



EVA EXHAUST SYSTEMS

The Newsletter of the East Valley Aviators

October 2010

*President – Mike Wyman (480)641-4810; Vice President – Dave Byrne (480)664-0446;
Secretary – Jason Neves (480)802-1000; Treasurer – Verlin Boeder (602) 803-6852;
Safety Officers/Board Members - Perry Bartnett (480) 357-1868; Bruce Van Dyke (480) 288-6886;
Newsletter Editor – Leon Spielbusch (480) 577-2951; Training Coordinator – John Mitchell (480)983-0699*

Remember to Pay Your Dues!

Dues must be paid by mail or at the December meeting in order to maintain your membership and flying privileges for 2011. Both EVA and AMA membership dues expire on December 31, 2010.

Annual BOD Elections

EVA's Board members are elected in December of each year and hold their position for two years. This year the offices of Vice President, Secretary and one Safety Officer will be elected at the December meeting. Heading up this year's Election Nominating Committee is Dave Byrne.

The club will vote at the December 1st general membership meeting. ALL nominations MUST be current EVA members and approved by the person being nominated. To submit your nomination, contact or send an e-mail to one of the Nominating Committee members.

The following are descriptions of the BOD positions we will be filling. Please take a moment to read these profiles and consider contacting Dave with your interest in running for office as soon as possible. I would like to get all candidates identified by early November so we can provide information about them to the general membership in the December newsletter. **This is your opportunity to get involved and make a difference for our club.**

Vice President. The Vice President shall act for the President in the President's absence and shall be the successor to the President should he/she become incapacitated or otherwise unable or unwilling to continue to serve in the office. The Vice President shall also preside at meetings of the Board of Directors and EVA general membership meetings in the absence of the President. The Vice President is also designated as the Chairman of the Membership Committee.

Secretary. The Secretary shall record and maintain

**EVA SWAP MEET
(Members Only)**

**At the Field
Saturday, November 13, 2010
Start Time: As early as you want.**

This year's annual EVA Swap Meet and Lunch will be held on Saturday, November 13, 2010. The Swap Meet will start as early as you want it to start. The club will provide hot dogs and hamburgers, chips, etc, at 11:00 am. Come out for a day of good deals and enjoyment.

records of all club business in the form of minutes and present such to the Board or membership at each meeting. The Secretary shall be responsible for club communications with the AMA as well as all official outside communication relating to club business and activities. The Secretary shall keep the President and Vice President informed of all communications received whether or not executive action is required.

Safety Officer - The Safety Officer is a Member at Large and is responsible for maintaining a safe flying atmosphere at our flying field. The Safety Officer shall report at each meeting how the membership is adhering to the adopted safety rules and regulations. The Safety Officer has the responsibility and the right to request any individual using any of the Club's facilities to cease such use due to violations of either the AMA Safety Code or the one adopted by the club. ■



President's Podium

Submitted by *Mike Wyman*

Welcome back to all. It has been and continues to be a long hot summer here in the valley of the Sun. None the less flying still continues at the field. People have been arriving at the field at sun up around 5:30 to 6:00 am to get a small piece of the air before the temperatures got intolerable. The field was the busiest I have seen it during a summer session.

I am not a very good writer (as a matter of fact I despise it!) but will do my best to give you updates from the captain's seat.

First the new gate is now installed at the entrance to the field. Thanks to all the hard work by everyone who participated in the hanging of the gate and the prep work that was needed to do the job. Special thanks to EVIT, the school who fabricated the gate and to Verlin who embraced the project and saw that it was done smartly.

Next, we have started early this year preparing for the Superstition Challenge IMAC contest to be held on January 15, 16 2011. The sanction from the AMA is already in place and the flyer has been

generated. We have a promotions committee that will be working with vendors to supply raffle and other prizes for the contestants.

The field is in GREAT shape. The summer heat kept the runway in good shape with just a few gully washers that may have disrupted the entrance road. So use caution when coming into the field. We will have a "Field day" cleanup when the weather gets a little cooler to remove debris from the runway. More to come on that project . . .

