

The Simi Valley Flyer

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February 2012

In This Issue:

- SVF Apparel Store
- Proposed By-Law Changes
- 1970 SVF Newsletter
- Rob Mawer's Stuka Article
- Show and Tell

Theme for the month

RESPECT THE PATTERN

Upcoming Events:

April 14th SVF Fun Fly & BBQ

April 27th to 29th "Gathering of the Giants" Fly-In at the Camarillo Condors Field

April 28th & 29th RCX Model Airplane Expo

SIMI INDOOR FLYERS

EVENT DATES FOR 2012:

March 17th 7:30PM-10:00PM

April 21st 7:30PM-10:00PM



A Message from Your President, Glen Roe

It's hard to believe another month has passed. I really hope the wind lets up soon.

For this month's newsletter, I have included a copy of the SVF February 1970 newsletter. I came across this while sorting through some of the paperwork that Todd provided for me in the Presidents book. I found it to be an interesting piece of SVF history. If you take a close look at the Secretary and R/C Director nominations, you will see both my mom's (Gwen) and my dad's (Glen) names listed. It shows just how long my family has been involved with the SVF Club. It is really interesting to see that 40 plus years later, our club is still dealing with many of the same topics. Thanks to Bill Stullick for providing this old newsletter. This newsletter is on page 7. If anyone else has some old SVF memorabilia lying around, please send us a copy so we can share it with the club.

For the February meeting, we have lined up a presentation from my dad, Glen Roe SR, on the work he has been doing on the ER9X radio. Starting with the base radio and making modifications, he has been able to build a DX-8 class radio for only about \$200 that uses inexpensive receivers. He has been up at our field testing out the altitude and low voltage warnings over the last couple of months and it seems to be pretty rock solid. It should be an educational presentation. We are also still tentatively working on a second presentation for this month which will be a game time decision. If anyone is interested in presenting at any of the future meetings, please let us know. We are always looking for fun topics to discuss.

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The President's message continued...

The Channel Island Condors have reached out to us and have asked for our help in supporting their efforts with the University (CSUCI). For those unfamiliar with the situation, the University may be trying to close their field and reuse the Park for other purposes. Clearly, the University does not understand our form of recreation. There is a meeting at the University on Tuesday, February 21, 2012 from 6:30p -8:30p at CSUCI in the Broome Library, room 1360 to start plans to change the Park area. I encourage everyone from our club to attend in support of their fight with the University. I would also suggest carpooling as the University will expect meeting attendees to pay for parking. Myself, Ron Scott, and Andy Weir are carpooling over in support. If you are interested in reading about the event, you can find information online at <http://www.csuci.edu/news/releases/2012-uparkfuture.htm>.

Finally, I am starting to get asked about fixing the road again. The road is not that bad overall, but there are few spots that need attention. It seems to be our never ending battle with nature. It's time we all put our heads together and brainstorm on how we want to approach making any repairs. We will be discussing this at the next Club meeting. If you have a good suggestion, please plan on attending the next meeting and let everyone know your thoughts. Otherwise, we can always go with my idea of using a Pack Mule Train!

See you at the field.
Glen



REMINDERS

It's not too late to give your input with regards to the proposed date change for the monthly Club Meeting. There will be a discussion at the February meeting where you can voice your thoughts. If you are unable to attend this month's meeting, you can cast your vote on the Forum on our SVF Website <http://www.simivalleyflyers.com/smf/index.php?topic=753.0>

or email any of the board members. We really want to hear from you.

Please be sure to sign in when you arrive and sign out when you leave in the log book in the flight box.

A Message from Your Vice President, Keith Martin



Ever wonder how I get 8 planes to the field? It's simple really, 5 in the bed of the truck and 3 in the back seat!!!



Some may think that I bring too many planes, but when you golf, you take 13 clubs (so I need more planes). I do have more at home, but the problem now is that my transmitter model memory is full; it only holds 10.

Continued on Page 3

The Vice President's message continued...



Maybe it's time for a truck canopy shell or maybe a trailer, but don't tell my wife, she has not counted my planes, lately.

See you at the field.

Keith



A Message from Your Safety Officer, Ron Scott



Safety First

Hi all, I hope you have been getting some good flying in this month. It has been frustrating for me because of the wind – lots of wind lately. However, that's the time for practicing new stunts on the computer with one of the Flight Simulator programs.

