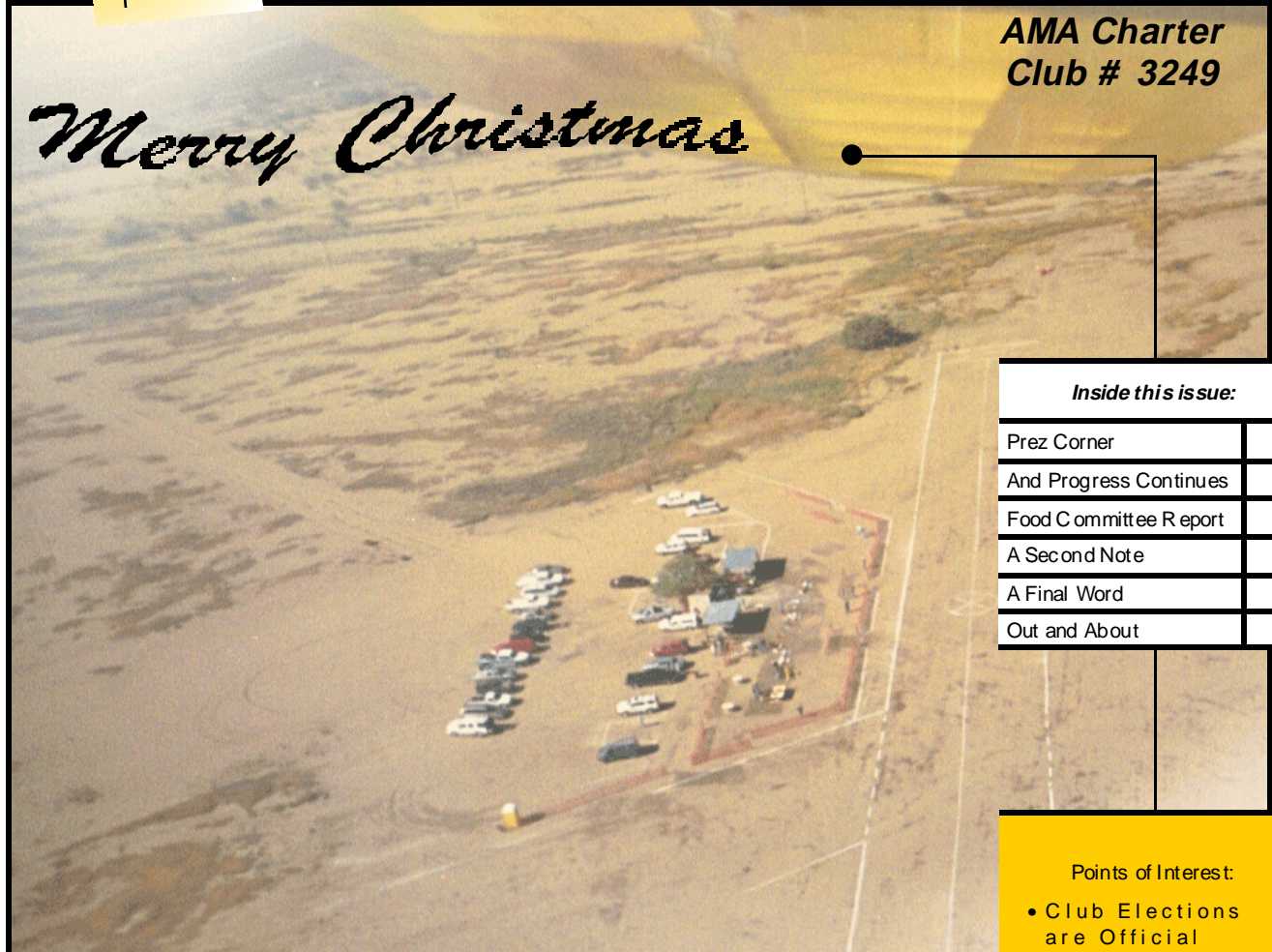


Sonoran Desert Flyer

IF IT ISN'T FUN... IT CERTAINLY ISN'T SONORAN
DESERT FLYERS R/C - Jay Kvilvang



AMA Charter
Club # 3249

Merry Christmas

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Club Elections are Official

With this passing weekend our elections were held at SDF and new officers elected to run the club for the next year. John Willis Sr., our Vice President this past year was elected President and Jim Morris Vice President. Other positions include Bette Gustafson Secretary/Treasure a position that

was combined this year. Nick Nichols will replace J.R. Willis as Field Maintenance Officer while Steve Anderson was elected as Newsletter editor and Jim Hilgeford will replace Henry as our Field Safety Officer. Keith Koppas will remain as head flight instructor.