We will be having a Swap meet some time in November so begin gathering up your odds and ends for sale at the field.

Finally this summer brought some consolidation in flying fields with the merge of the group who formerly flew out at the Rittenhouse field which has been closed down. The bulk of the people coming over to the club are already members of our group but you will see some new faces. That in addition to the 318 current members of the club.

Please take a moment to thank each other for the great organization that we are and the accomplishments we strive to make for this great hobby of Radio controlled aircraft. ■

2010

Superstition Challenge IMAC Contest

January 15-16, 2011

On January 15-16, 2011, our club will be hosting the 2011 Superstition Challenge IMAC event. Like in years past, this event will be the first IMAC points contest of the southwest 2011 season. As you recall, we have held similar IMAC events in 2007, 2008, 2009 and 2010. Like last year, we anticipate an excellent turnout of contestants for this event. If you would like to participate or volunteer, please contact the Contest Director: Mike Wyman (w1dry@earthlink.net). ■





Treasurer's Report

Submitted by *Verlin Boeder*

Once again fall is just around the corner and a new flying season to be enjoyed by all. I hope all our Snowbird friends are planning their migration to warm and sunny Arizona.

EVA membership is the largest it has ever been in our history at 315 members. This is great evidence as to the quality of our flying club. With this large number of pilots, there will be lots of activity this season. We intend to make improvements at the field to accommodate more parking and flyers. Watch for work days at the field to get this entire remodel accomplished.

This large number of members means good financial stability. We have all bills paid including the 2011 State Land Lease and we have \$3,240.00 cash on hand. With 2011 membership renewals coming up and the Superstition Challenge IMAC contest on January 15 & 16, 2011, we will have a cash flow to accomplish any improvements we want.

October 1st is the beginning of EVA membership renewal for 2011. Renewal time is from October 1st to December 31. After Jan. 1st. 2011, membership expires and individuals lose flight privileges until their membership is renewed. 2011 membership renewal remains at \$40.00 for individuals and \$50.00 for a family membership. So --- Lets renew early.

New membership applications are available at the field or on line at www.eastvalleyaviators.org Those members encouraging new people to apply for membership in EVA, be sure the new person has a current AMA number. **I cannot make a club badge unless I have a current AMA number.** EVA does not prorate membership dues at any time during the year. Dues are only \$40.00 for an individual, \$50.00 for a family (spouse and children 17 or younger) per year.

Send applications to: EVA
14045 So. 40th Street
Phoenix, AZ 85044

AMA renewal or enrollment can be done quite easily on their website; www.modelaircraft.org, go to membership services and click on membership renewal. Also by phone: 1-800 435-9262. If you pay by credit card a verification form will be sent to you by FAX or email.

Happy flying and smooth landings, let's all enjoy a great hobby. . – *Verlin* ■

Secretary's Report

Submitted by *Jason Neves*

The EVA BODs have met two times over the last two months. Attending were: Mike Wyman (President), Dave Byrne (VP), Verlin Boeder (Treas), Jason Neves (Sec), Leon Spielbusch, Lin Anderesen, Don Nelson, Tim MacDonald, Larry Ledger, Mickey Ohland.

Items of discussion were as follows:

Safety Committee

- a. The Board would like the Safety Committee to meet twice a year and when issues arise.
- b. Jason Neves will Chair and mediate the Safety Committee and set up meetings.



Halloween is coming, do you have your costume?

EVA Elections

- a. Nominations are open and need to be submitted to the VP, Dave Byrne.
- b. Dave Byrne was nominated for VP, Jason Neves was nominated for Secretary and Lin Andresen was nominated for Safety Officer (Voting member).
- c. Positions up for election are VP, Secretary, and one Safety Officer.

