THE SLOW ROLL

CHARTERED
#921

FEBRUARY 2012

President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Bruce Bretschneider
Editor—Bob Purdy K9JNB
rcbobsvf@aol.com

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 Dave Morales Stuka.....SVF Hall of Planes … CAMAC...Air Age article……AZ Electric Fest photos….Boy Scouts photos...Bill Young….Spitfire beer.. SVF members photo…Safe Side....Novice Building Part 4.....History on Model Avaition/ O.S.….Event Flyers…..Prez report…. B'Days & Treasurer Report ……..*MANY GREAT VIDEOS*……..*Much more, enjoy*

Don't forget Valentine's Day February 14

THE PRESIDENTS CHANNEL

Frank Moskowitz

February 2012 Slow Roll Presidents Letter

Welcome to February's Slow Roll.

I trust everybody had a very happy and healthy holiday season. Since there was no January Slow Roll, here is a review of the last two months activities; According to our club's Administrative Action Schedule, our members were to review the 2011 AMA Safety Code, SVF Field Safety Rules and the SVF Constitution and By-Laws. These discussions took place during our January meeting. There were no comments at the time, so I recommend that all members have a look at the documents and comment if necessary at our February 1st club meeting.

The 2012 CAMAC calendar is out with the following SVF location events posted for February and March:

- Pattern Contest is Saturday and Sunday February; 25th and 26th
- Helicopter Fly-In is Friday, Saturday and Sunday; March 16th – March 18th
- 1/8 Air Force Scale Fly In is Saturday and Sunday; March 31st – April 1st
- Electric Fun Fly is Saturday November 10th

There is a possibility of a Jet Rally on Saturday and Sunday April 14th and 15th. We will let everyone know once this is confirmed. Be sure to write down the above mentioned event dates on your 2012 calendars so you'll know which weekend days our field is closed to general membership flying.

Historically we get lots of out of town pilots for some of the events and they like to practice on the Friday before the event. Please be courteous and allow the pilots there time slot.

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

Remember the vertical metal bar attached to the fence at each of the five flight stations. **SVF still requires all pilots flying on 2.4 GHz frequency to clip their current AMA cards (with a 2012 sticker) onto the metal bar.** This allows us to identify you as a valid AMA member and a current SFV member. For those that still fly on 72MHz, you should still follow the rules concerning obtaining you pin number and substitute your AMA card with the pin on the frequency board. .

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

For those of you that haven't attended a club meeting in a while, February is the time to start. Please join us for the February 1st club meeting. We will have many raffle prizes and the 50/50 could make you very happy $$$. You never know what might happen, and you don't want to miss it. Meetings start at 7:00 pm. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

Have fun out there!

Frank Moskowitz

President

Sun Valley Fliers Club Meeting Minutes
Date, December 7, 2011

The meeting was called to order at 7:01 pm by **President Frank Moskowitz**. 41 members were in attendance.

Guests: **Kelly Burns**
New Members: **Roger Miller**
New Solo Pilots: **Ken Scott**
Secretary's Report: **Bruce Bretschneider**

- Minutes of last meeting accepted as published in the Slow Roll.

Treasurer's Report: **Gene Peterson**

- 170 paid members out of 314 total members. Considered good for this time of the year.
- Treasurer's report accepted.

Safety Officer Report: **Ken Justice/Frank Seminara**

- No accidents or incidents to report.
- Remain vigilant to prevent injuries.

Old Business:

- The asphalt paving project has been completed and paid for thanks to the generosity of **Brian O'Meara, Ray Olsen, Vinnie DeFabio, the family of Connor Burns, and Bill Pierce.**
- We still need more instructors. If you feel so inclined, please step forward to help others join our exclusive fraternity. Our current instructors include: **John Geyer, Howard Kennedy, Lou Pfeifer IV, Ron Petterec, and Ron Thomas.**

New Business:

- No Slow Roll next month.
- We need to define the location of the pilot flying stations. The closing of position #3 for flying and having all of the pilots stand there. This will be discussed in more detail at a BOD meeting.
- Projects for next year include painting the storage sheds, running electric service to the heli port, additional dust control improvements, and acquainting members with 100 dB noise levels.

Community Awareness: **John Geyer**

- The **Cub Scouts** will be hosting an event sometime between January and April.
- The **Boy Scouts** would also like to come out, but no dates have been mentioned yet.
- **The Electric Turkey Fly and Pilot Raffle grossed $1008. Major prizes were a radio donated by Duncan's Hobbies and an RTF T-28 by Frank's Hobby House.**

Door Prize Winners:

- **Ron Petterec** – 1 gallon fuel, **Ray Przybylski** - 1 gallon fuel, **Ron Thomas** - 1 gallon fuel
- **Charley Beverson** - 1 gallon fuel, **John Deacon** – Lithium battery meter, **Connor Burns** – Lithium battery meter, **Val Roqueni** – Precision screwdriver set, **Dave Linne – Slow Stick (donated to Connor Burns), Walt Pessier** – a set of airplane prints

50/50 Winner: Ray Przybylski won $75

Show & Tell:

Ron Petterec updated us on the latest news from SIG. A container containing supplies of wood, glue, and ARFs is expected by next week. Discounts and free shipping are available for club orders.
Meeting adjourned at: 7:38

Respectfully submitted,
Bruce Bretschneider, Secretary

Sun Valley Fliers Club Meeting Minutes
Date, January 4, 2012

The meeting was called to order at 7:04 pm by **President Frank Moskowitz**.
33 members were in attendance.

Guests: **Mrs. Burns** (Connor Burns mother)
New Members: none
New Solo Pilots: none
Secretary's Report: **Bruce Bretschneider**

- Minutes of last meeting accepted as recounted by Bruce Bretschneider.

Treasurer's Report: **Gene Peterson**

- 223 paid members out of 317 total members. The deadbeat list will be coming out soon.
- $13,000 was paid for the paving project. $11,000 was from member donations. The remainder from the club treasury.
- Treasurer's report accepted.

Safety Officer Report: **Ken Justice** (not present)/**Frank Seminara** (reporting)

- No accidents or incidents to report.
- A complaint was received relating to oil beginning to accumulate on the starting pads. It was suggested that we use kitty litter and a dust pan to pick it up, however, it was noted that any wind will tend to blow the litter away. This issue will require further research.
- Remain vigilant to prevent injuries.

Old Business:

- The CAMAC calendar has been revised to include the Jet Rally 13-15 April.

New Business:

- The new CAMAC calendar will be published soon.
- The club safety rules have been posted at the field.
- The Pilot-Spotter rule was re-emphasized: All fliers need to have a spotter while flying. Infractions will result in a suspension of flying privileges.
  1st time – 1 day suspension
  2nd time – 30 day suspension*
  3rd time – loss of club membership*
  *must be taken before the Board of Directors.
- Help will be needed in the kitchen during the next OEAF event.

Community Awareness: (no report)
Door Prize Winners:

- **Frank Seminara** – electric airplane, **Dave Linne** 1 gallon fuel, **Ken Scott** 1 gallon fuel
- **Frank Moskowitz** – precision screwdriver set, **Ward Emigh** – (3) hex key sets,
- **Bob Putnam** – utility bag, **John Deacon** – (2) LED flashlights, **Tom Guca** – digital multimeter
- **Roger Miller** – digital calipers

50/50 Winner: Roger Miller won $40
Show & Tell:

- **Wayne Layne** talked about the composite A7-D project he is involved in with **John Gerhardt**. John provides all of the CAD work and Wayne makes the molds and first article parts. This looks to be a nice plane and rather large too.
- **Tony Quist** described the models that **Ray Olsen** offered to the club for sale.

Meeting adjourned at: 7:40
Respectfully submitted,
Bruce Bretschneider, Secretary

$ TREASURERS REPORT $ with *Gene Peterson*

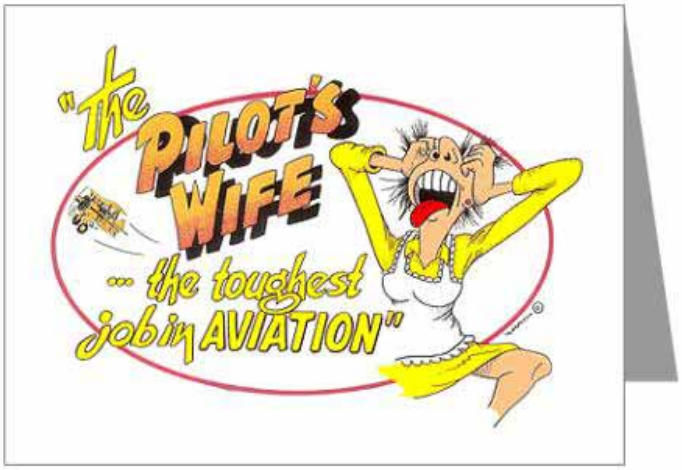
Treasurer's Report February 2012

Just wanted to take a moment to welcome some new members as we have 8 new members since December 1st.
Jeff Clarke, John Elder, Curtis Hannay, Jeffry Holmquist, Colin Markwart a new junior member, Grandson of Ken Justice, Wesley Mason, John McCllleland, and last but not least, John Nolte.
Welcome all of these new members if you see them at the general meeting or at the field.
We have a total membership of 323 as at this writing and 247 are all paid up for 2012. Thanks to all who have gotten their dues in AND we have a whole month before the dreaded Members who have not renewed list come out. Give me a note (az49er@cox.net) if you're not sure if you paid or not.