The turnout for the elections was bigger this year than in years past and many

members participated to cast there vote. The new officers will assume there positions on January 1st., taking control of next years club business. Steve Anderson will again assume the duty of being our local web wizard while also publishing the Sonoran Desert Flyer newsletter. This was another combined position and should result

in the newsletter being published on the web site along with a hard copy for those without computer accessto the internet.

“My Last Report” *By Ned White, The Prez.*



This will be my last report as your Prez. As most of you know by now I am dealing with a divorce from my wife. This has kept me from flying or doing much of anything fun. Our V.P. has really taken up the slack in my absence from our club. John has been very busy reorganizing the board that will be guiding our club for the next year.

My hope is they'll remember what our club is based on, "Safety & Fun" and Not very political. Our club has always been, to me, a place to get away from the malarkey of the day! To hang out with friends and fly my planes. These are the back bone of what made our club "**the best club in town**" to me. Let's not forget the reason we joined Sonoran Desert Flyers.

Happy Landings! Ned — Remember Club Members, "*It's what you make it*"

“AND PROGRESS CONTINUES” *By John Willis Sr. V. President*

Thank you for your vote of confidence for the new officers. All of the nominee's were elected and all of the By Law revisions passed. We shall



strive to keep Sonoran Desert Flyers a safe and fun place to fly and socialize.

Another year end rapidly approaches and will be upon us very soon. This year has been a busy one for the world is spinning at an ever increasing rate. Or it seems so. So many things to do and so little time to do them. Have you heard this before? Well this year is going to be different. At least for us at Sonoran Desert Flyers. This year we are relaxed, calm and ready for fun. Many thanks are due for all the volunteers who helped make last year such a good one for our club. Great help and great members. Most all of the projects were completed that were planned. Two main ones are still on the schedule; A new assembly table for the giant airplanes and replacing the shelves on the West Ramada are on top of the list.

Next year we will concentrate on having Fun Fly's and Fun and our second goal is to locate an auxiliary flying field. Population and commercial growth is moving in on us. How long we can hold on to this field is unknown. So we should be prepared for a

move to another field if required to do so. A committee has been formed to research and plan our future options. We will keep you all informed of the progress as it develops.

Please let any one of the officers know of suggestions you may have to improve the club.

DUES ARE DUE BY DECEMBER 31, 2002.

Please send in your \$45 renewal dues or \$20 additional family member dues by December 31, 2002. Please send to Bette Gustafson, 4501 N. O'Betka Ave., Tucson AZ 85705. Dues are delinquent on January 31, 2003. New membership cards will be printed as you renew and placed in the card holder (center shelf) at the field office for you to pick up. We will have a membership meeting on February 8, 2003 to introduce the new officers, distribute new gate keys and enjoy a Continental Breakfast. The lock will be changed on the gate on February 15, 2003. If you have not paid your dues and received your key, you will not be able to gain access to the field. Please remember to bring your 2003 AMA membership card with you as it is necessary to renew your membership and receive your key. And I hope everyone renews. For those of you who seldom come and fly, you are missed and are welcome. Come on out and see us.

John Willis, Sr.

Note from the Food Committee

A SPECIAL THANKS to the Gourmet Cooks in our Club, what a spread laid out to tempt everyone's palette. As always great job!

We are still looking for some volunteers to help with the Food Committee. We are looking for Wives, Daughters, Sons, Moms, and Girlfriends who would like to get involved with the sport but not in the flying end of it. We need helpers to help plan for the events of the year and help provide some of the food along with help set up for the events. Any help is welcome. We had a couple of volunteers come forward after our April event but, however, I didn't get there names or phone #'s so if you are still interested in helping, please call Bette Gustafson 888-7130 or Joanne Willis 744-8517.

I have a dark green spoon that was put in with my dirty utensils at the LBG Chilly Fun Fly. If it is yours please call me at 888-7130.

