



**CHINO VALLEY MODEL AVIATORS
ANNUAL FUN FLY
Chino Valley, Arizona**



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www.chinovalleymodelaviators.com

Calling all RC pilots, come have a great time. We will have Park Zone electric T-28 Pylon races and a combat session with small foam creations. Bring your scale electric, fuel, EDF or turbine aircraft, helicopters are welcome (no gliders).

Lots of vendors will be there too.

Contact: ricnich@msn.com





ONE EIGHTH AIR FORCE

FALL SCALE FLY-IN

**OCTOBER 22 AND 23, 2011
SUN VALLEY FLIERS CLUB FIELD
CAVE BUTTES PARK IN PHOENIX, AZ
CAVE CREEK RD. AND JOMAX RD.**

**A GOOD TIME FOR EVERYONE
SATURDAY NIGHT DINNER AT THE FIELD
OEAFF'S UNIQUE AWARDS IN MANY CATEGORIES**

ALL TYPES OF SCALE MODELS WELCOME

REGISTRATION STARTS SATURDAY AT 0730 HRS

AMA REQUIRED AMA SANCTION #11-1841

HARD 400 FOOT CEILING! 100db LIMIT! NO 3D FLYING!

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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

Yak 130 RusJet 3:59
http://www.youtube.com/watch?v=-HK1LrvRx0E&feature=player_embedded
JET MASTERS July 28 4:56
<http://www.youtube.com/watch?v=N27IOXrmApA&feature=related>
JWM INTRO 9:53
<http://www.youtube.com/watch?v=QgBx7i8ByMI&feature=related>
JWM SR71 9:59
<http://www.youtube.com/watch?v=6DQR5xrbIVo&feature=related>
JWM JULY 31 4:03
<http://www.youtube.com/watch?v=zUMjaJjrs7s&feature=related>
JWM JUL29 3:22
http://www.youtube.com/watch?v=jC_RCvsvRTs&feature=related
JWM JULY 26 After storm 1:07
http://www.youtube.com/watch?v=C4_pKL2g9iA&feature=related
JWM JULY 24 The storm 2:15
<http://www.youtube.com/watch?v=Fx4pG674FV4&feature=related>
JWM JULY 28 4:55
<http://www.youtube.com/watch?v=N27IOXrmApA&feature=related>
JWM JULY 30 DAILY 3:41
<http://www.youtube.com/watch?v=tb0N5aX1Gh4&feature=related>
JWM Prep, practice 6:04
<http://www.youtube.com/watch?v=WoLKqzGvvVs&feature=related>
JWM AUGUST 2 Daily 3:22
<http://www.youtube.com/watch?v=PJStuli8WBc>
JWM Misc., 4 Sale, p-51 7:06
<http://www.youtube.com/watch?v=NfGp3E9HgKc&feature=related>
JWM July 27 Opening 3:15
<http://www.youtube.com/watch?v=A1IhuHw1ybU&feature=related???>
Airship ride 8:04
<http://www.youtube.com/watch?v=PjTz9YH6Gpg&feature=email>
Airventure 2011 4:06
<http://www.twaseniorsclub.org/Oshkosh.html>
VJ Day, Honolulu Hawaii, August 14, 1945 3:34
<http://vimeo.com/5645171>
Jetman over Grand Canyon 5:33
<http://timetosignoff.com/video/?id=16545>
Ode to Joyous Flight HD 4:49
http://www.youtube.com/watch?v=T_VtgDfL3Eg&feature=related
Heli Landing on ship 2:25
<http://www.prismdefence.com.au/index.htm>



SVF Website Buy & Sell items. NEW ITEMS

<http://sunvalleyfliers.com/classifieds/classifieds.htm>



My thanks to those who passed this info on.



Labor Day



FRANK'S Hobby House

12008 N. 32 ST. M, T, F. 10-6
Th 10-7
PHOENIX, AZ. 85028 SAT. 10-5
602-992-3495 Closed Wed & Sunday
FAX 602-788-3440

HOBBY BENCH™ COMPLETE HOBBY & CRAFT CENTER

8058 N. 19th Ave. 602-995-1755 Phoenix
M-F 9:30-8PM, SAT 9:30-6PM 11-5PM
4240 West Bell Rd. 602-547-1828 Glendale
M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

Next month Issue

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

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

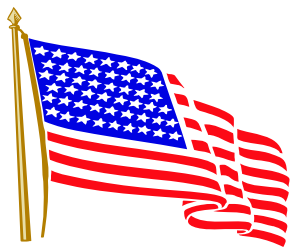
AZ49ER@COX.NET

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

This Month Issue

The Event flyers are out so get your aircraft ready for those events. Hope we get cool weather soon.

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

Club Officers 2011-2012

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

Walt Freese,
Website Supervisor

*Please check your
Membership list for
Phone numbers.*



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