THE SLOW ROLL

DECEMBER 2012

CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Jim McEwen
Editor—Bob Purdy K9JNB
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The Slow Roll is published by the Sun Valley Fliers By and for its membership to all others interested in the building and flying of radio control aircraft

IMAA Chapter 782

Inside this issue: Cover Photo by Joe Balabon of John Deacon de Havilland Dragon Rapide…….. Turkey Fly in photos…Drone Pilots....Covering…Epoxy…..X-47B...SVF members Photos…….Videos... …..Starter Scale……Fly Alone??…….Lake Havasu Photos ……Jet Rally…..Benqist Flies....Prez report…… Minutes…… B'Days & Treasurer Report ……..*MANY GREAT FANTASTIC VIDEOS……..Much more, enjoy*

SVF Meeting December 5 @ 7PM

NO January 2013 Slow Roll

THE PRESIDENTS CHANNEL

Frank Moskowitz

December Slow Roll Presidents Letter

Welcome to the December 2012 Slow Roll. It's time to reflect on the past year and think ahead to next year.

So, I will take this opportunity to do a little reflecting on 2012. First of all, I want to thank all of the members of the Club. We had a great year of flying and FUN. We welcomed many new Club members and they have become friends. Our membership is very active and we shared many hours of flying, instruction and great conversation. We continued to make improvements to our field. Our most valuable improvement is our entire member's awareness regarding altitude and having a spotter at your side at all times. Our new five year use agreement is signed allowing us to continue using the property until December 2017. We renew each five years. I'm positive that Sun Valley Fliers Club will become the premier flying club in the US. 2012 was a year I will remember for the great contributions of our elected officials and board members and the many members that gave their time and finances unselfishly. I thank you all very much!

For those of you that haven't attended a club meeting in a while, December is the time to start. Please join us for the December 5th club meeting. Our show-n-tell is always exciting to watch. We will have many raffle prizes and the 50/50 could make you very happy $$$. You never know what might happen, and you don't want to miss it. Meetings start at 7:00 pm. Remember that you can purchase food prior to our meeting. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

I would like to close this month's article by wishing all a wonderful holiday season. Whatever holiday you celebrate, may it be filled with good health and happiness and the promise of a great new year. Enjoy your Holidays and start your projects for next year's fun.

Have fun out there!

Frank Moskowitz President

SVF MEETING DECEMBER 5, 2012 @ 7PM

Starter Scale 1-Day Contest

Hosted by the Sun Valley Fliers

Saturday December 1, 2012 8AM Registration

This is a teaching event for **newcomers** to scale contests. Pilots having flown in USSMA Expert, Team, or Advanced classes and pilots who have placed 1st, 2nd, or 3rd in any judged scale flying contest not eligible. Only one class, the new Pro/Am Sportsman Class will be flown.

Built-up models, ARC's, ARF's, gas, glow, electrics, turbines welcome.

Documentation Needed: Only ONE picture, artist's rendition, or box top artwork of the full scale airplane that is modelled. Colors & markings of the model need not match the picture. Model must be of a real aircraft.

Flight Maneuvers: Take-off, fly-past, one horizontal circle, landing, and flight realism are **mandatory**, plus five other maneuvers of the pilot's choice. Help will be available in choosing the other maneuvers.

Entry Fee: $20.00 **Cash Prizes** for 1st, 2nd, & 3rd places from entry fees (after expenses). Come & learn to fly in front of judges without pressure.

Contest Director: Michael Peck: 623-853-3600 for more information.

SVF Field will be closed to normal flying until the end of the Contest

Editor Note: Again there will be no January 2013 SR

Sun Valley Fliers Club Meeting Minutes
Date, November 7, 2012

The meeting was called to order at 7:04pm by **Frank Moskowitz**. There were 37 members in attendance. Frank introduced **Mike Smith** who is our newest board member and the other members of the executive and board of directors.

Guests:

- **Bill, William, and Shawn Marhevka**

New Members:

- **Peter Boland, Dennis Carrier**

New Solo Pilots:

- None

Secretary's Report – **Jim McEwen**

- The minutes of the October meeting were accepted as published in the Slow Roll.