Thanks again for all your help and wonderful compliments on the good food and to the Food Committee for all your hard work.

See you at the field.

Bette R Gustafson

Food Committee Chairperson

Note from the Secretary

Boy what a nice day for our "Snowbird Fun Fly". It started out rather ominous with all the clouds and the rain drops, but our little spot in the world was spared for a few hours so a Good Time could be enjoyed by all. Congrats to all that won prizes at the raffle, some real useful items for those avid modelers that attended. Again, a special Thanks to all that attended and enjoyed the Flying, Good Food and the Camaraderie of Fellow Modelers.

Come to out to our field and join in and enjoy the fun and watch the flying.

Bette R. Gustafson, Club Secretary

A Second Note from the Secretary

First of all I would like to congratulate the Board of Officers for 2003. They are the following:

President ————— John Willis Sr

Vice-President ——— Jim Morris

Secretary————— Bette Gustafson

Treasurer————— Bette Gustafson

Safety Marshall—— Jim Hilgeförd

Field Marshall———— Nick Nichols

Newsletter Editor—— Steve Anderson

Head Flight Instructor—Keith Koppos

Good Luck and Congrats to all.

We had a good turnout for the Dec 8th meeting 30 attended along with several guests. A Continental Breakfast was enjoyed by all. We also had a 9th Birthday Party for one of our new Junior pilots-to-be. Happy Birthday, Sebastian.

Fantastic flying was put and equally enjoyed by the resident pilots. Just a reminder the Dues for 2003 are due on or before January 31st, 2003. The Dues can be sent to Sonoran Desert Flyers, P.O. Box 35127, Tucson, Az 85740 or if paid before Dec 31st they can be sent to Steve Personett at 2980 E Ft. Lowell Rd., Tucson, Az 85716 or after January 1 they can be sent to Bette Gustafson 4501 N. O'Betka Ave, Tucson, Az 85705.

I would like to Welcome our new members: Chris Rose, Mike DeCosmo, John McKinney, Vern Weimer, Gonzalo Sanchez, Ned Deron ickson, Roy Glander, Matt Morris, Wade Lauderbach, Allen Petersen, and John Abel. If I missed anybody please forgive me, please let me know, OK.

Let's make this upcoming year Very Safe and Full of Flying Fun. Remember Safety First!!

Bette R Gustafson, Secretary

“A Final Word” *By Guy Fuller, Editor*

Well to say that this year hasn't been exciting is to say the least. When I accepted the position as you newsletter editor I had no idea what the year would bring. So many new students and so little time. Then just when I thought I had every thing under control I received a call from a person wanting to teach five people to fly model airplanes and it had to be accomplished in five months. This was a real challenge for me as I work a regular job five days a week. Now I was working seven days a week and no time to complete any of my modeling projects. Everything was put on hold including my duties as an instructor at SDF.

Finally, by the end of Septem-

ber the project was finished and I soloed four out of the five people that started the program. Then, just when things were starting to return to normal, my mother became very ill and passed away leaving me scrambling to make arrangements and to settle her estate. I'd like to take a moment to thank all of you who passed on there condolences in behalf of my wife, my brother and myself. Everything should be settled by the time you read this and, hopefully, my life will finally start to become normal again.

I'm now able to get back to the field on a regular basis however I am planning on spending more time with my wife so if you don't see me one day on the weekend, you'll probably see me the

next day. I've finally been able to get back to two of my favorite things, building and flying models.

Speaking of models as many of you know I won an Eindecker at the fun fly. Sorry Ned but this one just isn't my style, so I sold it and went and bought me a "Cloud Dancer 60" ARF. Humm! I have just enough time to assemble this one. I plan on writing a review and publishing it on my web site Arizona Modeler Magazine by the end of the year. Then it's on to the new model I'm building for Doug Lee from D&L Design. This one is a beta and I get to work all the bugs out before production — Fun! With that said I plan on making this a fun year as the past year wasn't really that great!

Now the good stuff. I'd like to thank Ned White who helped me decide on taking the mine job and helping me believe in myself as a model airplane flight instructor. Bette Gustafson who shared my goals and desires for this newsletter for the last year. John Willis Sr. for his guidance and late night proof reading all my mistakes. The list really goes on and on, but for the most part I like to thank all those that were generous enough to take a few moments and contribute to the content of this, our newsletter. Everyone, PLEASE, have a very safe and happy Holiday Season.