As for safety, here is a Quick Check to insure that your model has a 90% chance of a good flight. It's called **C.A.T.** and I saw it in one of the flying magazines recently – “Use it or Lose it.” It's a last chance check performed just before takeoff on each flight. It may just save your models' life!

1. **C**heck your transmitter for the right model. Check your controls and make sure that the left is really left and up is

really up! (I've seen some big models crash during takeoff due to reversed ailerons or a reversed elevator).

2. **A**ntennas: Ensure that both transmitter and receiver antennas are fully extended and positioned for maximum signal transmission from the transmitter and signal pickup in the model. Also, keep the receiver antenna away from the ESC or other wiring such as the ignition system, etc. Modelers flying both 72 MHz and 2.4 GHz are vulnerable when switching between systems.

3. **T**rimms: Are all flight-control trims centered? Are all Dual rate and Mixing switches in the correct position?

Get in the habit of performing these simple checks **before each flight**. It only takes a few seconds and it just may save your models' life.

That's about it for now – have fun and lets all be SAFE.

Ron



The Simi Valley Flyers Apparel Store

We have logo apparel available. It is a great way to show your support for our club and it advertises our club whenever you wear these items around town.

We carry Hats (Ball Cap style), T-Shirts, Hoodie Sweatshirts and Zippered Sweatshirts.

You can purchase items in our inventory at the monthly club meeting or place an order if we do not have what you want currently in stock. You can also contact Bob Fricke at 805-527-0232 or email him at bob@kjf1.com to place your order.

Current Inventory:

T-Shirts available in Large, X Large and 2X Large
Hoodie Sweatshirts available Large and X Large



January 27, 2012 Meeting Minutes:

Meeting Called to order, Pledge of Allegiance at 7:30 PM

Old Business

- Minutes, as published in last newsletter, were accepted.
- Officers list and Intro Pilot program documents sent to AMA.
- Ron presented Event Dates for the club and other surrounding clubs. There was a suggestion for Warbirds day for one of Fun Fly Days.
- Membership Raffle: Ben Strasser initially won, but allowed for a new draw. The winner: Rob Mawer!
- There was a discussion on moving the day of the general meetings. Motion generally agreed to poll members on the website and in the newsletter. February meeting to be on standard schedule.
- Membership payment and AMA clearance was brought up. Use current AMA card if you have paid your dues, but don't have your current badge.
- Photos for the slideshow at the end of the year encouraged. Guest Presentations for meetings greatly welcomed.
- SUAS (small Unmanned Aircraft System) regulation from FAA came up. Request for members to be vigilant with regards to news in this area and to participate during the public comment period of any proposed regulation.
- Bob's Treasury Report was brought up (same details in the January newsletter)
- Andy to provide updated membership statistics next month. Reminder for members to update Andy with email and address changes.
- Sean put out a general invitation for content for the newsletter.
- Ron brought up some safety reminders for flying when there are other pilots in the air. Please try to go with the flow and keep the same clockwise/counter-clockwise pattern when others are flying.
- There was a request for an updated status of the Condors; since a plane went down in their field and caused a brush fire last year. As of right now, the club is still up and operating and at the same field.

- Keith presented proposed a rule change to allow for a pathway for probationary members to serve on the board when there are no members who fill an open board position. The rule changes will be published in the February newsletter for vote at the February meeting.

Meeting ended at 9:05 PM

**February 15, 2012 Board Meeting Minutes:**

Present: Glen Roe, Keith Martin, Anthony Aleta, Andy Weir, Bill Luckie, Sean Slattery, Bob Fricke and Ron Scott

7:30 PM – Meeting called to order

- Completed items from last Board meeting and time in between: Money to the church has been sent for general membership room rental, Bank account changed over to new officer signatories, AMA Officers list sent to AMA, AMA Club Charter data sent to AMA, Tax Returns for 2010 fiscal year (ended 06/31/2011) filed.
- Request for Support for Condors in meeting at CSUCI that would impact future of their flying field. Glen, Andy and Ron will show up. Bill has already sent out email to membership.
- Safety: Ron suggested the possibility of creating a sign to show standard pattern (or reminder to follow standard pattern). Idea was well received, but tabled for further discussion once cost data became available.
- Warbird event: Discussion of possibly turning one of our standing fun fly events into a Warbird event (per member suggestion). Another possibility suggested is to slice out time from one of our standing events for Warbirds only, but not the whole day. Will be discussed at the next general meeting
- Review of known crashes in the month of January for opportunities for improvement. Reflected in Ron's suggestions for signing.