Treasurer's Report - Gene Peterson

- Gene was absent from the meeting so Frank did the report as follows:
    - "We have money. We do have money! We have 105 paid members plus we got a few more tonight so that makes 107. This would be out of about 300 so we've got a slow start but it's coming in. I can act as Treasurer tonight if you want to pay me!"
- Frank confirmed that a plastic holder for your AMA card is being sent out with the membership. You are encouraged to wear it to identify yourself as a club member at the field. If you are on 72MHz, just make a photocopy of your card so you have one to wear and another copy for the transmitter board.
- We have renewed our lease. Please make sure that you keep the gate locked.
- The October report was accepted as published in the Slow Roll.

Safety Officer Report - Ken Justice/Frank Seminara

- Ken reported that there have been a couple of incidents that have been recently discussed. Please be careful and diligent. Frank reported that everything has been OK.
- Wayne asked when we will implement the pilots all standing in the center. Frank/John replied that we can start this anytime. Frank wants to see it in action before we adopt it as policy.

Old Business:

- The Turkey Fly-In is this Saturday (usually goes until about 1pm). Electric only and if you want to fly you have to sign up. You can fly gas/glow after the event closes (after 1pm).
- **Mike Peck** is submitting the paperwork for the engine test area (to the east or west of the ramada) with the county.

New Business:

- We have a five year renewal on our lease. Their eight year plan has nothing on the books so we are looking pretty secure.
- **Ron Thomas** purchased ten chairs for the pit area. Thanks Ron.
- Gene is submitting the list of events for the CAMAC calendar.
- **Mike Peck** is planning to do the starter scale event on Saturday Dec 1st, 2012 starting at 8am. The event is for new scale competitors and the rule sheet will be added to the SVF web page. There will be cash prizes from the pooled $20 registration fees. It is expected that the field will remain open for all members during the event.

Community Awareness – **John Geyer**

- Nothing to report. The Turkey event this weekend will generate some revenue for the Boys and Girls Club of Phoenix.

Door Prize Winners:

- William Marhevka – gallon of fuel, Jerry Hedges – fuel, Ken Justice – fuel , Bruce Bretschneider – fuel

50/50 – Jay Steward

Show & Tell:

- None

The meeting adjourned at 7:36pm. Respectfully submitted, *Jim McEwen* - Secretary

$ TREASURERS REPORT $ with Gene Peterson

TREASURERS REPORT December/January

We have 158 Members renewed as of the end of November. Thanks to all who renewed early. Makes the job a lot easier. Last year for renewals, we lost 61 members that did not renew for 2012. Who knows why, but the economy, lost of job, lost interest in flying, moved, etc, etc……. Hope we do better this year.
139 to go. Get yours in whenever you can……

We have the Stickers In for your 2013 AMA card so we are mailing them out as we get renewals in. This year we are asking you wear your AMA card on your person with the SVF Sticker on it for identification. We have sent you a "AMA Card Holder" with your renewal receipt and your sticker. It's OK if you want to start using this "holder" now with your 2012 AMA card. Thanks for your help and cooperation in this.

Have a nice December/January flying and see you at the field.
Merry Christmas and Happy New Year to all and hope you get lots of planes and motors for Christmas.

Regards *Gene Peterson, Treasurer*

DECEMBER 2012 SVF BirthDay Boys

First name	Last name	Member type	Dob
Archie	Dicksion	Senior	12/02/1938
James	Osborn	Senior	12/05/1941
Louis	Bennett	Senior	12/09/1944
Joe	Carter	Regular	12/14/1956
Bernie	Frank	Inactive	12/15/1929
James	Talmadge	Regular	12/15/1949
Brad	Schrimsher	Regular	12/16/1962
Peter	Boland	Regular	12/17/1948
Stan	Von Drashek	Senior	12/18/1925
Dan	Bott	Regular	12/19/1948
Ronald	Topel	Senior	12/19/1937
Martin	Jones	Regular	12/19/1967
Jim	Schneck	Senior	12/20/1942
Joel	Lieberman	Senior	12/22/1937
Joseph	Giammarino	Regular	12/22/1962
Darren	Dugan	Regular	12/23/1968
MahendraBairagi		Regular	12/24/1973
Wayne	Frederick	Senior	12/25/1937
Robert	Kintz	Senior	12/25/1926
Allan	Flowers	Senior	12/27/1941
Russel	Gundlach	Regular	12/27/1968
Vincent	DiFabbio	Regular	12/29/1955
Gary	Schlegel	Regular	12/29/1949