4th Annual Superstition Challenge IMAC

- a. The date is set for Jan 15th & 16th;
- b. Verlin will be the CD;
- c. We are AMA sanction #11-0031.
- d. Dave Byrne & Jason Neves will head up sponsorships. They will meet next week to discuss media coverage, hotel accommodation, and event time line.

Discussed Changes to the Heli pad

- a. Mapped out the changes and plan for the expansion of the east heli pad.
- b. Velin will ask the State for additional land and report back to the Board.

Swap Meet

- a. Will be set for Nov. 13th;
- b. Open to members only;
- c. Will have cook out with hamburgers and hot dogs.



35 seconds ago, I valued your opinion.

East Valley Aviators, Inc. Field Safety Rules

1. **Let Common Sense Prevail.**
2. AMA (Academy of Model Aeronautics) or MAAC (Model Aeronautics Association of Canada) insurance is required.
3. All AMA National Safety Code Rules apply to this field.
4. All FM radios must be 1991 narrow band or must be gold stickered, or operate on 2.4 GHz.
5. Use of the transmitter impound is mandatory for all 72MHz & 50MHz radios (2.4 GHz do not need to be impounded). When you arrive at the field, verify that your transmitter is off and then place it in the impound area. Your transmitter should remain in the impound area except when you are flying and/or doing ground checks of your equipment. You must have your club badge on the proper frequency pin while you have your radio out of the impound area. The Impound area will be enforced for all flight areas (Heli and Electric fields) and will be located under the Ramada at the main runway. **Remember the PIN WINS!!!**
6. The Main Runway is open to all AMA Legal Aircraft.
 - A. The Electric Runway is open to electric aircraft that weigh less than or equal to 2 pounds
 - B. The Helicopter Pad is for the operation of helicopters both electric and gas powered.
7. Tables under the Ramada are for assembly and disassembly of aircraft only.... Please share them. Assembled aircraft are to be moved to the Pit Area to make room under the Ramada.

8. There are five flight stations designated by the bright orange safety fencing and yellow parking blocks. You must always stand in the flight station while flying and call out your intentions (i.e. "taking off", "landing", or "on the field", etc). One pilot per station only, no other aircraft should be placed neither in the startup stand nor on the ground startup until the station is cleared by previous pilot.

9. Except for takeoff and landing, you must at all times fly your airplane on the North of the deadline. The deadline is the far north edge of the runway extending to infinity in both directions. **If you break this "deadline" rule you could be asked not to fly!**

10. Take off and landings will be on the center line of the runway. The direction of the wind will indicate take off and landing directions. Always land or takeoff into the wind. If you are unsure of the pattern please ask someone. **Pilots taking off should call their intentions and directions.**

11. Distressed aircraft will have the right of way in flight and during landing.

12. For your safety, there must be at least two people present when flying. A member pilot and an observer. **Please do not fly alone!**

13. For their safety, all spectators must stay in the Ramada area behind the chain link safety fence when airplanes are being flown. Only pilots and people assisting in the operations of aircraft are permitted in the pit area and flight stations. Do not taxi to or from the pit area

14. If you are an inexperienced pilot and cannot fly your airplane in a safe manor, please seek

assistance from a club officer, they will direct you to the training coordinator. We will be glad to help you.

15. The use of mufflers is required on all glow or gas engines. **You will be asked not to start your engine until you obtain the proper muffler.**

16. Under no circumstances are engines to be run in the pit area or under the Ramada. All engines (including electrics) should be started in the designated start up areas by the flight station you are going to use. Designated break-in tables are provided 150 feet away on the south end of the parking lot. No person, including the pilot, is to stand in front or in line of a running engine after the engine has been started.

17. Aircraft on deck for flight should be placed behind the Pit Fence.

18. All pilots are required to use the fuel catch containers to help protect the carpeting.

19. All 3D flying will be done minimum 90 feet from the flight station (which is the north side edge of the runway) and will be done in front of same flight station.