Continued on Page 5....

Board Meeting Minutes Continued...

- Mandated Independent Audit of Finances: Rick has the files. Still waiting on results.
- Motion to move the general meeting day: Two options emerging from online polls: Keep as is (Friday) or change day to Thursday based on voting poll. Will poll members in a section of the newsletter. The movement of the general meeting day will require an amendment to the Bylaws.
- Membership: 81 members renewed. 24 still outstanding. Glen made a suggestion to use the newsletter as a mechanism to remind members to renew in Oct/Nov timeframe.
- Discussion of what do with the spare items of club logo wear. 6 items of apparel left in inventory. Will be brought to the meeting and put on newsletter.
- New Member Orientation Program and Orientation Flight Program: Discussion regarding what to do about badges for new members who haven't been evaluated in the orientation flight program. Agreed upon the need to consistently enforce the new member flight orientation program. Process still in development, pending further discussion.
- Next newsletter deadline: 17th February, 2012. Content includes: submission received from Rob Mawer, proposed changes to Bylaws to allow provisional members to serve on the Board, reminder in the newsletter for pilots to identify their planes.
- Jack Fase has continuously donated flags and made several unsolicited monetary contributions over the past few years. Looking for proper way for the club to recognize his contributions and donations.
- Possible Meeting Presentations: Jack Fase and a special guest, Glen's dad to talk about a radio in development.
- Discussion on how to honor members who have passed away. Ideas pending further development and discussion.

- Discussion of ideas to boost meeting attendance and member participation.

New Business

- Anthony – Secretary. Motion to officially lay claim to "Simi Valley Flyers," while all of our official filings say "Simi Valley Fliers, Inc," by filing a Fictitious Business name. Board declined citing the club's long standing use of the "Simi Valley Flyers" name.
- Ron – Safety: Suggestions for finding a way to improve posting of rules at the field. Pending further development and cost data. Sean followed on Ron's point, but more on the need to reinforce certain club conventions (orientation of club practices, standard flying pattern, edge of flying space, location of charging stands and orientation flight).

9:00 PM - Meeting Adjourned

**Proposed changes to SVF Bylaws:**

Changes and additions shown in **Red**

ARTICLE V BOARD OF DIRECTORS**SECTION I GENERAL POWERS**

The affairs of the Club shall be managed by the Board of Directors, which shall consist of eight (8) members.

SECTION II QUALIFICATIONS

Directors shall be members of the club. All directors must be eighteen (18) years of age or older.

REMOVE THE FOLLOWING: Probationary members are ineligible for office.

SECTION III REGULAR MEETINGS

The Board of Directors shall meet on the second Tuesday of the month. The meeting will commence at 7:30 PM.

SECTION IV QUORUM

A majority of the Board shall constitute a quorum for the transaction of any business meeting of the Board. But if less than a majority is present, a majority of the Directors present may vote to adjourn the meeting.

SECTION V COMPENSATION

Directors as such shall not receive any compensation or stated salaries for their services; but nothing herein contained shall be construed to preclude any director from serving the Club in any other capacity and receiving compensation. In recognition of their effort, the Club waives annual membership dues for those members who participate as Directors. The waiver is based on a "one year served – one year waived" basis. The waiver is effective after the first term of office and continues as long as that individual continues to serve on the Board.

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ARTICLE VI OFFICERS

SECTION I OFFICERS

The Officers of the Club shall be President, Vice-President, Secretary, Treasurer, Safety Officer, Membership Chairman, Webmaster and Newsletter Editor. These officers shall constitute the Board of Directors. Officers cannot hold more than one office concurrently.