JANUARY 2013 SVF BirthDay Boys

First name	Last name	Member type	Dob
John	McClelland	Regular	01/04/1950
Brett	Crowther	Regular	01/05/1973
Kenneth	Melbye	Senior	01/06/1948
Alexander	Vidales	Junior	01/11/1997
Kent	Story	Senior	01/13/1947
Norman	Pilcher	Senior	01/16/1940
Robert	Beaubien	Regular	01/17/1966
Vic	Pietkiewicz	Senior	01/18/1944
Bill	Reitz	Senior	01/26/1946
Carey	Dicksion	Regular	01/28/1965
Tony	Mastrangelo	Regular	01/30/1970

SVF 12th ANNUAL FLY IN

SVF 12th ANNUAL FLY IN

SVF 12th ANNUAL FLY IN


Howard Kennedy


Jack Dolan


Derek Micko


John Wisiewski


Mike Dolan


Dylan Stewart


Scott Okerstrom


Ron Norris


Ed Hanson


Gerhard Gallifant

Event	Winner
Best Civilian Scale	Howard Kennedy -- DeHavilland Beaver
Best Military Scale	Jack Dolan -- P47 Thunderbolt
Best Multi-Engine	Derek Micko -- Me 262
Best Multi-wing	No Entries
Best Aerobatic	John Wisniewski -- Work in Progress (own design Pattern)
Best Jet	Mike Dolan -- Me 262
Best Rotary Wing	Dylan Steward -- Diablo (Large Helicopter)
Best Scratch-Built	Scott Okerstrom
Best Sport Plane	Ron Norris -- Percival Mew Gull
CD's Choice	Ed Hanson
Harold Land Memorial Award	Gerhard Gallifant

26th Annual London Bridge Seaplane Classic

NOV. 2-4, 2012

Sun Valley Fliers

24th Annual Arizona Jet Rally

Nov. 16-18, 2012

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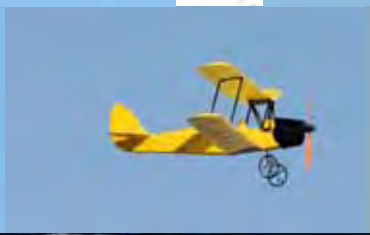
SVF MEMBERS PAGE

Photos by SVF members



Drone pilots: how to combat boredom

by Debra Cleghorn

How do drone pilots stay alert during 12-hour missions, especially considering that they're in a control room while the UAV they're piloting can be hundreds of miles away? This Gizmag article by David Szondy shares how MIT researchers are looking into ways to combat pilot boredom during long drone flights:

The saying that "war is long periods of boredom punctuated by moments of sheer terror" could have been written for military UAV pilots. The news media like to portray drones like the MQ-1 Predator as robot warriors, but behind each one is a human pilot with only limited powers of endurance. On long missions, pilots get bored and distracted, so a team from MIT's Human and Automaton's Lab is studying how what can be done to stave off boredom and keep pilots alert.

Flying military drones is often less like being a pilot and more like being a babysitter. Shifts can last up to twelve hours and missions can go on for weeks or even months. In such a situation, maintaining concentration is difficult as the craft circles endlessly over a target where nothing is happening. Boredom does more than make a twelve-hour shift seem like twelve days, it can also cut down on reaction times when the pilot's attention is needed.

As part of the MIT investigation led by Mary "Missy" Cummings, associate professor of aeronautics and astronautics and engineering systems at MIT, groups of drone pilots were given personality tests and then videotaped as they ran simulated missions in four-hour shifts where they monitored four virtual UAVs. They were assigned "search tasks" that involved investigating areas and labeling targets as friendly or hostile. If the target was hostile, the pilots would order the UAV to fire and points were assigned for correctly destroying hostiles. Meanwhile, the videotape recorded when or how a pilot was becoming distracted.