Regards, *Gene Peterson, Treasurer*

FEBRUARY 2012 SVF BirthDay Boys

First name	Last name	Member type	Dob
Michael	Peck	Regular	02/02/1948
Mike	Dolan	Regular	02/04/1956
Barry	Kutzen	Senior	02/05/1943
Edward	Schaber	Senior	02/06/1934
Walter	Tessier	Senior	02/08/1936
Ollie	Smidt	Senior	02/10/1939
Walter	Freese	Regular	02/10/1954
Scott	Curtin	Regular	02/11/1954
Richard	Shogren	Senior	02/13/1934
Kurt	Sowle	Regular	02/13/1967
Josh	Fivecoat	Regular	02/15/1980
Scott	Theobald	Regular	02/16/1958
Mark	Doan	Regular	02/21/1959
Tommy	Lee	Regular	02/21/1972
Dan	Crum	Regular	02/22/1945
Tom	Schollmeyer	Regular	02/22/1966
Jim	De Veuve	Senior	02/23/1922
Greg	Frohreich	Regular	02/24/1950
CameronMarkwart		Junior	02/24/2000
Richard	Clark	Senior	02/26/1929
Tom	Guca	Senior	02/26/1942
Craig	Larrivee	Senior	02/26/1942
Eric	Stevens	Regular	02/27/1969



VIDEOS and Websites Links

Click on to view video, website

The German 9:52
http://vimeo.com/31202906

Dragon Flying 4:00
http://player.vimeo.com/video/31481531?autoplay=1

Perfect RC Wife 5:05
http://www.youtube.com/watch?v=kaeTQJ3EHaI

Red Tail Actors fly in a Mustang 10:57
http://www.airshowbuzz.com/asbmedia/go/gallery/item/1489631?type=video

Snow Flying 7:57
http://www.rcgroups.com/forums/showpost.php?p=20475711&postcount=4458

SVF Float flying 14:58
http://www.youtube.com/watch?v=VusG7w1iNlQ

Float Eye view Bartlett Lake, AZ Jan 1 2012 5:42
http://vimeo.com/34527394

Flying the Bell P-39 22:40
http://www.youtube.com/watch?v=9txNloVkLhs&feature=related

Raw Cockpit Footage Taken During A Blue Angels Air Show 9:54
http://www.youtube.com/watch?v=9txNloVkLhs&feature=related

AMA Expo 2012 Virtual Tour 40:22
http://www.youtube.com/watch?v=xb6v6alsiA4

2012 AMA EXPO Highlights 3:36
http://www.youtube.com/watch?v=Fa4YEZjbecY

My turbine Scimitar 5:29
http://youtu.be/DGwkQkoE-xg

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 ***O.S. Engines*** that we feel that young and old SVF members will enjoy.

AEROMODELING ACTIVITIES
2012 CAMAC CALENDAR OF EVENTS 12-7-11

EVENT	LOCATION	HOSTED BY	DATES
SUPERSTITION CHALLENGE IMAC CONTEST	SUPERSTITION FIELD	EVA	JAN 14,15
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 14,15,16
ARIZONA ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 16,27,28,29
WINTERFEST Q500 PYLON RACE	SPEED WORLD	SWRCF	JAN 21,22
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 28,29
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	FEB 4
IMAC CONTEST	TUCSON (TRCC)	TRCC	FEB 4,5
DESERT JET STORM	SPEED WORLD	SWRCF	FEB 10,11,12
SOUTHWEST CLASSIC SOARING CONTEST	SCHNEPH FARMS	CASL	FEB 15,16,17,18,19
SOUTHWICK STUNT (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	FEB 18
WATTS UP ALL ELECTRIC FLY-IN	TUCSON (TRCC)	TRCC	FEB 18,19
PRESIDENTS CUP (free flight)	ELOY	PMAC	FEB 19
SVF PATTERN CHAMPIONSHIPS	CAVE BUTTES	SVF	FEB 25,26
PHOENIX QUARTER MIDGET PYLON RACE	SPEED WORLD	SWRCF	FEB 25,26
GUNSMOKE (USSMA QUALIFIER)	SUPERSTITION AIR PARK	1/8 AF	MAR 2,3,4
MARCH MADNESS COMBAT	ESTABAN PARK	CACLC	MAR 9,10,11
TUCSON JET RALLY	TUCSON MODELPLEX PARK	TIMPA	MAR 9,10,11
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 14,15,16,17
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	MAR 16,17,18
ST. PATRICK'S DAY (free flight)	ELOY	PMAC	MAR 17
WARBIRD RACE	SPEED WORLD	SWRCF	MAR 24
CACTUS CLASSIC IMAC CONTEST	SUPERSTITION AIR PARK	AMA	MAR 29,30,31
1/8 AIR FORCE SCALE FLY-IN	CAVE BUTTES	1/8 AF	MAR 31, APRIL 1
MEMORIAL IMAC CONTEST	TUCSON MODELPLEX PARK	TIMPA	APRIL 20,21,22
WINGS OVER THE DESERT WARBIRD FLY-IN	TUCSON (TRCC)	TRCC	APRIL 21,22
I-10 CHALLENGE (free flight)	ELOY	PMAC	APRIL 22
HOT STUFF (free flight)	ELOY	PMAC	MAY 19
FALL KICK-OFF (free flight)	ELOY	PMAC	SEPT 16
MARSCHINSKE MEMORIAL	TUCSON C. COLUMBUS PARK	CACLC	SEPT 22,23
TUCSON AEROBATIC SHOOTOUT 2012	TUCSON MODELPLEX PARK	TIMPA	OCT 17,18,19,20,21
WARBIRD RACE	SPEED WORLD	SWRCF	OCT 20
GHOST RIDERS (free flight)	ELOY	PMAC	OCT 20
1/8 AIR FORCE SCALE FLY-IN	SUPERSTITION AIR PARK	1/8 AF	OCT 20,21
NAVY CARRIER PLUS (Control Line)	AVONDALE FESTIVAL	CACLC	OCT 27,28
RED FLAG COMBAT (Control Line)	ESTABAN PARK	CACLC	NOV 2,3,4
AMA FALL AUCTION	SUPERSTITION AIR PARK	AMA	NOV 3 (8:00 AM)
ELECTRIC FUN FLY	CAVE BUTTES	SVF	NOV 10
ARMED FORCES MEMORIAL (free flight)	ELOY	PMAC	NOV 11
24TH ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 16,17,18
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 24,25
WINGS OVER ARIZONA	SUPERSTITION AIR PARK	AMA	DEC 1,2
ARIZONA FREE FLIGHT CHAMPIONSHIPS	ELOY	PMAC	DEC 1,2

Latest updates of this CAMAC Calendar and other Arizona aeromodeling activities may be found at: www.flycamac.com
See flying site location descriptions and host club contact information below on next page or at: www.flycamac.com

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

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

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

HOST CLUB INFORMATION: AMA (Arizona Model Aviators) ph 480-888-0229; AMPS (Arizona Model Pilots Society) ph 623-551-3997; ARCS (Arizona Radio Control Society) ph 623-385-2113; CACLC (Central Arizona Control Line Club) ph 602-944-8557; CAM (Central Arizona Modelers) ph 928-634-5850; CASL (Central Arizona Soaring League) ph 623-910-8756; EVA (East Valley Aviators) ph 602-803-6852; FF (Flagstaff Flyers) ph 928-526-0039; 1/8 AF (One Eighth Air Force) ph 480-948-8513; PMAC (Phoenix Model Airplane Club) ph 480-460-1366; SMF (Scottsdale Model Flyers) ph 480-970-8464; SWRCF (Speed World RC Flyers) ph 623-975-1793; SWRMA (Southwest Regional Modelers Assoc) ph 480-839-8154; SVF (Sun Valley Flyers) ph 602-579-0925; TIMPA (Tucson International Modelplex Park Assoc) ph 520-299-0593; TRCC (Tucson Radio Control Club) ph 520-237-9468; YA (Yuma Aeromodelers) ph 406-781-7233 *CAMAC* ph 480-948-8513

Club Websites:

Arizona Model Aviators (AMA):	www.azmodelaviators.com
Arizona Model Pilots Society (AMPS):	www.ampsrc.com
Arizona Radio Control Society (ARCS):	www.arcs1.com
Central Arizona Control Line Club (CACLC)	www.controllinecentaz.com
Central Arizona Modelers (CAM)	www.camodelers.com
Central Arizona Soaring League (CASL)	www.CASL.net
East Valley Aviators (EVA)	www.eastvalleyaviators.org
Flagstaff Flyers (FF)	www.flagstaffflyers.com/
One Eighth Air Force (1/8 AF)	www.oneeighthairforce.org
Phoenix Model Airplane Club (PMAC)	http://freeflight.org/PMAC/
Southwest Regional Modelers Association (SWRMA)	http://aalmps.com/swrintronu.htm
Speed World RC Flyers (SWRCF):	www.speedworldrcf.com
Sun Valley Fliers (SVF):	www.sunvalleyfliers.com/
Tucson International Modelplex Park Assoc. (TIMPA)	www.TIMPA.org
Tucson Radio Control Club (TRCC)	www.tucsonrcclub.org
Yuma Aeromodelers (YA)	www.yumaaeromodelers.com

Central Arizona Modelers Advisory Council www.flycamac.com

Academy of Model Aeronautics www.modelaircraft.org/

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On the Safe Side

It's an Attitude

Jim Tiller, On the Safe Side Author

After my last column I received a few emails. In that column, I remarked how lucky I was to be surrounded by . officers who stressed safety, forgave the brief lapse that caused my recent injury, and came to my aid when I needed them. The response was that this attitude among my fellow .officers was important enough to warrant an entire column.