SECTION II ELECTION AND TERM OF OFFICE

The membership on a yearly basis shall elect the Board from the membership. See Article IV Section 1. The term of office is one (1) year. **ADD THE FOLLOWING: In the event that there is no nomination for a position, then that position becomes an "Appointed Position" for that year. The remaining members of the board, may appoint any member willing to serve to that position. That appointment is to be ratified at the next general meeting by majority vote of the membership present. In the event that the nominated person is a "Probationary Member", the board may vote to "suspend" the rule (ref. article 3, section 3, class of members) preventing the "Probationary Member" from holding an officer position.**

SECTION III REMOVAL FROM OFFICE

Any officer, elected or appointed may be removed by the Board whenever in their judgment; the best interest of the club would be served.

SECTION IV VACANCIES

The Board, for the un-expired portion of the term, may fill a vacancy in any office.

SECTION V PRESIDENT

The President shall be the principal executive officer of the corporation and shall, in general, supervise and control all of the business affairs of the corporation in conjunction with the other members of the Board. The President shall preside at all meetings of the members and of the Board; he may appoint any committee to serve the corporation as needed. The President shall cast the deciding vote in the event of a tie and vote in all elections. The President shall appoint a committee to audit the clubs finances in November. The President shall appoint chairmen to all committees. The President is authorized to spend up to \$200 per month without approval. When possible make reports for the newsletter.

SECTION VI VICE-PRESIDENT

In the absence of the president, or in the event of the President's inability or refusal to act, the Vice-president shall perform the duties of the President, and when so acting shall have all the powers of and be subjected to all the restrictions upon the president. The Vice-president shall perform such other duties as may be assigned to the Vice President by the President. When possible make reports for the newsletter.

SECTION VII SECRETARY

The Secretary shall keep the minutes of the meetings of the members and of the Board of Directors in the books provided for that purpose and be custodian for the corporate records. The Secretary is responsible for keeping and maintaining the bylaws in order and up to date. Present the minutes of all board meetings at the next general membership meeting. Present the minutes of the prior general meeting for approval by the membership at the next general meeting. Keep a register of post office addresses for each member, which will be supplied to the Secretary by the Membership Chairman. And in general perform all the duties assigned to the Secretary by the president or by the Board. When possible make reports for the newsletter.

SECTION VIII TREASURER

The Treasurer shall have charge and custody of and be responsible for all funds of the corporation; receive and give receipts for monies due and payable to the corporation from any source whatsoever and deposit such monies in the name of the corporation in an Insured Security; and in general perform all the duties incident to the office of the treasurer and such other duties as is assigned to the Treasurer by the President. All expenditures in excess of \$300 must be approved by the board and the general membership by a majority of those present at any general meeting. Corporation expenditures of greater than \$300.00 shall require the signature of both the president and the Treasurer on all checks or drafts or for the payment of money in the name of the corporation, and shall be issued by the Treasurer. When possible make reports for the newsletter.

SECTION IV MEMBERSHIP CHAIRMAN

The Membership Chairman issues membership packets to all new members. The packets are to include: copy of Bylaws, Flight Safety Rules and Regulations, Board of Director contact list, membership badge, Membership application which includes a signed agreement to abide by all rules and regulations of the Club and of the AMA. Collects and remits dues to the Treasurer. The Membership Chairman will present a key to new members only after they receive approval from the Safety Officer or the Safety Officer's designee and then only after completing a checkout flight and safety orientation. Prepares and maintains a roster of all club members. The membership chairman prepares annual lists for the Academy of Model Aeronautics in cooperation with the secretary.

SECTION X SAFETY OFFICER

The Safety Officer shall preside over all flying activities; shall have the power to restrict any person or aircraft from flying at any time for safety reasons only. *Any decision to restrict a person must be documented and submitted to the Board and to the Secretary.* The flying restriction will only apply to safety related concerns. The safety restriction may be lifted by the safety officer if the Safety Officer feels the issue has been resolved. Ignoring an order by the safety officer will result in immediate suspension of flight privileges. Any suspension will remain in effect until lifted by the Board. Any "failure to comply" must be reported by the Safety Officer to the Board, in writing, within three (3) days. The Board will hold a special meeting to address the incident. The safety officer shall designate a person(s) to act in his absence to enforce club Flight Safety Regulations and those of the AMA for all club activities and special events. If the Safety Officer has not appointed a designee, any Board member shall assume the duties of acting Safety Officer.