The pilots who could keep their concentration during the entire exercise had the highest scores. The next highest scorers did nearly as well, though they were distracted 30 percent of the time. The simulation required human input only five percent of the time, though the pilots tried to busy themselves with other tasks eleven percent of the time – an indication that they were trying to stave off boredom.

"We know that pilots aren't always looking out the window, and we know that people don't always pay attention in whatever they're doing," Cummings said. "The question is: Can you get people to pay attention enough, at the right time, to keep the system performing at a high degree?"

The problem is partly one of personality. The questionnaires measured the pilots in five categories: extroversion, agreeableness, conscientiousness, neuroticism and openness to experience. It was found that people who scored highly on conscientiousness kept the most alert, but also hesitated the most about firing a weapon.

"You could have a Catch-22," Cummings says. "If you're high on conscientiousness, you might be good to watch a nuclear reactor, but whether these same people would be effective in such military settings is unclear.

One lesson learned from the results is that a bit of distraction is a good thing and that "busy work" can help to break up drone piloting monotony and increase effectiveness. Cummings' team is continuing their work, focusing on such ideas as introducing alerts to redirect pilot attention, altering shift duration and finding the optimal period for operator productivity. A study of their results will be published in the journal Interacting with Computers.

SVF MEMBERS PAGE

Photos by S' s













Tips & Tricks for a Great Film Finish

Model Airplane News

For many reasons, heat-shrink plastic films are easily the most popular way to cover a model airplane. They're easy to apply and come in just about every color imaginable; they're odorless, non-toxic and almost completely fuel-proof. It's easy to achieve a great-looking model without a lot of effort; you only need to know the basics of surface preparation and how to plan ahead, and you need the proper tools. Top Flite MonoKote was one of the first plastic films on the market; I've used it for years with great results, and I used it for this article.

(Above) Basic supplies and tools for a great finish.

1. For this model, I chose a simple, two-color scheme and used a variety of tools: a sanding block with various grits of sandpaper and a new knife with fresh blades. Speaking of blades, always use a new one for any trimming; nothing is worse than having a dull blade snag and tear the covering. Other necessary tools are a heat gun, an iron, a trim iron, a metal straightedge, Coverite Balsarite, a tack cloth and covering material.

2. Before I even plug in the iron, I inspect all of the parts for any humps, bumps, dings and dents. They must all be removed because plastic film shows nearly every imperfection on the part being covered. Wherever possible, I use a sanding block. I start by sanding with 150-grit sandpaper and then progress to finer grits. I try to get the balsa as smooth as possible because the smoother the surface, the better the results.

3. Before completing the final sanding, I apply a coat of Balsarite to help seal and toughen the wood. The Balsarite also raises more wood fibers and, in my opinion, it makes final sanding easier with better results. (This is just my preference; you can skip it if you want.) For final sanding, I use a sanding block with 400-grit paper and then progress to 600-grit. I sand the entire airframe; when finished, the airframe should feel like silk when you glide your fingers over it.

4. Don't skip this step; it's as important as the final sanding: vacuum all the airframe's nooks and crannies to remove all the dust and debris that always seem to collect. Now give the model a good rubdown with a tack cloth to remove any particles you missed. Remember: the better the finish underneath, the better the final result.

Before you start to cut the covering, you need to plan your trim scheme and determine the sequence for laying down the material. Just as when you paint, you should apply the lightest colors first. On this model, I decided to use two colors for the wing and fuselage. I began by covering the larger areas first and saved the scrap for smaller jobs. I usually start with the bottom of the wing. Using a new blade, I cut the material slightly larger than the area to be covered. With a hot iron (follow the manufacturer's recommendations for heat), tack the material in the middle of the leading edge (LE) and then pull it taut and tack it to the trailing edge (TE). Now grab the material, pull it taut and tack it to the LE of the wing root. Do the same for the TE wing root and at the wingtip rib. Continue tacking and pulling out wrinkles on both the LE and TE until both have been completely sealed. I also completely seal both the root and tip ribs. The idea is to get the covering as tight as possible before shrinking it.

6. When using a heat gun, I usually wear a glove to avoid burning my fingers, as the temperatures can be quite high. I start shrinking the material in the middle of the panel and work toward each end. I also pull on the excess material on the LE and TE to prevent the seams from loosening and pulling in. Use caution with the heat gun; keep it moving, or you'll risk burning a hole in the material.