It is very important to surround yourself with the right kind of people in any enterprise. At the .field, you should surround yourself with .iers who stress and practice safety. One gentleman, who passed on an email, recounted a well-respected member of his group who was proactive on the .ightline and was not afraid to step up and tell another .officer if he was endangering himself or others. This is an admirable trait but his style probably would get little traction if the officers, in general, did not put a high value on safe operation.

These are the kind of people you want in your group: those who not only "walk the walk," but "talk the talk." We all have lapses in memory or good judgment—this is how accidents happen.

Those kinds of safety-related suggestions should not be taken as criticism or as a rejection on you personally. Accept the help. None of us are perfect. We all need help at some time, as in Hilary Clinton's book titled "It Takes a Village."

You report the name of a safety officer for your club each year as your club renews its charter. Is that position in your club just another title or is it a dynamic club responsibility? The person who receives the nod for that job should be the type of person described in the previous paragraphs.

I am not saying the safety officer should be a tyrant or a policeman. That person should be a combination of a mentor, guidance counselor, and motivator. And it is the responsibility of all club members to respect that position and do their best to set a good example.

Safety in your club should not be an issue, it should be an attitude.

There are actually a couple of other issues here, so now to the second one.

There is one other concern I'd like to express about the attitude toward safety among the members of your . flying group.

There is a classic behavioral psychological study concerning the animal's adaptation to his environment. In this experiment, a test animal was placed on a wire screen and given a certain level of electrical jolt that would make it jump. That same test animal was then put in a cage where frequent small jolts of electricity were run through the cage volume. In the beginning the jolt was only enough to be noticed. In a relatively short time, the animal ignored the shocks altogether. Over time, the voltage was gradually increased to the point that the animal was routinely ignoring shocks that made it jump before the test began.

The same thing can happen in your .flying group. Small infractions of the normal safety codes can often be ignored. "There are only a few of us here, so I guess it's okay," or "he's just learning, he can't control his plane very well." Wouldn't it be better to follow the rules regardless of the numbers present or give a hand to the new pilot who is struggling with control?

The lesson here is that, if you have the right attitude toward safety in your club, you would not ignore even the small things. You should try your best to correct them. That way, over time, you do not live in the world where the "constant shocks" are being ignored.

Once again, I am not suggesting a police state at your field, but rather an atmosphere of high expectations supplanted with a healthy dose of respect and understanding of those who fly with you.

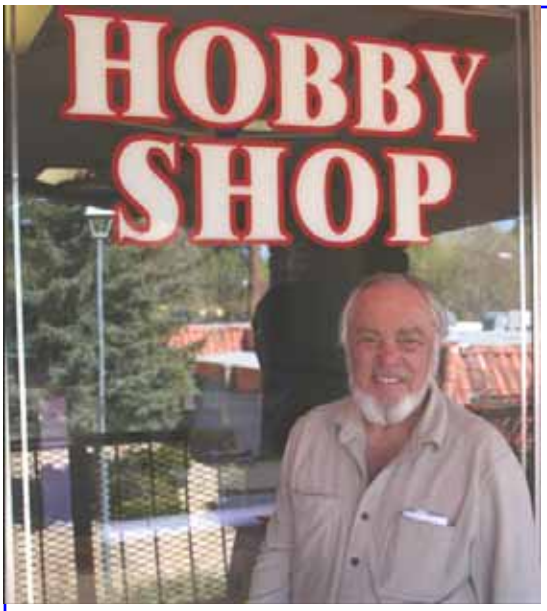
Safety is an attitude. Maybe that message should be on a sign at your .field.

And now to the last of these attitude issues. This one is designed to head off the emails I expect to get from this diatribe. What about the member of your group who simply won't listen to reason? We all know there are a few of those out there.

The answer is quite simple. You have to get rid of that person. He or she can infect the rest of the members in short order.

You should have a section in your bylaws that outlines the procedure used to get rid of a troublesome member. Review what you have written there and if you need help, there are documents and samples in the AMA document library you can use as a guideline.

Basically, the general rules are quite similar to those in the workplace. The offender should be informed of his actions and told what needs to be corrected. He should be given a reasonable time to correct his actions and, if no positive results are exhibited, he should be summarily removed. .



Bill Young

From the Flagstaff Flyers Newsletter

I know that there are lot of SVF'ers that knew of Bill.

Bill Young, 16 year resident of Flagstaff, died on November 30th. He was born June17, 1934, in Los Angeles, CA to Carl and Alyce Young. He grew up on a ranch in Porterville, CA, where he attended a one room schoolhouse. He was an alumnus of several colleges, including University of California, Berkley; he earned a bachelor's and master's degrees in Electrical Engineering and Counseling Psychology. His rewarding careers included Electrical Engineer for the California State Highway Department, Marriage and Family Counselor, and in Flagstaff, owner of Bill Young Designs and Hobby.

He was a ham radio operator and a founder of the North American Model Boat Association. As a lifelong aviation devotee, designed and built model aircraft, researched aviation history, authored manuals, published articles in magazines including American Aviation Historical Society Journal, was electric-models columnist for Scale R/C Modeler, and had a special knowledge of autogiros, flying wings, electric duct fans, the N9M, and Yak-15. He constructed oral histories with aviation figures, including Chuck Yeager, functioned as a consultant to a historical reconstruction project, and donated several of his models to aviation museums. He served as President and Vice-President of the Flagstaff Flyers and was named Channel 2 News'" Someone 2 Know" for his work with teachers and students in the Science Olympiad. The Academy of Model Aeronautics selected his as a 2011 recipient of the Model aviation Hall of Fame award. He was a designer of electronic gadgets and especially enjoyed his work with a Sedona magician. He mentored therapists, modelers, friends, and family and loved science, math, history, hiking, backpacking, classical music, and education, making him a great home schooling dad. He valued his friends and took pride in his family, especially his children. He was wise, knowledgeable, quirky, down to earth, "a quiet man of great value", and an inspiration to many. He was well loved and will be irreplaceable.

He is survived by his wife Karen Raskin-Young, his children Beth Young Crossen and Brad (Crystal) of Washington State, Jeremy of Bloomington, IN and Meredith of Flagstaff, his brothers Bob (Ann) of Sacramento, CA, Bruce (Cheryl of Emmett, ID, and Burt (Margaret) of Gold River, CA grandchildren, nieces, and nephews. He is preceded in death by his parents, oldest daughter Rowena Svillich, and ex-wife Barbara Elliot.

Bill was a devoted member of the Flagstaff Flyers from the time he joined. He only missed an event no matter what it was if he was feeling bad. He served as President and Vice President for many years, He was the contest director for 'Beat The Heat'. As the local hobby shop owner, he made donations for meetings and events. He will truly be missed.....

Why you shouldn't stay near the propeller ! ***1:43***

http://www.youtube.com/watch?v=tzXyYX7hZvw&feature=related

SVF Members need to see this.

SVF MEETING FEB.1, 2012 @ 7 P.M.

SVF PILOTS HALL OF PLANES

Dave Morales JU-87B

Manufacture: Ziroli Kit, Model: JU-87B Stuka Scale: 1/5.3, Engine: Zenoah G62 3.8cu w/spring starter, Siren: I4C – sound generator, Electronics: JR servos & radio, Struts: Robart, Wheels: Byron, Pilot / Gunner: GI Joe / Action Figures, Cockpit: Jerry Bates Machine Gun and Standoff Panels

SVF MEMBERS HELPING OTHERS

Photos by SVF Members

These are the pics I took at our November SVF meeting of Jay Steward, the US Scale Masters 2011 Grand Champion with the fuselage of his fabulous winning Helldiver model. The picture of three also includes John Geyer who placed third in the Open class with his electric powered Embraer EMB 312 Tucano, and Howard Kennedy who placed fourth in the Open class with his KMP Hawker Hurricane at the same US Scale Masters Championships event October 6-9, 2011 in Fresno, CA.

Ken Scott Receiving his solo pilot certificate from Ron Petterec, center, and Lou Pfeifer IV

Howard Kennedy with the Boy Scouts

The Spitfire at War

In the lighter moments of World War II, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy .
During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called "sourcers", were able to get wine or other niceties "from the land" or rather from the locals. RAF Spitfire pilots came up with an even better idea.
The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.
A variation of this was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the "official" designation.

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great-Britain for "maintenance" or "liaison" duties. They would then return to Normandy with full beer kegs fitted under the wings.
Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks. Most often, this was done with the unofficial approval of higher echelons. In his book "Dancing in the Skies", Tony Jonsson, the only Icelancer pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.

In his book "Typhoon Pilot", Desmond Scott also recalls Typhoon drop tanks filled with beer but regretted that it acquired a metallic taste.
Less imaginative techniques involved stashing bottles wherever space could be found on the aircraft, which included the ammunition boxes, luggage compartment or even in parts of the wing, with varying results. Champagne bottles in particular did not react well to the vibrations they were submitted to during such bootlegging trips.

The Spitfire had very little ground clearance with the larger beer kegs.

The SBD-3 Project

As indicated in Stan Alexander's article in the December issue of Model Aviation, I have been modeling the same specific SBD-3 Douglas Dauntless over the last 35 years for scale competition. Older members in the Sun Valley Fliers and the One Eighth Air Force (from the mid 1970s) may also recall that after having gone through at least 3 models since then for the same subject aircraft. I chose this particular aircraft because I was interested in the Battle of Midway (BOM) and flying a Douglas Dauntless for RC Competition. For that purpose, I had managed to find three (3) separate photos of the particular aircraft marked B-15 taken during the time of the BOM that had been flown by Ensign George Goldsmith. The SBD-3 Dauntless aircraft I modeled with its specific unique markings was assigned to Bombing Group 6 flying from the USS Enterprise (CV-6). A compliment of 18 aircraft were usually in a bombing group on the Enterprise as well as the scouting group for a total of 36 dive bombers. I believe the same was true for the Yorktown and Hornet during the BOM. Multiple photos of the same airplane can be very important if you are also trying to compete successfully since the discipline of accurately building a scale model also requires documentation for the "static score". In AMA or USSMA competition rules, that represents half the total score involving Accuracy of Outline, Color/Markings/Finish, and Craftsmanship. The other half of scoring is for flying the model realistically in the same manner as the full-size including any of its maneuvers. These Navy dive-bomber aircraft certainly had a unique maneuver!