SECTION XI Newsletter Editor

The Newsletter Editor prepares a Club newsletter each month. The newsletter will typically include a president's message, articles from other Board members, member articles, articles of interest, technical tips, calendar of events and the minutes of the last general meeting. The Newsletter editor may edit any article for content or length, with significant changes being discussed with the author. The Newsletter Editor in conjunction with the Membership Chairman and the Club webmaster is responsible to see that the newsletter is delivered to each club member. The method of delivery may be by posting the newsletter on the Club website, emailing the newsletter, hand delivery or U.S. mail.

XII WEBMASTER

Responsible for managing and updating the simivalleyflyers.com web site and its content. Maintain current links on the web site, update information in a timely manner and administer a Forum for registered members. Is responsible for domain registration and web hosting payments. When possible, provide input for the newsletter. In conjunction with the Membership Chairman, develops and maintains members Email addresses as well as other local RC clubs Email addresses for the purpose of preparing and distributing information of interest to club members and local RC clubs. This information to include links for the SVF or other RC clubs newsletters, upcoming events such as meetings or special events as well as disseminating notices from the AMA or governmental agencies.

SIMI VALLEY FLIERS NEWSLETTER FROM FEBRUARY 1970

Courtesy of Bill Stullick

SIMI VALLEY FLIERS



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ANNOUNCEMENTS

AMA Charter Dues--

For our AMA charter dues the AMA requires \$10.00 from the club & 50¢ per member (each and every one). The \$10.00 has been sent in, so we will need the 50¢ per member by our next meeting. This pays our field insurance.

CLUB DUES:

Our dues this year are as follows:
 single membership: \$ 1.00 per month or/
 10.00 for the year when paid in full
 on or before March 1970 meeting
 family membership: \$ 1.50 per month or/
 15.00 for the year when paid in full
 on or before March 1970 meeting

INSTALLATION DINNER:

We are considering holding an installation dinner in March to officially install our new officers. Any suggestions, pros & cons, will be discussed and voted on at the next meeting. So think about it

FCC LICENSE:

Do you have your FCC license? If not your AMA insurance is invalid for R/C. We have forms for you to fill out & a sample form to follow. We are going to set a deadline for flying on the field without a license. If you are interested in participating in the Ventura Comets Contest Feb. 15th you will need your license or a money order STUB as proof of payment. For forms or information call Glen Roe 527-8978, or Bob Blumer 526-4344

NAME TAGS:

There has been a suggestion by a member for the club members to wear name tags at the field. The field directors & officers will wear different colors for identification. This will identify our members from visitors & save the directors from challenging everyone on the field. Also we won't have to call everyone "Hey you, whatsyourname." Think about it--we will discuss this in March or April.....

RAFFLE:

A sale plane will be on raffle at the Feb. meeting. We need to sell 10 more tickets before we draw the winning number.

TREASURY REPORT:

There is \$129.00 in monies as of the Jan. 70 meeting.

CANNON EQUIPMENT ACQUIRED:

We have acquired a used 5 channel Cannon Radio System. We are accepting sealed bids for \$150.00 and above. Please contact Bob Blumer 526-4344 or 1517 Fourth St. Simi 93065 for further details. Deadline for bids--Friday Feb. 13th.

VOLUME I FEBRUARY 1970 NUMBER 2

MINUTES--JAN. 1970

I. Meeting opened at 8:45 by president Don Scott--no minutes

II. Old Business

A. Nominations for new officers

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. President <ol style="list-style-type: none"> a. Red Walling b. Bob Blumer 2. Vice President <ol style="list-style-type: none"> a. Bob Blumer b. Norm Blessam c. Abe Creekmore 3. Secretary <ol style="list-style-type: none"> a. Gwen Roe 4. Treasurer <ol style="list-style-type: none"> a. Shirley Scott 5. Historian-Publicity <ol style="list-style-type: none"> a. Bill Stullick b. Denise Walling c. Mac Macaluso | <ol style="list-style-type: none"> 6. R/C Director <ol style="list-style-type: none"> a/ Glen Roe b. Gary Shimotani c. Charley Loddell d. Wayne Gosselyn e. Ken Knight f. Frank Perkins g. Glen Petersen 7. Free Flight <ol style="list-style-type: none"> a. Tom Smyly 8. U/C Director <ol style="list-style-type: none"> a. Don Scott 9. Sgt. at Arms <ol style="list-style-type: none"> a. Bob McCaffrey b. Don Cortis 10. Contest Director <ol style="list-style-type: none"> a. Don Scott |
|---|--|