After the shrinking has been completed, it's time to trim away the excess material. Be sure to use a fresh blade for trimming. For best results, I pull the excess material taut and smoothly glide the blade along the edge in one motion. For long, straight cuts, I use the metal straightedge; be certain not to cut into the wood below and possibly weaken it. Above left: here's the completed bottom panel, tight and trimmed

continue

Is Epoxy Resin or Polyester Better for Glassing?

Both produce sufficiently hard surfaces, but polyester is softer. This makes polyester sandable. Epoxy is harder; therefore, it is more difficult to sand. Wet sanding works best for both types. There is no difference in weight.

Polyester can be spread a little thinner, however, and it is sandable, so less of it tends to remain on the model. But polyester stinks. It takes weeks for the smell to go away. Epoxy is nearly odor-free. Epoxy favors peace at home.

Polyester cures with a slightly sticky surface. Primer adheres well. Epoxy requires a light scuffing. Epoxy resin must be mixed exactly.

Try this experiment. Mix some epoxy resin precisely and pour it on waxed paper. Now mix some epoxy at 45:55. Pour it out and let both batches cure. Note that the mismatched batch is softer and has a waxy surface—it didn't cure completely. Polyester is not fussy about proportions. A variance in the amount of catalyst affects only the setting time. The catalyst of polyester resin has a short shelf life. Don't use old stuff—it won't cure.

Polyester catalyst is more toxic because it is more concentrated. Always wear latex gloves when working with any kind of resin. For large jobs, wear a respirator and use a window fan.

Don't thin either. Try this experiment. Mix some resin (either one) and pour half of it on a sheet of waxed paper. Dilute the remaining 10% with alcohol or a thinner of your choice. Pour it on waxed paper and let both cure. Observe that the thinned resin is soft, flexible, and it has an oily surface. Thinner resin prevents complete curing.

Epoxy resin seems to adhere to balsa slightly better, but that might vary with conditions.

Continue

Tips & Tricks for a Great Film Finish

TECH TIP—*COVERING CUTOUTS*

On some areas (such as the aileron cutouts), it's advantageous to cover them first with small strips of material before you cover the wing, Because the torque rods are part of the structure, it's difficult to wrap the covering around them and achieve good results, Instead, cut a strip of covering, slide it under the torque rod and work the material into place with a trim iron, Also wrap about ¼ inch of covering onto the top and bottom of the wing. When you cover the top and bottom, it will provide a tip for the covering and make an almost invisible seam. I also cover the ends of the ailerons, elevators and rudder this way.

8. The two-color scheme on top of the wing is easy to do with a little planning. Instead of trying to iron film over film, I cover the wing in multiple pieces so that the covering has a wooden surface—not film—under it. This reduces waste and will help you avoid the frustration caused by trying to eliminate bubbles. I usually draw the trim scheme directly on the wing, measure and then cut the covering with about ¼ inch for overlap.

First, apply the main piece over the rib bays in the same way as you applied the bottom covering; the only difference is that the front and the root side of the covering have already been trimmed to size. The blue trim is in two pieces and is also pretrimmed to size.

Next, add the inboard piece followed by the longer LE piece. Notice the sequence for applying the covering; the lightest color first followed by the inner piece and then the LE. This places the seams downwind and prevents them from lifting.

9. For the fuselage, I added strips of balsa in the open bays where the different colors will match up. This gives the seams support and adds hardly any weight. I covered the bottom of the fuselage first, then the sides and finally the top using the heat gun to shrink the covering. The tail feathers are covered in the same way as the wing. Covering an airplane is a lot of fun, and you can amaze other fliers with your new abilities. One of the biggest benefits is that you can personalize your model to really make it stand out.