"OUT AND ABOUT"

Several weeks ago there was a Duel Over the Desert. There were several of the folks from the Hobby Barn, me included, who took part in the challenge. I'm speaking of the Big Combat contest at the TIMPA field. This was just an awesome combat contest! It took place over two days.

There were 3 classes of aircraft, .15-A, .25-Band and scale .25 class. We had a ball flying, crashing and enjoying friends & food.

They had the Best Combat pilots in the country. The flying skill of these guys is unbelievable. The way they can make those planes dart, dash & dive all over the sky is Just Wild.

We were lucky enough to have Bill Himple Jr on our Hobby Bam Team. To watch him fly is a real treat, this guy really puts on a show with anything he is flying.

We just had a great time, finished well, ate well, and met some of the best people in R/C combat.

Take my word for it. Folks, check one of these contests out. You will have a Great Time.

KEEP'EM FLYING!!!
NED
"the slug"

"DARN THAT PROP"

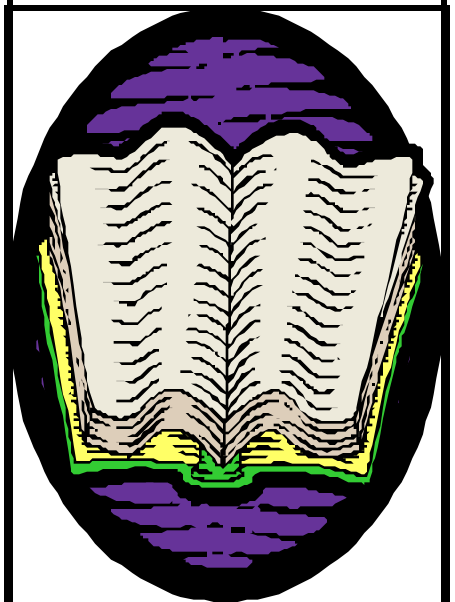
YOUCH @@@@****!!! Have I ever told you that those APC props are sharp and should be slightly sanded to dull that sharp edge.

Well, I must not of been listening to my own advice on this prop thing. The other day after our club meeting, I went over to start a newly rebuilt engine. When I rebuilt the OS70 Surpass engine, I put a new, shiny & very sharp 13x6 APC prop on the engine. Never did it cross my mind to dull the back edge of the Prop.

Let me tell you now. Dull that back edge before you put that "dam razor" on your engine. That doggone prop filleted my finger just so dam quick I could not believe it, I just wanted to prime the engine by flipping the prop over. There was no glow driver or intent to start it up, I just wanted to prime it with fuel so it would start a little easier. It happened just that simply and quick.

Please don't let it happen to you. Dull that back edge on those props and be careful when you are working on or around any prop. They can and will cut or maim you in a FLASH!!

"Stretches" Ned



Common Courtesy and Safety *By John Willis Sr.*

Golly, we sure don't want more rules so maybe some suggestions will work for both current members and new members as well. Some ideas to make the field a safer and smoother running are;

When carrying the plane to the runway for takeoff, be sure and look for other planes on the runway or those taking off and landing before going through the fence opening. The plane landing and taking off has the right of way and for your safety and the planes safety do not set your plane down until all planes have passed you on take off or landing. The holes in the new fence are indications that sometimes planes come at us and our planes.

When a dead stick occurs and landing has been accomplished, or when a plane bites the dust for unknown reasons do not immediately call "ON THE FIELD.", and rush onto the runway. Any plane landing or pilot that has called, "Landing", has the "Right of Way". Please look both ways and UP, then wait until all take off and landings in progress have been completed. The airplanes have the "Right of Way."

We have flight stations indicated with the round patio blocks. Please stand somewhere close to them when flying because they are placed there at that spacing to help prevent transmitter interference. They are also back from the fence several feet to give the pilot some safety margin in the event that a plane landing or taking off becomes out of control and heads into the fence and possibly you if you are hanging on the fence. PLEASE do not stand in the fence opening and fly your plane, you have no protection from runaway planes whatsoever.