(*Ed. Note--Persons seeking office should be paid in full for 1970)

III. New Business

- A. Announcement by Irv. Weinberger--Cliff Weinberger & Tom Smyly are soon to be owners of the hobby shop concession located in the Tapo Pharmacy.
- B. Announcement by Don Scott--Simi Rubbish will now pick up our trash once a month. They will furnish 2 trash cans that should be at the field now.
- C. Art Rydell & Don Whittier, pres. and vice pres. of the Ventura Comets, presented their proposal for a contest to be held at our field Feb. 15th--they will furnish prizes--there should be 4 judges (2 from Simi Fliers & 2 from Ventura)

IV. Meeting Closed 10:15

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VENTURA COMETS CONTEST:

date: Sunday, 15 February 1970
 time: First event Starts at 0930
 place: Simi Valley Fliers' Field
 open to: Simi & Comet Club Members (AMA & FCC Licenses
 Required--money order stub accepted for proof
 of payment--refer to section on FCC licenses)
 prizes: Donated by Comets (Ribbons, Merchandise, Trophies)
 entry fee: \$1.00 per flyer
 judges: 2 from Simi, 2 from Comets
 events: lottery drawing
 Le Mans start
 precision time (dead reasoning)
 duration (2 oz. fuel)
 carrier type spot landing
 egg drop
 timed loops (3 min.)

SEE YOU AT THE NEXT MEETING FRIDAY, FEBRUARY 13, 1970
 we will be voting in our new officers so please attend!

SVF Website News

Why did the SVF Weather Station on our Website show almost 2" of rain at 0635 on January 28th?

The answer: You may recall, that day, the wind was blowing at 35 MPH and there was certainly no rain. Glen Roe SR has the explanation. The teeter-totter type rain gauge has two cups inside, that when filled up, tip down emptying one cup and raising the other to be filled with metered raindrops coming into the top funnel opening. Every time the gauge tips, it sends a pulse to the data gathering CPU in the main electronics. This data pulse represents so many inches of rain per tip and is added up over time to generate the total rainfall. Every day, at midnight, the measurement resets to zero. It appears that on January 28th that the winds, measuring more than 20 MPH, interfered with the normal movement of the teeter-totter arm. This wind blew over the rain gauge gathering funnel, which messed with the gauges internal mechanism and caused it to tip when there was actually no rain.

The system could be upgraded with a more robust gauge that would be more stable in these high winds, but it is a costly proposition and since we know when it is raining or not, the cost to upgrade isn't really justified.

I have added a fun feature to the SVF website. Did you notice it? Click on the Slide Show menu and watch a series of photos of a crash at the Reno Air Races. I plan to update the content of this Slide Show from time to time. I would welcome SVF member's contributions to include here. Current pictures courtesy of Ben Strasser. There were several mishaps at the races requiring emergency landings. Most of them were relatively uneventful. However, the last one was heart-stopping. Thankfully the pilot came away without any really serious injuries. Here, from a variety of sources, are some photos. First, the Thunder Mustang had its engine stop. A Thunder Mustang is a custom-built replica of the P-51 and is about 2/3 the size

of the real one. This one had a V-12 engine and was no slouch in the speed department. It was built entirely of carbon fiber. Thankfully, this pilot lives to fly again, although in his own words, he may never race again.

Bill

Forum News

The SVF Forum has 51 registered members as of February 1st. That's the good news. The rest of the story is that, of the 51 members, only 28 have ever posted to the forum. It's disappointing that 55% of registered members have not participated in the Forum at all. If you haven't visited our Forum in a while, here are some topics you might find interesting:

<http://www.simivalleyflyers.com/smf/index.php?topic=761.0>

<http://www.simivalleyflyers.com/smf/index.php?topic=760.0>

<http://www.simivalleyflyers.com/smf/index.php?topic=763.0>

If you have not yet expressed, your choice for changing the club meeting day, here's your last chance:

<http://www.simivalleyflyers.com/smf/index.php?topic=753.0>



Erle Wynn shows off his Fun Jet Ultra last week.