20. All flight gear needs to be removed from the flight station at the conclusion of each flight.

21. There are absolutely no alcoholic beverages allowed at this flying field!

22. All pets must be on a leash.

23. The Board of Directors acts as the final authority over enforcement of the rules.

However, it is also the responsibility of every club member to enforce these flying site rules and the safe operation of their model aircraft.

HELICOPTERS

24. All helicopters flying must comply with all of EVA flying site rules.

25. Helicopters will normally be flown from the eastern helicopter flying area. Helicopters flown from this position are not to cross the Southern edge of the main runway. The flying pattern the east heli flying area is normally orientated north and south.

26. Helicopters that are flown on the main field are to be flown from flying station #5. Helicopters are to be flown in a normal race track pattern following the usual rules regarding announcing of intentions and giving way to other traffic. Helicopters are not to be hovered when flown from this flying stand except during initial takeoff and landing. At the end of flying station, helicopters are to be landed on the runway in front of flying station #5 on the runway center line and the rotor system and engines shut down.

27. All training of helicopter flyers is to be accomplished in the East helicopter flying area.

28. The Helicopter flying area is as follows: Northern deadline which is the Southern edge of the main runway which is designated by the orange safety fence. Extending indefinitely eastward. The Western deadline is the chain link fence that separates the heli field from the parking lot and pit area extending southward indefinitely. **If you break these heli pad deadlines, you could be asked not to fly.**

29. All helicopters must be flown behind the pilot safety fence.

ELECTRICS (2 LBS. OR UNDER)

Electric planes flying at the Electric field must comply with the EVA Flying Site Rules.

30. The Electric field deadlines are as follows: Northern deadline which is the southern edge of the main runway which is designated by the orange safety fence. Extending indefinitely westward. The Eastern deadline is the orange safety fence that separates the Electric field from the pilot station and pit area extending southward indefinitely. **If you break these Electric field deadlines, you could be asked not to fly.**

31. All Electric airplanes must be flown behind the pilot safety fence and please do not block the field entrance or opening at the center of the safety fence.

32. **Last person to leave the field must shut and lock the main gate.**



Frequency Control

ALL transmitters are to be kept in the transmitter impound unless you have claimed the appropriate frequency by placing your Club Badge on it. No exceptions. If you are using the electric, helicopter or engine test areas, please attach one of the appropriate pins so we know where you are.

When you are thru flying return your transmitter to the impound and claim your badge so that the frequency is available to others.

REMEMBER...Whoever has the frequency pin WINS. If you turn your radio on, either on purpose or accidentally, and cause another plane to crash YOU are responsible. ■

General Membership Meeting Schedule

The East Valley Aviators general membership meets six times each year on the first Wednesday of the month. Meetings are held in the months of January, February, March, May, October, and December. An issue of the Exhaust System newsletter will be published on the club's web site the week before each of the meetings. We will publish the location of the meetings in our newsletter. We are always looking for any input from our members, if you have any articles, pictures or classified ad (free to club members) you would like to see published please contact Leon Spielbusch lspielbusch@hotmail.com (480) 218-5414.

AIRPLANES AND WOMEN

- Airplanes can kill you quickly; a woman takes her time.
- Airplanes can be turned on by the flick of a switch.
- Airplanes don't get mad if you 'touch and go.'
- Airplanes don't object to a preflight inspection.
- Airplanes come with manuals to explain their operation.
- Airplanes have strict weight and balance limits.
- Airplanes can be flown any time of the month.
- Airplanes don't come with in-laws.
- Airplanes don't care how many other airplanes you have flown.
- Airplanes and pilots both arrive at the same time.
- Airplanes don't mind if you look at other airplanes.
- Airplanes don't mind if you buy airplane magazines.
- Airplanes expect to be tied down.
- Airplanes don't comment on your piloting skills.
- Airplanes don't try to make you crash and burn.
- Airplanes don't whine unless something is really wrong.
- And when airplanes go quiet, just like women, it's usually 'not' a good sign.