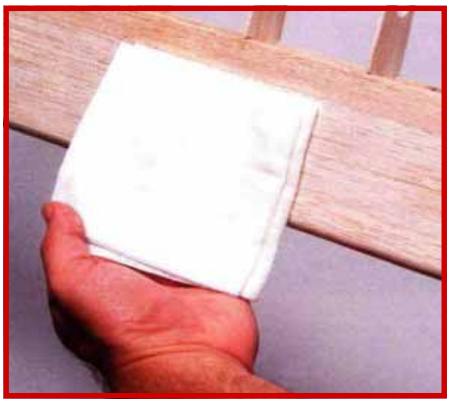
STEP PHOTOS 1 to 9 next page

[Tips & Tricks for a Great Film Finish]

STEPS 1 to 9 Photos

REMOVING DENTS

Like most modelers, I managed to put a dent or two in the airframe; they had to be filled before I could cover them. Wetting dents with water and then heating them with a hot iron causes the wood fibers to swell, and this removes most small dents. When it's dry, sand the area smooth. I use lightweight balsa filler to fill larger dents. Most fillers dry very quickly (depending on how thickly you spread them) and can be sanded after 15 to 20 minutes. When the filler has dried, I sand the area smooth, feathering the filler into the surrounding area at the edges, and then I use a tack cloth to remove all traces of dust.



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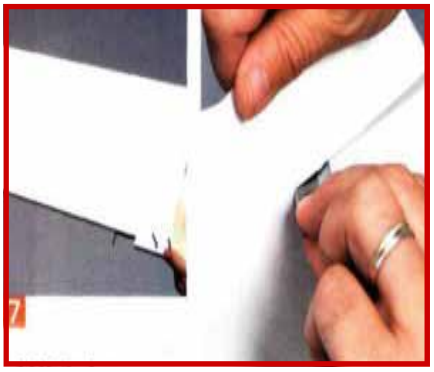

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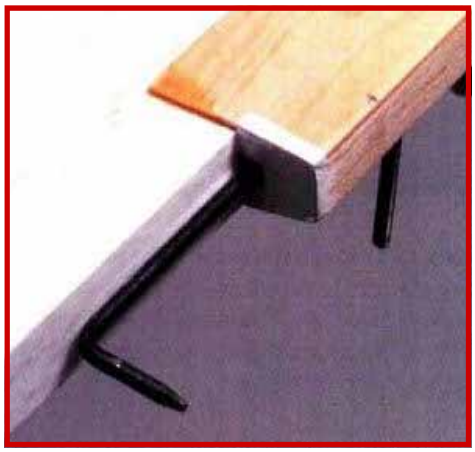
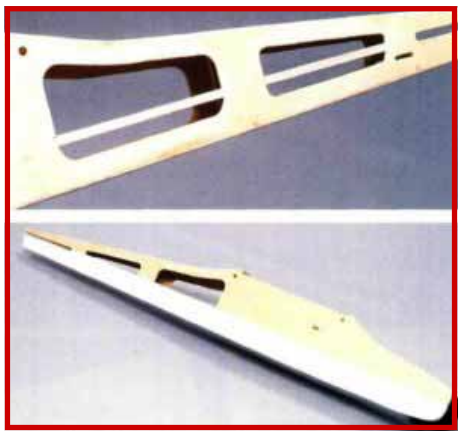




SVF MEMBERS PAGE

Photos by SVF Members

Brian O'Meara

X-47B arrives onboard USS Harry S Truman

by Debra Cleghorn

After extensive tests on land, the 62-foot-span X-47B UAV arrived onboard an aircraft carrier for over-water flights. Check out the details and videos from from the U.S. Navy:

The Navy hoisted an X-47B Unmanned Combat Air System (UCAS) demonstrator on board USS Harry S. Truman (CVN 75) Nov. 26, in preparation for an unmanned aircraft's first, carrier-based testing. A team from the Navy Unmanned Combat Air System program office (PMA-268) embarked Truman to conduct tests and demonstrations.

The X-47B, which boasts a wingspan of more than 62 feet (wider than that of an F/A-18 Super Hornet), will demonstrate seamless integration into carrier flight deck operations through various tests. During each demonstration, the X-47B will be controlled remotely via a hand-held control display unit (CDU).