It sure is an adrenaline rush to fly and watch!!!

Bench and Field Report - by Rob Mawer

This is a review of the Airfield 1400mm Stuka - a birthday gift my lovely wife surprised me with. OK – so I gave her the website, SKU #, phone #, told her it was on sale, etc. I decided to write up my personal accounts on this plane for your enjoyment. In other words, the opinions expressed herein are mine and rebuttals are welcome. They may be ignored, but they are welcome. :)



Airfield 1400mm Stuka, Camo, ARF (sold by Nitro Planes)

Material: Durable EPO

Wing Span: 1,400mm (55.1in)

Length: 1,060mm (41.7in)

Flying Weight: Around 1,680g (59 oz = 3lbs, 11 oz)

Servo: 9g Servo x 7, 17g Servo x 1 (8 total)

Motor: 600 KV Outrunner Brushless Motor

ESC: 50A (4A SBEC Brushless ESC)

Propeller: 3-Blade Propeller with Spinner

Battery: Li-Po 14.8V 2200mAh 25C My Stuka waiting for Spitfires at the Stearns Flying Field Dec. 29, 2011

[History Lesson \(very brief – courtesy of Wikipedia\)](#)

The Junkers JU-87 or Stuka (from Sturzkampfflugzeug, "dive bomber") was a two-man (pilot and rear gunner) German ground-attack aircraft. Designed by Hermann Pohlmann, the Stuka first flew in 1935 and made its combat debut in 1936 as part of the Luftwaffe's Condor Legion during the Spanish Civil War. The aircraft was easily recognizable by its inverted gull wings, fixed spatted undercarriage and its infamous Jericho-Trompete ("Jericho Trumpet") wailing siren, becoming the propaganda symbol of German air power and the blitzkrieg victories of 1939–1942. The Stuka's design included several innovative features, including automatic pull-up dive brakes under both wings to ensure that the aircraft recovered from its attack dive even if the pilot blacked out from the high acceleration. By the end of the conflict, the Stuka had been largely replaced by ground-attack versions of the Focke-Wulf FW-190, but was still in use until the last days of the war. An

estimated 6,500 JU-87s of all versions were built between 1936 and August 1944. In the summer of 1942, a JU-87 was fitted with heavy antitank cannon, resulting in the "JU-87G-1", which featured a BK 3.7 / Flak 18 37 millimeter antitank gun with a six-round magazine mounted under the wing outside each main landing gear assembly. The gun pods were removable and could be replaced with ordinary bomb racks. The first of these "panzerjaeger (armor hunter)" Stuka's reached the Russian front in October 1943. Although the G-series was very successful at first, racking up large numbers of kills against Soviet armor, it was not very survivable. The antitank guns had terrific punch and were accurate, but the gun pods were heavy and draggy, doing little to improve the Stuka's already poor performance.

Details

The details on this plane are incredible. From the green camouflage on top to the lights (yes, functional wing tip and landing lights), to the warning stickers on the flaps and wheel pants (tire pressure 34 kg/cm²), to full dressed pilot and gunner, to the color coordinated tape covering the wiring on the underside of the wing, it seems very little detail was overlooked. From a show piece perspective, this is a scale modelers dream. Even a 3 blade prop is included with a black spiral painted spinner. Unless you look close and notice the EPO Foam "lizard scale," one would almost see this as a Master's Scale candidate (in my opinion). Lastly, the 37 mm anti tank cannons on the wings give this plane the look of one mean beast. As you saw from the brief history overview, this is actually modeled after the "G" version.

Assembly

This was a fast assembly; probably one of the fastest I've done. Being an ARF, all was required is to screw, bolt, and glue the plane parts together. Even the glue and screw driver was supplied. All of the components are clearly labeled as to what they are; down to the bags for the control horns (horns and corresponding push rods are in the same bag). Except for the drying time on the glue, an experienced builder could literally go from box to first flight in 4 hours. All the parts fit well with no need for trimming to fit (as has been my experience with some other ARF builds). Motor and ESC are pre-installed, however, it is up to the builder to place the ESC in the best location for optimum cooling. As supplied, it just lies in the battery compartment but not a big deal to set. The eight pre-installed servos are clearly marked with channel numbers and even the

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Rob Mawer's Article Continued...