I eventually had the opportunity to contact George Goldsmith after Robert Cressman (book author on ships) started communicating with me since he thought I might have some documentation as a scale modeler on the particular Dauntless I was flying. It had been in various modeling magazines from many USSMA Championship scale contests during the 1980s. As a result, I supplied him a photo he did not have of this particular SBD-3 Douglas Dauntless when landing on the Yorktown during the Battle of Midway. It was also subsequently used in his new book "That Gallant Ship USS Yorktown" where it can be seen on page 133 (for those having a copy). It may also be seen in the 4th photo at the following web link along with the same credits for who supplied the photo. http://www.history.navy.mil/photos/events/wwii-pac/midway/mid-6y2.htm

Robert Cressman had become very interested in this particular SBD-3 aircraft from the USS Enterprise and did further research as to why it landed on the USS Yorktown during the Battle of Midway since a similar photo taken moments apart from one another had been mislabeled in previous publications as being on the USS Enterprise. He then found out from Naval records the pilot still survived who was residing in Tampa where he then learned further details as to why he "cross-decked" to the Yorktown during the BOM. He also then gave me his contact information where I was then able to talk with George Goldsmith on several occasions over a 3-4 year period (1987-1990) with telephone calls and letters.

During the time I had communicated with George (nickname "Bo"), he certainly had interesting details of that battle including how his airplane was damaged with two passes by a Japanese Zero low over the water soon after he had dropped his bomb amid ship of the Kaga. From that telephone conversation, the Zero flew under them on both attacks despite his efforts to fly lower over the water after the first pass. During these critical moments at low altitude, he indicated one of the defensive tactics of a Dauntless was to fly as low as possible to prevent the Zero from attacking underneath where the rear gunner could not shoot back. However that did not stop this experienced Japanese Zero pilot from doing so on both passes. That also explains the extensive damage to his aircraft in the previous web link photo that I also sent to George. George had also indicated he tried making a quick 50 caliber burst at the Zero on his second pass under him as he came out front but did not believe he had scored any hits. Fortunately the Zero did not return again after the 2nd pass and they returned their attention to getting back to their fleet while trying to save fuel. He eventually landed on the Yorktown instead of trying to reach his own carrier (or ditching) since the Yorktown was "the first friendly dry place" he saw before running out of gas. He also had very interesting comments in a letter he sent me about that same moment after he had landed on the Yorktown when he first saw the photo I had sent him (he had not seen it before!).

The early War Department reports that George Goldsmith's mother received after the battle indicated he was missing in action. Newspaper reports in his home town also followed the story that are also attached herein. (George did not know she had these newspaper clippings until his niece found them in her attic and forwarded to him only two weeks before George wrote me his letter (talk about coincidence!). These articles give an interesting perspective we often overlook at the "home front" so I have also attached them herein. I suspect that type of war-time reporting was not unusual considering he had not made it back to his own carrier (USS Enterprise) and many other pilots had to ditch at sea and were still missing. Tragically many of them were never found by PBYs or other search efforts. Fortunately for his mother, he was allowed a rare overseas direct call from Pearl Harbor (despite extreme security at that time for such calls) that quickly verified he was alive and well.

The following may also be of interest in George Goldsmith's participation in the BOM. Although he had indi-

cated to me he had been credited with placing a bomb amid ship of the Kaga in one of our many telephone conversation, I did not see that formally recognized in various books or articles on the subject until more recently where they have summarized who did what in this incredible victory at Midway. The difficulty of doing so may not be surprising when considering there were approximately 27 Dauntless aircraft descending on this one carrier. When trying to do research, various resources were incomplete or simply acknowledged there were at least 4-5 hits in the few minutes of absolute chaos with the large number of airplanes from the Enterprise attacking the "hapless" Kaga. The reasons for this concentration of Enterprise aircraft on one carrier gets more interesting when considering there were other similar Japanese carrier targets within sight. After earlier finding nothing but empty ocean where the Enterprise dive bombers were initially directed by earlier PBY sightings, the Air Group Commander Wade McClusky pointed all the dive bombers in a new direction after observing a single small Japanese ship heading northeast that would likely lead to them to the Japanese fleet. Fortunately the Japanese fleet was found soon thereafter and the Enterprise aircraft arrived on the scene already low on gas. Many already started recognizing they would likely run out of gas and not make it back to their carrier where they would have to ditch and hope to be recovered in the large expanse of the Pacific Ocean. That was the stark reality while also recognizing the war in the Pacific had not gone well since the surprise attack on Pearl Harbor six months earlier. However these airmen also knew they were looking down at many of the same Japanese carriers that participated in the surprise attack on Pearl Harbor and it was now time for pay back.

Undoubtedly the first Japanese carrier the Enterprise dive bombers were approaching appeared inviting for everyone despite pre-battle plans for multiple targets. Those tactics indicated the Bombing Group should attack the nearest target since they were carrying 1000 pound bombs. The Scouting Group that took off first with a shorter carrier deck were only carrying 500 pound bombs where they could still fly to a further target and return safely with lesser fuel consumption. Nevertheless both the bombing and scouting groups of aircraft from the USS Enterprise initially started descending on the first carrier. The communication problem or misunderstanding in these critical moments is still debated to this day and may have been the simple problem of both group commanders trying to announce their intentions at the same moment where they did not hear one another. Dick Best as commander of Bombing Group 6 immediately noticed this oversight as planes from the Scouting Group started descending from above and directly in front of his position onto the Kaga just as he was also starting to push over into his dive on the same nearest target along with all the other Dauntless aircraft in his Group. With that observation, he quickly pulled up along with his wing men Ed Kroeger and Fred Weber and moved to the next further target to attack the Akagi. As history now reflects, that separate attack also proved successful with only three Dauntless aircraft targeting another Japanese first-line carrier that had also left themselves vulnerable after trying to quickly change ordinance to penetrating bombs (for carrier targets) from contact bombs otherwise intended for Midway Island after recognizing the US Navy was present with a late sighting by one of its scouting aircraft. The Japanese carriers and their decks were now dangerously strewn with exposed ordinance, many aircraft, and fuel lines after servicing aircraft in preparation for an attack on the US Navy. That quick decision by Dick Best to move to the further carrier (Agagi) became a significant contributing factor to the outcome of the BOM since all the remaining aircraft in his Bombing Group still continued their attack on the Kaga (including George Goldsmith). At virtually the same time, the Yorktown aircraft arrived on the scene from a different direction from their own carrier where its dive bombers descended on the Soryu for a separate third carrier target in the Japanese fleet. A fourth Japanese carrier (Hiryu) proved allusive and would only come under successful attack later in the day after its aircraft had made a successful counter attack on the Yorktown.

In the last 10-15 years of trying to assemble scattered pieces of the puzzle by various authors, there is now better recognized evidence for confirming George Goldsmith was one of those 4 or 5 aircraft scoring hits on the Kaga even though he was one of the last aircraft to make their dive attack with his position in aircraft number B-15. His rear gunner James Patterson Jr. "Pat" who later became a pilot also confirmed the same in a separate published article many years after the war with other candid remarks about George. Portions of that are included at the following web link with what is now a more complete representation of various damage reports and bomb hits on both the Kaga and Akagi as they unfolded (including reports from the Japanese). It also includes descriptions of the hits made by Yorktown dive bombers arriving on the scene that targeted the Soryu. It is a lengthy and interesting read, however you can also quickly see in the fourth paragraph about George Goldsmith and his participation. http://usswashington.com/worldwar2plus55/dl04ju42c.htm

The same specific information about George (from James Patterson Jr. and his article from earlier years) also appeared on the Battle of Midway Roundtable about a year ago. That forum has become a continuing dialogue over the past decade from veterans and others on this important historic battle that proved to be the turning point in the battle for the Pacific. It is also a good place to find further information if you are interested in the BOM

since they frequently update it as may be found at: http://www.midway42.org/ The specific book cover mentioned in Stan's article for “No Right To Win” of George Goldsmiths aircraft is shown near the end of this same described web site. The book author Ronald W. Russell also hosts the BOM Roundtable. The two earlier well known books published on this historical battle are "Miracle At Midway" by Gordon Prang and "Incredible Victory" by Walter Lord.

I also had several interesting conversations with Richard (Dick) Best and also exchanged a few letters with him mostly in the early to mid 1990s. Dick was Bombing Group 6 commander on the USS Enterprise during the Battle of Midway as mentioned previously leading the same group of dive bombers George flew in. The Dauntless aircraft that Dick Best piloted was marked B-1 or what he referred to as "Baker 1" in navy lingo. Dick Best was able to provide other valuable information including color markings for the unique landing-gear strut colors used for each aircraft on the USS Enterprise. That display for each aircraft with the gear down provided the Landing Signal Officer (LSO) a better recognition of who was landing that Dick may have helped establish judging from his detailed description.