Truman will be the first aircraft carrier in Naval aviation history to host test operations for an unmanned aircraft. Capt. Jaime Engdahl, N-UCAS Program Manager, said the X-47B's delivery aboard Truman was among the most historic moments in the program's history. "This is a very important moment for the X-47B," said Engdahl. "The moment the aircraft set down on Truman's deck was the moment it officially met the fleet." Cmdr. Kevin Watkins, N-UCAS's flight test director, agreed with Engdahl's sentiment. "Bringing the X-47B aboard Truman is a big milestone for the program," said Watkins. "We've been testing the aircraft for the last several years and to finally put it on a ship is so exciting. If these tests are successful, they will prove that the future for unmanned aircraft is wide open."

Lt. Cmdr. Larry Tarver, Truman's aircraft handling officer, who helped coordinate the X-47B's on-load, said his Sailors are eager to participate in the aircraft's testing. "It means a lot to our crew to be part of Naval history," said Tarver. "We have Sailors who received additional training to safely move the X-47B and they are excited to play a part in its testing."

While technical challenges are to be expected when introducing the new system to a carrier's flight deck, Engdahl said he expects the tests to be successful citing strong teamwork between his team and Truman's crew. "The support from Truman has been phenomenal and it's going to continue to take close cooperation between the carrier's Sailors and the UCAS-D team to make these demonstrations successful," said Engdahl. "To operate large, unmanned aircraft off of a carrier, from anywhere in the world, will be a key capability for the Navy after these tests are successful."

The X-47B test will be conducted over a three week period which will include in-port and underway demonstrations aboard Truman.

http://www.youtube.com/watch?v=dDnvxNdez84 **First flight**

http://www.youtube.com/watch?v=n_56fNy1RUc&feature=player_embedded
http://www.youtube.com/watch?v=sP3BaiigImg&feature=player_embedded
http://www.youtube.com/watch?v=kYuKkB_9jA0&feature=player_embedded

No One Flies Alone

I once lost a big and expensive model on a test flight—a model that took many, many hours to build—sort of like the big and expensive 1/3-scale Extra 330L I am finally painting. On that day I was trying to get the engine to run right, put the antenna up, then down, etc. I made the mistake of taking off with it down. Still the receiver was working when a friend called that the antenna was not out; he could have been closer nearby to help prior to takeoff but I don't blame him. Looking down to pull it out took too long and the model stalled and spun. My point here: it was way too soon for me after my first wife's funeral to even be out there. I should have asked for help? Yeah I know; it's a guy thing. We never ask for help right?

If you are in a situation without the full use of you facilities—maybe it is a personal loss, or the day was just too hot and you feel like crap, or one is not thinking clearly—ask for help, or just take the model apart and go home to think about it. Make things move a little slower, give yourself time. Use situational awareness; when it is hot, the sun is too high, you are physically or mentally down, you know what I mean.

We have clubs so we can be friends and help each other. Two minds are truly better than one. There has always been a competitive spirit in modeling but don't let it get to the point of jealousy or back stabbing, we all lose when that happens. It helps no one.

We do have losses in this hobby; let's just try to minimize them. A friend recently lost his model, in a vertical climb; he lost it in the sun. He *did* throttle back before it hit. Maybe those expensive sunglasses they advertise would help. Or maybe, one of us standing idly by but not helping, including me, should have been out there standing by him and maybe we could have seen something he didn't and helped. That's what a club is for. The excuses: it was the end of the day, it was hot, we were all tired, etc. I'm as guilty as anyone.

I can't always be on hand when someone flies and obviously, my so called "Safety Officer" brain was not working then. Let's make it a club rule: no one should fly without another pilot standing with him, watching for traffic, etc. Let's stop the senseless losses.

If you see someone flying alone, walk out to be that pilot's caller at the flightline to tell him where the other models are in the sky, etc. Even if unasked, it always helps. We guys, we never ask for help right? There is no sin in just helping, unasked. It is what friends do.

And when someone comes out to be your observer, accept it for what it is. In the past, I've had a pilot move away when I walked out to be his observer. He actually walked away—he wanted to fly alone. Then I called out the model traffic he was about to roll and loop into and he thanked me. Accept a friend's help, because we all need it.

Make it a rule: no one flies alone!

Ben Owen, Milwaukee Area Radio Kontol Society, Wisconsin

Why Did I get Into This Hobby?

Think about all the reasons today's modelers got into this hobby in the first place. The answers are numerous, varied, and wide ranging.