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SUN - ***Closed***

Hobby Hanger

(480) 899-1064
183 E Williams Field Rd
Gilbert, AZ 85296-5222
(Williams Field Rd and Gilbert Rd)
MON-SAT - 10:00am - 6:00pm
SUN - ***Closed***

Royal Hobbies

(480) 963-2434
4055 S. Arizona Ave. Suite 6
Chandler, AZ 85248-4587
(Ocotillo and Arizona Ave)
MON-FRI - 10:00am - 7:00pm
SAT - 10:00am - 5:00pm
SUN - ***Closed***

Viper Hobbies

(480) 830-7424
4410 E University Dr 110
Mesa, AZ 85205-7104
(University and Greenfield)
MON-SAT - 10:00am - 7:00pm
SUN - ***Closed***

Hobbytown USA

(480) 892-0405
1817 East Baseline Road
Gilbert, AZ 85233-1545
(Baseline and Gilbert Rd.)
MON-FRI - 10:00am - 7:00pm
SAT - 10:00am - 8:00pm
SUN - 11:00am - 5:00pm

Hobby Action

(480) 829-1226
705 E. Guadalupe Rd.
Tempe, AZ 85282-4557
(Guadalupe and Rual)
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SAT,SUN - 10:00am - 5:00pm

K&C Hobbies

(480) 497-3254
29 N Val Vista Dr. Ste 102
Gilbert, AZ 85234
(Val Vista and Elliot)
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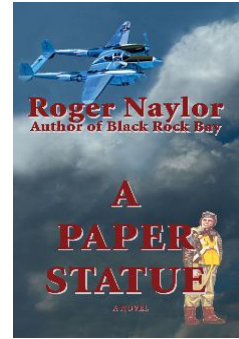
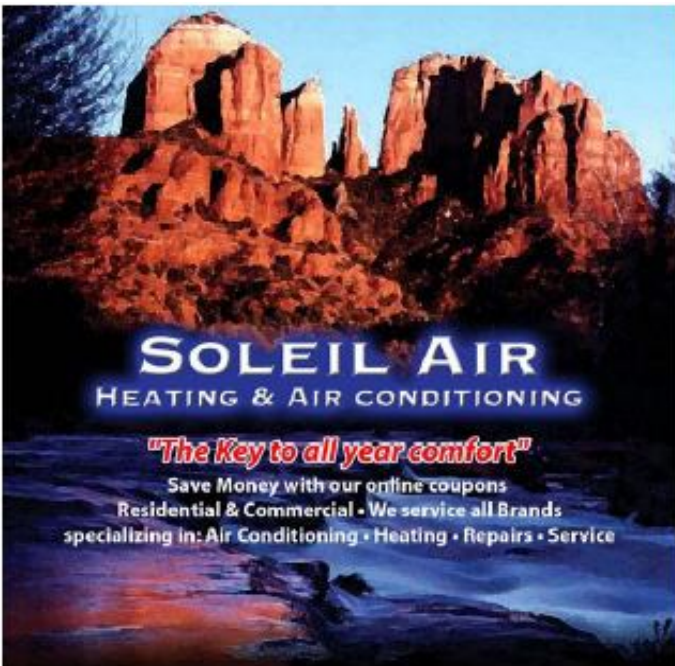
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Like an exciting, realistic warbird story? If so, you're looking for EVA member Roger Naylor's latest novel, **A PAPER STATUE**

P-38 Fighter pilot Lee Marks tastes the blend of excitement and fear as he enters the unusual air war over 1944 New Guinea. Faced with deadly Japanese fighters, killer storms, and a devious, self-serving commanding officer, Marks must quickly learn the idiosyncrasies of all if he is to survive.

The rousing story traces the Allied course of action in the unorthodox New Guinea campaign, and it explores the war, the men who make the war, and the natives who find themselves the hosts. The novel is sprinkled with GI humor, the uplifting ingredient that kept it all together, and it flies on the wings of the P-38 Lightning, Lockheed Aircraft's pinnacle of WW II engineering.

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