In one of our telephone conversation, he went into great detail in describing his bomb run on the Akagi while also noting the arrogance of the Japanese Navy with its easily seen yellow painted decks and looking back briefly after his bomb release and watching it hit the target amidship. I think he was upset with earlier books indicating the first bomb dropped on the Akagi was a near miss (including post war reports by the Japanese). Recent literature now clarifies that was a bomb from his wingman Ed Kroeger. With apparently only two bombs finding their target from Dick Best and his wingman Fred Weber, another chain reaction of disastrous events was started on the Akagi similar to what had already began moments earlier on the Kaga with many other bomb hits. Dick Best had certainly made the right decision in the last critical moments when the Enterprise dive bombers were otherwise all starting their attack on one carrier.

In my conversations with Dick Best, it had become apparent he had never seen a specific photo of his aircraft "Baker 1". Although I already had a collection of many photos of USS Enterprise Dauntless aircraft during that period, I did not have any showing his aircraft with marking "B-1". I also extensively looked for his aircraft thereafter in other books and resources and only found one example from a distance (taken on shore while the USS Enterprise was docked). As a result, I sent it to him perhaps a year later after that conversation so he could at least see something.

Despite that historical problem in photo references, many aviation artists have painted his aircraft for "limited addition signed prints" with his signature. One of these is a group shot of many Dauntless aircraft approaching the Japanese fleet painted by Robert Taylor where Dick Best's aircraft is shown with his wing men and many other aircraft in Bombing Group 6 with a few of their individual pilot signatures also included at the bottom of the print. I took the opportunity of sending a copy of this print to George Goldsmith ("Bo") to also give him opportunity to sign it next to the other signatures near the bottom title "MIDWAY-THE TURNING OF THE TIDE". When I told him what I was sending him to sign, he was totally unaware such aviation art material existed and expressed surprise in the amount of attention being given to this topic (during the late 1980s). I suspect that humble reaction by him was typical for many veterans since they were simply doing their job during WW-2.

I was fortunate in communicating with George Goldsmith when I did during the 1987-90 period since he passed away in 1991. I believe Dick Best lived to be the oldest surviving commander from the Battle of Midway before he passed away at the age of 91 in 2001.

I trust everyone in the club finds this information interesting where it may also spark further interest in scale modeling. Sometimes being a scale modeler can turn you into a historian. It is also an important opportunity for our hobby to provide recognition to those many gallant veterans that risked their lives and often gave the ultimate sacrifice for their nation and our freedom today. I believe that type of tribute was also the intent of Stan's article in MA for the 100th Anniversary of Naval Aviation.

NOTE: I made an error in reporting when the photo was taken by Ben Lanterman in Stan's article that eventually became the book cover of “No Right To Win”. Instead of 2005, it was in 2004 at the US Scale Masters Championships near Kansas City. Apparently time flies when you are still having fun flying this Dauntless model where I had earlier included the prototypical 70-80 degree dive maneuver starting at approximately 1200 feet altitude. It is unique in several respects particularly in coordinating how the maneuver was entered at the correct location at high altitude by first retarding the throttle and then opening up the lower flaps and upper dive flaps followed by a half-roll into the dive. That roll-over position at high altitude was critical for optimum results in a contest to achieve the ideal 70-80 degree dive angle descent with respect to the target. Also the best manner to hit the desired target (directly in front of you on the far side of the runway) was to simply aim the aircraft directly at yourself for much of the dive and then adjust accordingly in the last few hundred feet prior to bomb release above the intended target. That is "somewhat intimidating" for much of the dive, but it is the only way I found you can achieve accuracy. With a remaining altitude of approximately 150-200 feet, the bomb is released and a gradual pullout is started while also retracting the upper dive flaps. By the time you are leveling out, you can also then retract the lower flaps. As is apparent, this unique maneuver involves a number of added controls and correct pilot executions at all the right moments. To keep "practiced", I would always include this maneuver with an attached rubber bomb (compliments of Dave Schwirian) on virtually every flight for 30 years on this scale dive bomber. However I stopped doing it in 2006 since my eyesight was not as good as it use to be. As the paraphrase suggests in full-size aviation, "There are bold pilots and there are old pilots, *but there are no old-bold pilots*." The eyesight quality problem is still correctable, however the FAA is now getting more strict in enforcing a 400 foot ceiling. We may learn more about that in coming months when the FAA presents their new proposed regulations for sUAS (small Unmanned Aircraft System) to the public as it also effects our hobby.

Respectfully, Kent Walters,

Founding member in the Sun Valley Fliers and One Eighth Air Force since they both began 35 years ago

20 August 1989
7144 Wrenwood Circle
Tampa, FL 33617

Dear Kent:

First I would like to thank you for the picture of 6-B-15 with Pat and me still in it on board the USS Yorktown. It again brings back many memories – some good – some not so good. From "Pats" gestures I'm gonna assume that he is pointing to dry land – that it is OK to get out now! Any how, it sure looked good.

I think I told you that "Pat" caught a 6.5 mm bullet in his mouth (it was all spent and didn't hurt him) and he gave it to me soon after landing. He may be pointing to the possible holes from which the bullet came – who knows? (I carried that bullet with me for many years but I did lose it.)

As for some of the holes made in both the vertical and horizontal stabilizers – there were many but the aircraft was still very stabile and I made an almost normal landing – I mean I did not have to come in fast. It is also true that the radio antenae mast was shot away. I did not have any radio communications – not even intercom and Pat and I could only shout at each other.

At the risk of repeating myself, I just want to say the SBD-3 was not the fastest aircraft ever built but it was certainly one of the most honest planes of all times. It was responsive to all controls, it was easy to trim up, it could carry a tremendous pay load (bombs) for its size and power (I had a 1000 pound bomb) and it could take a lot of damage as many other pilots found out also. Except for its speed it was an ideal aircraft for its time. (Frankly I preferred it over the SB2C, which is why I left bombers and went into fighter later)

As for your query on the attack approach:

A It is critical that a dive bombing attack be just that ---- not a glide bombing attack: ***1*** It exposes the plane to a much shorter time and it is more difficult gunnery target, ***2*** Only by an 80° or so dive can you attain the accuracy that you must have. As you know, the "lift" of the plane tends to steepen the dive so it is necessary to enter this dive as close to the ideal (and practical) angle as possible.

B (And very important) It is virtually impossible to keep a target in sight from high altitude if you are trying to push over in it from a steep dive angle. We found that keeping the target in sight and bringing it alongside the left (or right) side of the nose until it came to the leading edge of the wing was a good place to start the dive. The Roll Over or half-roll instead of the push over allowed us to keep the target in sight at all times. And unless you had a completely cloudless day, that was highly desirable. Trying to relocate a target is difficult even under ideal circumstances and you certainly will not have these all the time.

As for pictures, I do not have any individual pictures of me in 1942 [I do have the group picture of my squadron (CVB-6) on board the USS Enterprise on June 3, 1942 – the day before the Battle of Midway but I am sure you have seen that one – did I already send one to you?]

About two weeks ago my niece was cleaning out "the Old Holmstead", and came across a copy of the newspaper from my boyhood home – Atmore Alabama - dated June 25, 1942. I thought you might enjoy the two articles that were in it. I had never seen the paper before and I guess my mother had saved it all these years – talk about coincidences!! The story in the paper it true except for the fact that I called my mother from Pearl Harbor (that took some doing with all the censorship) instead of sending her a cable as the story says. Everything else is as it happened. The picture in the paper of me is my cadet picture, taken in 1941. I am also sending you a picture taken in 1945 – which you may use or lose – as you prefer.

May I just say that I am still pleased and flattered that you are making a new model of 6-B-15 and I hope you continue to get joy from it. Maybe some day I can get out there and see both of you in action.

Sincerely, George H. Goldsmith
"Bo"
George H. Goldsmith

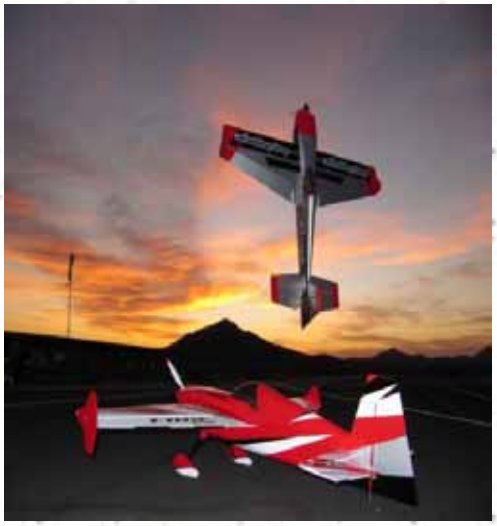
6-B-15

Photo # NH 100740 SBD lands on USS Yorktown after attacking Kaga, 4 June 1942

7144 Wrenwood Circle
Tampa, FL 33617

SVF MEMBERS PAGE

Photos by SVF Members



SVF MEMBERS PAGE

Photos by SVF Members

Sun Valley Fliers

Sun Valley Fliers

Half-Scale Pfalz D.III Takes Flight by Gerry Yarrish

Today, giant scale has developed into a whole new sector of the RC modeling community and truly gigantic planes are being developed to fill this growing special interest group. Recently, a ½-scale Pfalz D.III WW 1 German fighter successfully flew its first test flight and impressed everyone who was there. The plane is a custom built model built from an Arizona Model Aircrafters Short kit that includes many prefabricated parts. Jaime Johnson of Scottsdale, AZ is the owner/operator of the company and he developed the ½-scale project starting with a set of Tom Polapink drawings, and incorporated many traditional modeling materials with lightweight Experimental Ultralight Aircraft materials and construction techniques to produce a plane that's both scale, and that conforms to the new Academy of Model Aeronautics super giant scale RC aircraft guidelines.