"Y" adaptors are supplied (a 1X2 for ailerons, 1X3 for the lights, and a 1X4 for the four flap servos). I did glue three bamboo skewers in the batter compartment to give the 3000 ma battery a shelf and to keep it from sitting on the esc. The purpose of this was two-fold. First, it keeps the battery from sitting on the ESC and second, its keeps an air path open for coolant air to escape. As designed, the battery can be inserted down towards the air inlet in front, blocking air flow to the ESC.

While there are a lot of good things about this plane, I have a few dislikes. First, the hardware screws supplied for attachment of the control horns and the landing gear are not of high quality. The ones for wing attachment were fine, but the rest are substandard at best. I tried everything from new Craftsman screw drivers to precision jewelers screw drivers and none would bite adequately in the Phillips head to install them, let alone torque them in. The screws that were supplied to assemble the 3-blade prop were even worse. Two broke off in the prop attachment holes and a third broke off in the spinner base plate while trying to pre-thread the hole. I contacted Nitro Planes and they sent me new blades and spinner (along with more "substandard" screws) to rectify this. As a precaution for the future, I ordered a spare spinner and blades from PW-RC. Both were delivered within a few days of each other. This time around, I did use my own 2-56 sheet metal screws (almost the same size as the metric ones provided). Adding a screwdriver was a nice touch for convenience, but I would rather have higher quality screws in lieu of a cheap screw driver (and we modelers have a ton of 'em). While this is just a nit, the color coordinated tape does a great job hiding the wires on the bottom of the wing, but tends to peel off readily. This can easily be fixed using a small strip of clear packing tape over the offending area or even a daub of RC-56 canopy glue. For the price of the plane, this is an inconvenience I can live with.

Overall, the build for an experienced builder is straight forward (as we rarely read the instruction manual). For this project, that's actually a good thing as the instruction manual is a sheet of 17 pictures, 1" X 1 1/2" so it's more of a guideline than a manual. As for the weight, mine weighed in at 4 Lbs even (well, maybe 3 lbs, 15.9 oz). The plane comes in three versions: Airframe kit (no servos or motor), ARF (everything, but Rx and battery) and RTF (complete with 6 chan Tx, Rx and battery).

Flying

The January windy days have been killing me as I have a couple of new birds that I'm itching to fly, but waiting for a calm day for the maiden voyage so no flight report yet. From what I've read on line, the Stuka is fast, has great handling characteristics with no bad habits and landing with flaps is a pilots dream. The only caution I read was to make sure the balance is correct. This is one plane that benefits from being slightly nose heavy. When there is a calm day, there are three Spitfires and a P-47 at the Stearns electric field just waiting for me. zHope to have an update by the Feb meeting/newsletter.

Summary (AKA the Good, the Bad, and the Ugly)

The GOOD

High detail, well fitting parts; everything is included including wiring harnesses. Overall, a great looking plane.

The BAD

Poor quality hardware (screws) for installation. Poor magnet attachment - cockpit to fuselage (can be fixed by adding a second magnet).

The UGLY

Inferior quality material for propeller screws (no excuse for screws that break off).

On a scale of 5 planes, this one gets 4 1/2 (1/2 a plane off due to low quality screws). If you love old war birds and like to show up to the field with something unusual and completely different, get this plane. It's definitely an attention getter (now if I can only find a wailing siren for it).



My compliments to Rob Mawer for submitting such a detailed write-up on his new FMS Stuka. It will surely help our other members should they decide to buy this airplane. Thank you for all your work.

Sean Slattery

SVF Newsletter Editor



Bob Fricke awards Rob Mawer his 2012 Membership. The drawing was for all the club members who paid their dues on time.



Al Hoff and his Hobby King Bixler Glider.



Keith Martin shows off his FMS P-38 Bomber.



Anthony Aleta talks about his EletriFly Syncro.



Bob Fricke with his Hobby King Bixler Glider.



Rob Mawer's new FMS Stuka.



Rob Mawer designed and built this thrust Testing Platform.



Keith Martin, again, with his new favorite plane; the FMS P-38 Bomber.



Anthony Aleta and his Syncro.



Al Hoff with his glider and Erle Wynn enjoying the company.



Sean Slattery with his Horizon Hobby Scimitar.



Love the Red, White and Blue Max!