Perhaps decades ago you were at your father's or grandfather's workbench watching the magic taking place before your very eyes. Perhaps you were just driving by a flying site and stopped in to see what that buzzing up in the air was all about. Maybe you saw an advertisement for some AMA club meeting and decided to stop by and check it out.

You could have been fascinated with the remote control aspect and the feeling it gives you in dominating a small machine up in the sky. You might have been bored with your other recreational activities and just wanted to "change things up" a little bit. Many of us got our "juices jangling" when we stopped in to our local hobby shop and looked at some fascinating toys that were not really toys. The list of reasons is really endless.

What do all of these varied ways of getting introduced to our hobby have in common? They all center on having genuine *fun*. In one way or another satisfaction and fun is the hub of it all. Sometimes we tend to forget about the fact that we are all kids at heart and receive a great deal of satisfaction creating and flying our little toy planes.

Let's all try to remember this on those days we take ourselves a little too seriously.

Jim Wallen, Club Corner author, sjwallen@tde.com

The Giant Benoist Flies!

Bob Walker's 15-foot-span giant-scale flying boat has taken to the air! This RC model was built to celebrate the 10oth anniversary of the first passenger carrying aircraft in the world (on January 1, 1914 the full-size Benoist flew a passenger from St. Petersburg to Tampa). Here's a note from Bob:

HEY GUYS WE FLEW the BEN-WAH ! It was a very harried flight. Carl Bachhuber came down from Wisconsin and did the honors. He says I put a lot of grey hairs on his head. The pictures here are from Nick Ziroli. I've got some work to do so we can try it again. The first flight was all over the place and I don't know how Carl got it down with a pullout the last second on its wheels." Stay tuned for more news on this giant beast! To see photos and more details of the Benoist during its first test float..

Check out Bob Walker's Benoist on its first test-float. Bob designed and built this model after the 1914 plane that was the world's first scheduled airliner, carrying passengers between St. Petersburg and Tampa, cutting down on the nearly all-day trip into a 23-minute flight! It only made 172 flights and was cut short because of the onset of WW I.

Bob (of Robart fame) built this RC model and other static one for the anniversary of the world's first commerically scheduled airline flight! The Benoist flew twice a day over Tampa bay, from St. Petersburg to Tampa and back, cutting down on the nearly all-day trip into a 23-minute flight!

http://www.youtube.com/watch?v=zWQWd1bGcCE&list=UUlK2UhZam3HHjGbotzidNAQ&feature=player_embedded

VIDEOS and Websites Links

Click on to view video, website

Dehavillan rapide 6:48
http://www.youtube.com/watch?v=hcipePfQXKQ&feature=relmfu

ROBOT DRAGON FLY 6:00
http://vimeo.com/52703425#

SOPWITH & SPITFIRE 8:49
http://www.flixxy.com/sopwith-camel-and-spitfire-flying-in-formation.htm

Patrulla Aquila largo 5:12
http://vimeo.com/27191042

Helicopter Fishing 4:53
http://www.youtube.com/watch?v=ffEYqGGYXRk&feature=youtube_gdata_player

Warbird Over The ROCKIES Promo 4:45
http://www.youtube.com/watch?v=CmA4o3gt2os&feature=player_embedded

WWII PHOTOS from England
http://www.mission4today.com/index.php?name=ForumsPro&file=viewtopic&t=14429

SVF Website Buy & Sell items.
http://sunvalleyfliers.com/classifieds/classifieds.htm

My thanks to those who passed this info on.

Next month Issue

REMEMBER NO JAN.2013 SR

EDITOR : Merry Christmas and Happy New Year

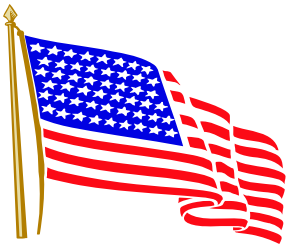
Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.
AZ49ER@COX.NET

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

This Month Issue

The Editor wants to thank the officers & SVF members for the reports, articles, photos, videos this past year. *Thank you*

Some good VIDEOS to watch. *GOOD stuff in this issue, MORE photos so enjoy!* Send those articles and photos in and for the SVF HALL of PLANES.! *Remember to **ZOOM** the **PDF** page to see more.*



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