The aircraft has a wingspan of just under 15 1/2 feet and it is powered by a 210cc twin inline ZDZ gas engine which turns an impressive 36×12 prop. Bill Powers was the lucky test pilot and the aircraft was built by **John Deacon, Bob Frey and Bill Powers.** All the formers are made of plywood and the fuselage is sheeted in balsa (the full-size aircraft's sheeting was plywood,) and the wing ribs are made from balsa and in some areas stiff cardboard capped with capstrips. The main spars are made of plywood and use I-beam construction.

Bill used a JR 9503 2.4GHz transmitter and Hitec heavy-duty giant scale digital/programmable servos. Two for the elevator, and one each for rudder and ailerons. The ailerons being so far apart, use fiber optic servo leads and each aileron servo has its own LiPo battery pack for power. All rigging wires are functional (250lb. test braided fishing leader,) and the shock absorbing landing gear uses bungee cord suspension and the wheel are 18-inches in diameter and are from a bicycle shop. They are fabric covered to look scale.

The flying weight of this WW1 monster is 108 pounds and Jaime Johnston said: *"I'm a bit jaded being involved in RC Scale airplanes for more than 17 years, but when our new Pfalz's engine cranked up and it took off, I was amazed and had goose bumps! It really is a sight to behold."*

Short kits are available from Jaime and they are custom assembled to meet the customer's requirements. All the hardware is included as are welded landing gear and many scale fittings and detailed parts. Because of shipping limitations, there are no "long wood" parts included. Realtime Tech Help is available and contact information is at the company's website at: **www.arizonamodels.com**.

Right now the ½-scale Pfalz is hanging in a hangar at the Arizona Wing of the Commemorative Air Force Museum in Mesa, Arizona. The full-size historical aircraft organization is hosting a WW 1 aircraft event and they wanted the impressive monster to be present at this full-scale aircraft event. ***Sun Valley Fliers at their best!***

ARIZONA ELECTRIC FEST

Photos by SVF Members

SF Sun Valley Fliers

Shigeo Ogawa
O.S. Engines

Shigeo Ogawa was the founder and driving force behind the first highly successful model engines to come from Japan. (Photo courtesy of O.S. Engines Mfg. Co., Ltd., Japan.)

Model engines and model steam trains make for a successful career

Shigeo Ogawa as an elementary school child with his parents. (Click on photo for larger image.)

Born in 1917 in the Gifu Prefecture of Tajimi City, Japan, Shigeo Ogawa was fond of tinkering with machines from early childhood. When he became old enough, he attended an industrial school where he learned the fundamentals of engineering. As a student project he built a model engine that won a special award at a student science fair. This started him on a career in model engine building, eventually forming the OS Engine Company. Starting production of model steam engines in 1936 using a lathe purchased for 100 yen, the company also began producing the “Type 1” model engine that same year at the suggestion of an American buyer, Paul Houghton. The line of model engines is still being produced today. In 1984 Mr. Ogawa won the prestigious FAI Paul Tissandier Diploma, one of the highest honors in the world of aviation. Mr. Ogawa died at the age of 75 in 1992*.
**Source: O.S. Engines web site. Another source lists Mr. Ogawa passing away from a heart attack on November 4, 1991. Clarification is being sought.*

Model airplane contests and innovation

Shigeo Ogawa was a big promoter of contests as being good for the industry. In his book he says:
"The model airplane boom was at its peak around the 1950's, and while a number of very large-scaled contests were held during that period, I personally did not particularly care for highly official and formalized competitions. I always believed that the true purpose of contests should reside in the practical improvement of the technical skills of the participants and not in the politics of contests themselves.
I also believe that the contests should not be encouraged merely for the purpose of publicizing one's company products. Regardless of whether the airplane is equipped with an O.S. engine or not, if the model flies well and attracts attention, potential model airplane enthusiasts can be recruited. An increase in the number of enthusiasts, in turn, should contribute to the expansion of the whole model hobby industry. Therefore, I never have hesitated to support any type of contest and cooperate positively toward its success, throughout my career."
Mr. Ogawa’s engines were noted for being very innovative, introducing many new milestones in model engine production. Among these were the first model Wankel rotary engine (1970). He also was the first to offer a production supercharged model engine in 1990. Always a driving force behind the company, Mr. Ogawa built up a team of “experts” to manage the company after his passing. In 1993 the company joined the Futaba Corporation.

A special interest in live steam trains

Mr. Ogawa’s other abiding interest besides model airplane engines was a love of live steam model railroading. As a student, he built a model live steam locomotive which received the top award at an exhibition. Within the model engineering fraternity, his self assembly kits for steam locomotives satisfied a demand from those who could afford but could not make their own engine, thereby giving enthusiasts the opportunity to own and operate a live steam engine locomotive. O.S. steam engines are of the highest quality and retail for several thousand dollars. The steam engine business was Mr. Ogawa’s personal whim, made possible by the financial success of the model airplane engine business. In 1977 he established a showroom called the Osaka Live Steam Center and three years later opened a similar showroom in Tokyo. Starting in 1978, with the engine business well in hand by his expert staff, he decided to travel around the world and see in person some of the original locomotives that inspired his models. He also joined a live steam club in Los Angeles and participated in a live steam locomotive gathering of over 100 engines in 1985 in Griffith Park.
Mr. Ogawa built a 1/2 mile (800 m) multi-gauge track at Nara, Japan, which has every facility including the biggest turntable in the model world. This track was open to all enthusiasts. His pride and joy was the geared turbine locomotive, a 1/12 scale (5 inch gauge) model of the Pennsylvania RR 6-8-6. The turbines ran at 40,000 and 60,000 RPM respectively to drive this 297 pound monster. It measured 9 feet over the engine and tender.

Mr. Ogawa is seen with a model of the O.S.-made Porter Mogul. Steam trains were one of his special passions. (Photo from Mr. Ogawa's book used with permission.)

Mr. Ogawa is the author of a book that details his life and career. It is entitled ***My Life and the Model Industry***, written in 1986. The Joe Martin Foundation was given a copy of this book for our library, and much of the information and many of the photos shown here came from its pages.

continue

Engine design and production highlights

In 1936, Mr. Ogawa started production with the “Type 1” engine. About 200 1.6 cc engines were exported under the “Pixie” brand name. The Type 1 followed standard American model i.c. engine design of the time. In 1937 it was succeeded by the much larger (6.92 cc) Type-2 and, in 1938, by the 7.45 cc Type-3. This was an original O.S. design which set the groundwork for future O.S. engine development.

In 1941 the O.S. Engine Mfg. Co. was established. In 1954 the first of a long line of O.S. ‘MAX’ engines, the MAX-1 29 and MAX-1 35 appeared, followed by the MAX-1 15 in 1955. In 1956, the MAX-1 15 powered model flown by Ronald Draper won the official FAI World Free-Flight Championship held in England. This drew world-wide attention to O.S. engines and became the turning point that led, eventually, to O.S. prominence in the world market.

Production of a pulse jet model was begun in 1952. In 1954, the company started producing radio control equipment for models.

In either 1968 or 1970 (both dates are listed on different O.S. Engines web pages), O.S. introduced the first production miniature Wankel rotary combustion engine to international acclaim. Refined over the years, it remains the only regular production model engine of this type.

In 1973, new O.S. designed production machinery was used to produce the MAX-40SR. This was a 6.5 cc Schnuerle-scavanged engine, the first made in Japan. The 10 cc overhead-valve engine introduced in 1976 was the first volume-produced four-stroke model aircraft engine. Much quieter than current two-strokes, it was accepted for its “environmentally friendly” nature and spurred many other manufacturers to introduce four-stroke engines, although many were not as quiet as the O.S.

1979 saw the introduction of the first O.S. twin-cylinder engine, the FT-120. This became the starting point for the current range of multi-cylinder scale-type power units, including horizontally-opposed four-cylinder and radial type five-cylinder models often used on large flying scale models.

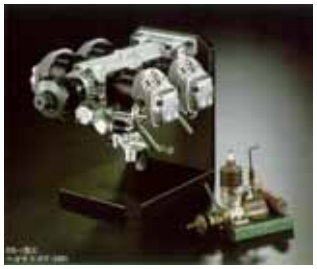
In 1983, a new, fully automated factory was built in Nara, Japan. The following year, a 1.8 km model railroad track was built next to the factory for running of live steam model trains. In 1997 a model car circuit was added to the facility.

A special high-performance version of the 20 cc single-cylinder FS-120S four stroke was introduced in 1990 as the FS-120-SP. This engine included an O.S. designed Roots type supercharger…the first offered on a production model engine. In 1995, Mr. Giichi Naruke won the FAI F3A (aerobatics) World Championship using this engine.

Although Mr. Ogawa passed away in 1992, in 1999, Mr. Ogawa’s expert staff in conjunction with Futaba Corporation developed an electronic fuel injection system for model engines, insuring that his vision of continued prominence of the company he founded is being carried on into the future.

Special thanks to Terry Burnett of England for his research on Mr. Ogawa’s model steam locomotives.

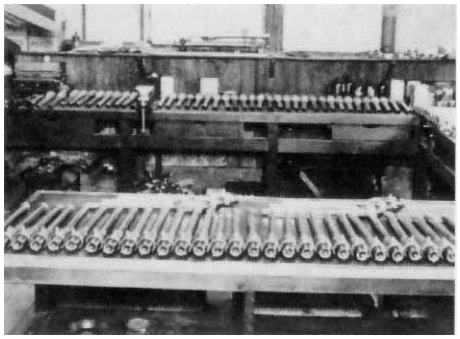
Shigeo Ogawa's first engine, the OS MAX-1 from 1936. For a complete history in photos of every O.S. Engine produced, see www.osengines.com/history.html and click on the "Manufacturing Timeline".