These are some practices we need to work on. Thanks for your help and if you see me or anyone else doing these things will you remind us that we could be flying safer. Thanks.

John Willis
Vice President

(Editor) And while John is on this subject allow me to add several of my own. I've noticed lately that several people bring their models to the field and then break-in the engine. Folks, this is something that should be done at home before you even put your model in the car to bring it to the field. There is nothing more irritating than having to listen to a model engine on the ground for 30 minutes while someone is running a tank of fuel through it before flying. This is also very annoying when your flying and trying to hear your engine in the air to ascertain if it is still running or not. There is a place behind the parking lot to break in engines.

I've also noticed that after tuning an engine people tend to pick the model up and point the nose in the air to check if it is lean or not. This is fine as long as your not dusting off your neighbors model and equipment or, better yet, the person that is trying to fly his model behind you on the flight line.

This list could go on and on, but these are just a few of the things I've learned not to do over my years of modeling and participating in contests and fun flies.

"Soon to be just a member" - Guy

Preflight

by Porter Harvey

Have you ever watched full-scale aircraft pilots preflight an airplane? They walk completely around it, moving the ailerons and elevator and rudder, looking for cracked hinges or loose bolts or screws. They kick tires, examine the prop, check the fuel and the oil. If everything looks okay they crank it up and check the gauges to see if the engine is running properly.

What do we do? We pull our Radio Control (RC) model out of the truck, fuel it up, hit it with the starter and fly. Sometimes we get away with that kind of sloppy procedure—and sometimes we don't. Just a few months ago I was test flying a Telemaster for a club member and one half of the wing came

off. End of Telemaster. Years ago, I lost a 1/4-scale Cub when the wing decided to fold in the air. A day or two later my buddy lost his airplane because he tried to fly it with a battery that went dead shortly after takeoff. Why is it we just assume everything will be okay?

An old friend of mine said, "A bad motor is as bad as radio problems." He was right. Often I see guys trying to fly with a rough motor. Once, a club member said, "I can't get my .60 running right." I asked him what had changed with the airplane lately. He answered, "All I did was change fuel." Well, guess what? He changed back to the fuel he was originally using and the problem went away. If you have checked everything else and your motor still won't run right, try a different brand of fuel, or maybe one with a different percentage of nitro, and see if it runs better.

I remember when a buddy showed up at the field with a nice airplane and I was looking it over. I noticed the elevator seemed to be a little crooked and pointed it out to him. He shrugged it off saying, "Naw, it's okay." Two minutes into the flight and that nice RC Special went in with the elevator hanging on by a clevis when the hinges let go.

One evening at my field a fellow made a hard landing with a Big Bee. He casually looked it over, refueled, cranked up the G-38 and off it went. Then, I noticed an interesting effect. When a wing comes off in one piece at 150 feet, it just sort of floats down—but the fuselage becomes a dart!

It's a shame we can't learn from our brothers who fly the big ones and give our airplanes a good preflight check before we take off.

from the newsletter of the Hartwell Tailspinners
J. Beckman, editor
Hartwell GA

Club Officers - 2002

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Vice President
John Willis

Secretary
Bette Gustafson

Treasurer
Steve Personette

Safety Officer
Henry Geffken

Field Maintenance Officer
John Willis Jr.

Newsletter Editor
Guy Fuller

Hobby Shops

Classic Hobbies
Now operated by Hobby Town USA
See below

Hobby Barn
7025 E. 21st. Street
Ph. 747-3633
Mon - 10:00 - 6:00 PM
Sat 10:00 - 5:00 PM

Tucson hobby Shop
5525 E. 22nd Street
Ph: 326-8006
Mon-Sat. - 10:00 - 6:00 PM
Sun-12:00 - 5:00 PM

Hobby Town USA
1102 E. 22nd. Street
Ph. 882-8888
Mon - Tu - Thu - Fri
10:00 - 7:00 PM
Wed 10:00 - 9:00 PM
Sat 10:00 - 6:00 PM
Sun 12:00 - 5:00 PM

Hobby Town USA
485 E. Wetmore Rd.
(formally Classic Hobbies)
Ph. 293-2022

Competition Hobbies
3939 E. Costco Dr.
Ph. 297-8162

Club Officers 2003

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Nick Nichols

Newsletter Editor
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Keith Koppas

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