Early and late engines from O.S. On the right is a tiny "Pixie" Type 1 from 1936, and on the left is a large multi-cylinder O.S. FF-240 Pegasus from 1986.

More significant engines from O.S. history: (Left) an O.S.-Graupner Wankel RE-I-49 from 1968 and (Right) a 1950 O.S. 29.

*The first run of **pulse jets** on the production line in 1952.*



How NOT to make friends at the flying field

From M.A.News

Ok with tongue firmly set in cheek, here are some not so set in stone rules to live by if you want to enjoy the hobby and make friends at the club flying field.

Step one is to keep everything in perspective. Hey man! This is a freakin' hobby and is suppose to be fun! People don't need pressure at the flying field, there's plenty of that in the real world. If you always find yourself compelled to show everyone what you know and point out what they don't—chances are you're already one of the hated guys.

The next thing is don't try to be Joe Cool at the field! Don't fake it. Being yourself, no matter what pops up is a good plan. Even when you're not on the flying field.

Remember, neatness counts! No! Your airplane doesn't have to look like a WRAM show winner, but neither should it look like a leftover from the latest club auction. Try to improve your skills with every noew plane you build and try to make it look as nice as you can. And what your pit area? It shouldn't be spread all over the place. If you last flew from station 2, why is your radio on the picnic table and your starter box at station 4? Nobody likes a slob!

Watch the clock. Nothing gets people's dander up more than a sky hog. You know, the guy who just has to take every possible opportunity to be in the air flying his plane. Really unless you are always helping someone learn to fly, this is a sure sign of a lack of common courtesy and a lack of team spirit. Remember, less air time means more face time with other club members.

Reach out! Ok, so you've been a member of the club for more years than most other members have been alive. If you don't want to be viewed as one of the less valuable dinosaurs in the club, try reaching out and help newer members learn the ropes! No, this doesn't mean yelling at them every time they make a mistake. How about after they land and gather their thoughts, offer them a drink of water and chat a bit about what makes a good (and better,) RC pilot.

Rules for everyone? If you're the kind of guy that thinks rules apply to everyone else but not to you, then there is a good chance, this whole story is about someone exactly like you. It's that old "do as I say, not as I do" attitude that trips people up. It's all about keeping every one safe and increasing that all important fun factor that got everyone into the hobby in the first place.

Try to be socially acceptable. Demonstrate common courtesy and some average social skills. You don't have to be the life of the party, but when someone comes over and asks a question, don't just stand there and give 'em your "old" one-word answer. You might be happy being the grumpy old guy but it's not a good plan for helping the club and your hobby grow.

Finally, to really be the least hated guy at the flying field, try working with everyone and give something back to the club before you try to change things. Be a volunteer and help with events that bring some coin into the club. Don't grumble at all the meetings about what you don't like. Join in and help make it better by getting involved.

Note: The thoughts and comments voiced here are not necessarily those of this website, or of the person who posted it–and who shall remain Anonymous :^)

Svf Editor: I haven't met anyone at the field that was like this. Have you??

SVF MEMBERS PAGE

Photos by SVF Members

Bill P.

Frank S.

Gene P.

George M.

Jim W.

Mike P. & Howard K.

Val R.

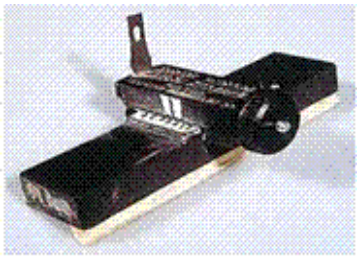
Steve M.

Bob P.

Scale Plans Building for the Novice: Part 4

Jerry Bates, www.rcscalebuilder.com

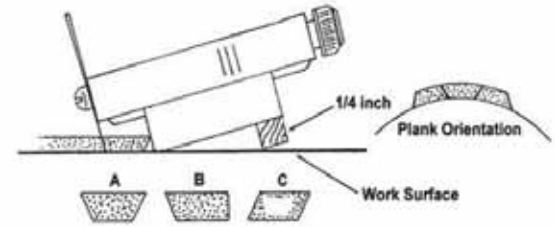
Tips on Strip Planking



Oh no! Not strip planking! I know, time consuming, tedious, messy and inaccurate. Well, let's try to take most of the work out of this process. The real key to making strip planking a much easier task is the method used to strip the balsa wood into accurate, beveled planking, and the adhesives used

Cutting accurate strips is best done using a modified balsa-stripping tool. The Master Airscrew balsa stripper is ideal for this job. Glue a piece of ¼-inch-square hardwood to the long edge opposite the cutting blade as shown in the photo below.

Adjust the blade so it just touches the work surface. Adjust to cut strips about 3/8-inch wide. Wider strips will not develop the shape required of the finished piece. Your first cut will not be used, but will be waste. Flip the strip 180° (end for end) making the following cut on the same edge as the previous cut. Do not turn the sheet over between cuts or the planking will be trapezoidal and thus useless. Strip as many sheets as required to cover the area to be planked.



Start planking on opposite sides of the fuselage and alternate until you meet at the centerline. This will help ensure you do not build in a warp. Alternate each strip plank edge angle to keep the seams between the two as close as possible. Very little Filler material will be required when finished.

My favorite method of installing each piece is to place a bead of aliphatic resin (white glue) adhesive along the edge to come in contact with the previous sheeting. Then put medium-viscosity CA adhesive on those parts of the airframe that will come in contact with the new strip plank. Place the strip in place, pressing firmly into the edge of the previous plank or sheet. Wipe excess white glue from the surface with a damp paper towel.

Continue application alternating from side to side, until complete. Cut each piece where it meets the centerline stringer.

McCurry's Way: A step-by-step guide to glassing

Preparation: The key to getting a high quality, fast and lightweight surface of fiberglass onto a model is summed up in one word – preparation.

Fiberglass does not cover up or hide imperfections in a balsa wood surface. For this reason it is important to thoroughly .ll and sand smooth the entire surface that it to be covered with fiberglass. Once filling is complete, finish sand with

After each pass of the stripper, turn the main balsa sheet 180° (do not turn it over). This will result in shape "A." The first cut of the main sheet will look like "B." Use a plank with cut "B" where a flat surface meets a rounded one. All succeeding cuts will look like "A." Be careful not to cut a parallelogram like "C" this plank is useless for precision planking.

Upon completion, rough sand the planked areas to shape. Blow off the sanding dust and apply a lightweight filler material to any voids or gaps. Sand the surface smooth and glass with 0.50- or 0.75-ounce-per-square-yard . fiberglass cloth and resin.

These illustrations were taken from a similar article published in Model Airplane News magazine.

The model can now be disassembled and finish sanded and glassed prior to canopy construction and addition of details.

Glassing the Model

This is an area where it seems everyone has his or her own favorite method. If you are satisfied with the way you are accomplishing this task, then, by all means stick to what works for you. If you are unfamiliar with this portion of the hobby or wish to try a different method, the following article is an explanation of how to "glass" your airframe. The article was written by Pat McCurry and was published in the September/October 2001 edition of RC SCALE International magazine.

320 grit paper or lighter. Then use a vacuum cleaner or tack rag to remove ALL dust and debris from the surface. This will ensure a good bond of the resin to the surface. Also at this point you need to assemble all the other items you will need for the job so they are at hand when required. These items include rubber gloves, brushes, mixing sticks, plastic spreaders, paper towels and small mixing cups.

Begin by cutting a piece of cloth to cover each item that you wish to glass. You need only to cover one side at a time. For instance, if you are covering a wing, begin with the bottom. For a fuselage, try to cut a piece or two that will allow you to cover one entire side. Cut the larger pieces first and work down to the smaller, this will minimize waste. The cloth need only be slightly larger than the piece itself as there will be no significant shrinkage. Make sure all cutting of the cloth is performed before you begin to glass. Find a table or space were you can layout all the pieces of the model with the glass (cloth) that you have just cut laying in position and ready to apply the resin. What we are aiming for is to have each section of the model dust free, with cloth in position on top of it so that all needs to be done is to apply the resin. This will minimize the handling of the cloth.

Mixing the Resin: I use Pacer's "Z-Poxy Finishing Resin" which is a high quality resin with excellent flow characteristics. It requires an equal part of both the hardener and resin for accurate results. Combinations of more or less of one of the parts is unnecessary and thinning is not recommended. As this tend to affect the hardness and curing times. Also, thinning tends to leave resin 'gummy' and difficult to sand. If you are in cooler temperatures try to set the individual bottles in a pan of warm water before mixing. This will make the resin less viscous. Typically, epoxy-curing times are affected by temperature and thickness. That is to say it will cure faster in warmer weather and thicker applications. Resin will cure faster in a cup than when spread on to a flat surface such as a wing. For this reason, when mixing resin, only mix an amount that you can work comfortably with for approximately 20 minutes. While the resin will not be cured by this time, this is about as long as the resin in the cup will have the consistency that is best for spreading. For large areas such as a wing, we will mix up only about a third to half a cup of resin. As resin is emptied from the cup, another amount is mixed (in a new cup) and so on. It is far easier to work with in this way.

One of the most common mistakes when glassing a model is to mix up too much resin in the beginning (shortening curing time) and trying to work too large an area or too many pieces at once. By extending the working time you will risk having the resin begin to 'gel' on the surface, which leads to dragging of the cloth and an overall mess. Plan on mixing several smaller batched of resin throughout the glassing process. By doing so you will stay ahead of the problems that can lead to an undesirable situation.

Keep it Clean: Besides frequent replenishing of the resin supply, the major ingredient in a great glass job is to maintain a level of cleanliness. Once you are ready to glass and all the cloth is cut and in position on the respective pieces of the model and you have your gloves on, you should get a rhythm that goes like this. Mix a little resin and plan on doing the largest sections first, such as a wing. Depending on the size you are working you may need to mix a second or even third batch to complete the wing.

If you complete the wing just before the resin has cured, take a minute to clean the spreader and your gloves with thinners (acetone works very well). In fact, clean up any tools or surfaces that resin may have dropped on in the process before moving on to the next item to be glassed. Take the glassed wing away from the area you are working in and prepare to continue the process as if you are just starting. When working on smaller sections such as separate ailerons of elevators, you can glass several of these in a row before you need to clean up or mix new resin. Just try to keep in mind that it is easier to mix several small batches of resin than one large one and that keeping your hands and tools clean are very important. I cannot over stress these two points enough.

First set up an area away from the glassing table where you can leave the glassed items once they are done. This will keep the area you are working in from getting cluttered and keep the parts you just glassed from getting knocked over. As mentioned earlier, it is also a wise decision to have all of the parts to be glassed setting with the cloth already in place and ready for resin. By doing this you will minimize the possibility of handling the cloth with resin soaked gloves which could cause a big mess. You want to be able to pick up a piece from underneath, take it to the glassing area, and pour the resin from the cup directly on the surface with very little handling. It is easier to have to separate tables – one for staging the parts and the other for glassing.

Glassing the Model: Here are the steps I use for a light, perfect finish every time.

1. Apply or pour an amount of resin onto the surface (on top of the cloth) in the approximate center of the area you are going to work. It is better to start with too little an amount than to have so much that it begins to run off the edges.

2. Use the spreader to gently pull the resin out onto the surface as if icing a cake. Work one direction then the opposite (alternate). You will notice that as the resin saturates the cloth, the cloth will become transparent. This is an indication that the cloth is fully 'wetted' out.

3. Continue to carefully work the resin on the surface. What you want to avoid is pulling resin into holes such as servo pockets and gear wheel openings. Also avoid dragging the resin over the leading and trailing edges. You want to work right up to these points, then wipe the excess back resin back.

4. What we are aiming for here is to saturate the cloth with just enough resin to stick it to the balsa surface and pull rest of the resin away. DO NOT try to achieve a glossy or “coffee table’ appearance.
5. If you run into a situation where you have too much resin and it is beginning to run on you, don’t be afraid to simply wipe it away with a paper towel, you can always mix a little more.
6. With a little practice you will .nd that pouring small amounts of resin, working it out and then adding more is the proper way, rather than to simply dump a pile out and scramble to keep it from running everywhere.
7. Once you have worked the resin right up to, but not over the edges and various openings you will now need to use the brush to apply the resin. The brush works well to saturate the cloth around leading edges. Simply use it as if painting. For leading edges, I work or ‘paint’ about twelve inches or so at a time and then use a paper napkin to wipe away the excess. When wiping excess, do it in a chord wise or off-the-edge fashion so a not to displace the cloth.
8. When it comes to an opening, use the brush to apply just enough resin precisely where you want it – right up to, but not in the opening. Remember, neatness is a key factor to a great glass job.
9. Continue along with each piece of the model as above and set aside to dry.
10. When fully cured (at least four hours at 75°F), you can now go back to the sanding block and 100 grit to knock away the excess cloth that is surrounding each piece. It does not take much work and you are not trying to sand the model, you just want to clean up the edges so you can apply cloth to the opposite side.
11. When finished, you are going to repeat the steps for the other side of the work piece until all of the wood surfaces have a layer of cloth on them.
Sanding the Cloth: At this point the cloth has a very thin layer of resin over the top of it. So thin, that with just a few hard strokes with an 80 grit sanding block you could easily sand into the cloth. This is what we want to avoid. You will notice that when you run your hands over the surface that you just glassed (when dried) there may be a few spots that need a little smoothing. We want to just knock down these areas slightly with some 220 or maybe even some 320 grit paper. We are not trying to a slick surface yet; we just want to have it smooth enough so that we can apply a ‘flow coat’ of resin.
If there are arrears that have runs, you can attend to these with coarse paper, just be sure not to sand through the cloth. Your eyes and hands are the best instruments to tell when enough is enough. If the cloth begins to turn white, you have sanded too far and should stop. Move on and continue to give the model a light sanding in preparation for the flow coat.
Flow Coat: Basically speaking, the flow coat is the step that seals the cloth and gives you that extra hard surface that we are looking for, whereas the first step is merely to get the cloth adheres to the surface.
The flow coat is applied in exactly the same fashion as the first glassing steps using the same tools and methods. The only difference is we are doing it without any cloth this time – which makes it a lot simpler. Here again, we want to stay neat and not apply so much resin that it looks like a glossy coffee table. All you are trying to do is apply enough resin to .ll the weave of the cloth and no more. Also, during this process it is a good time top paint the resin into areas such as wheel wells light surface pockets where you want to seal the wood in preparation for paint but would not be otherwise able to apply a fiberglass cloth. Continue one side at a time as before until the entire model has a full coat to .ll the weave. Set everything aside and let dry completely.
Now you can final sand the model. It’s best to start with 220 and move on up to at least 320 grit paper. If there are any areas that you have accidentally sanded through, you can easily apply a little resin and sand it out.
Priming: The model is now sanded and primed. I choose to use automotive catalyzed urethane primer/surfacer. Check with your automotive paint store to see what is currently available. This primer fills fast and it is lightweight and compatible with all finishes. Mix in accordance with manufacturers recommendations and apply with a ‘trim gun’ at the prescribed air pressure. I like to apply a ‘dry coat’ immediately followed by a ‘wet coat’. When dry, block sand with 320 wet and dry paper. Reapply as needed to low areas. When competed and sanded you will be able to see many areas of the base fiber glassed surface. As long as all imperfections are filled and the surface is smooth those exposed areas will not present a problem and, in fact, are an indication that too much primer (weight) has not been applied. .
—Pat McCurry

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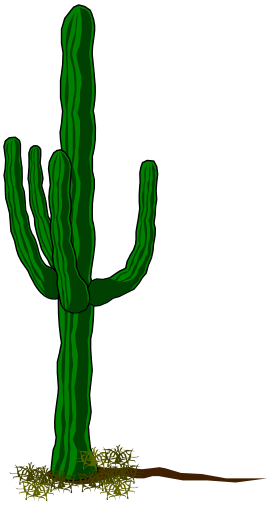

Event opens at 8:00am Friday with registration.
Pilots meeting each day
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For additional information, please visit us at
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+ Food will be available Saturday and Sunday for purchase.
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+ Planes Must Fly To Qualify For Any Plaques.
+ Landing fee $20 for IMAA members & $25 for non-IMAA members
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+Trailers may be left overnight. Security will be provided by club members.
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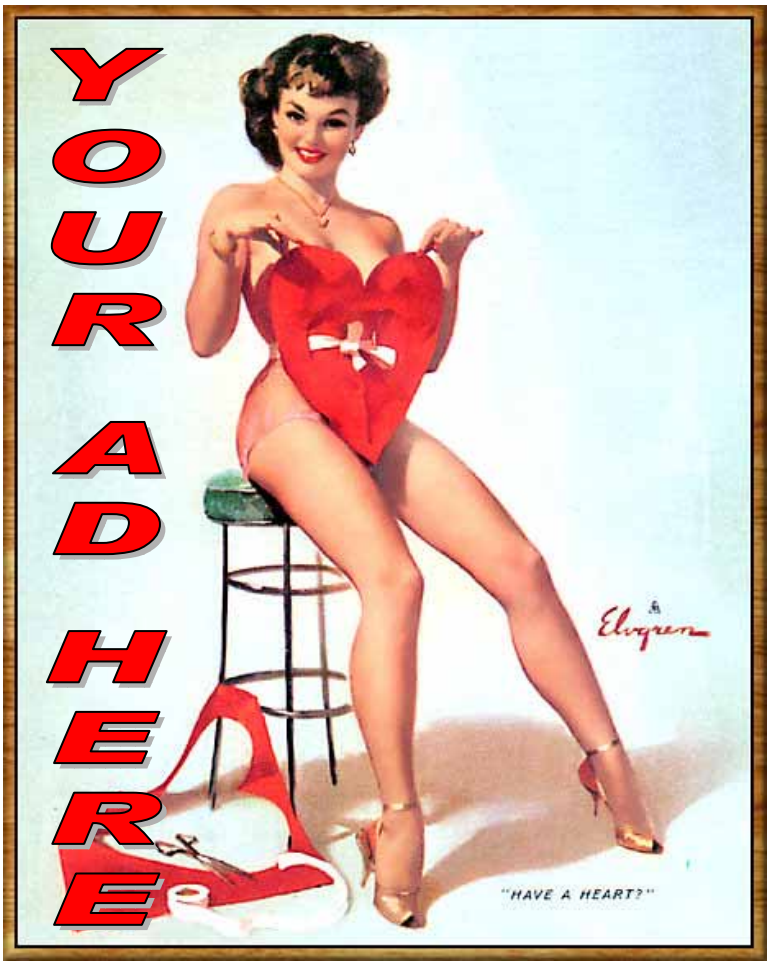


I'm making up for no January Slow Roll

Next month Issue

Three events coming up at our field and please support and help in any way.

Your photos and articles are welcome.

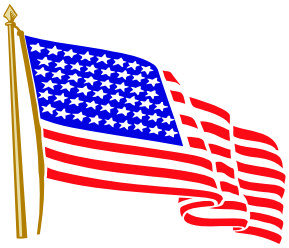
Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.
AZ49ER@COX.NET

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

This Month Issue

This has to be the biggest Slow Roll yet! Don't forget the Pattern contest Feb 25-26, the HELI event March 16 to 18. The OEAF March 31– 1

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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