EVA EXHAUST SYSTEMS

The Newsletter of the East Valley Aviators Jan 2014

Club Officers

President - Dave Byrne (602) 403-7117
Vice President - Alan Moulton (602) 750-5445
Treasurer - Verlin Boeder (602) 803-6852
Membership - John Pomroy (623) 255-9966
Secretary/Newsletter - Mike Jeffries (480) 250-4614
Safety Officer - Lin Andresen (480) 251-5594
Safety Officer - Mike Wyman (480) 227-5970
Training Coordinator - John Mitchell (360) 582-9980
Webmaster - Mickey Ohland (480) 516-7643

Event Calendar

Feb 13(Thu)	Membership Meeting (VDO)
Mar 1 & 2	Desert Pattern Challenge
Mar 15 & 16	Cactus Classic IMAC Event
Mar 19	General Membership Meeting @ 7 pm
Mar 22	Swap Meet,Winter Guest Farewell, .25 Race
Apr 19	.25 Race
May 3	General Membership Meeting, EVA Field @ 8 am

2014 MEMBERSHIP MEMBERSHIP RENEWAL

Dues for the 2014 flying season can be paid anytime. Please send check to
East Valley Aviators, Inc.
11343 E. Elmhurst Drive
Chandler, AZ 85249
c/o John Pomroy, Membership Officer (623-255-9966)

NOTICE TO ALL MEMBERS
NEW ONE WAY SIGN AT THE FIELD ENTRANCE.

The county has installed these at most of the crossings over the median along Ironwood. The Board of Directors recognizes the safety hazzard this is presenting and is contacting the county to work with them on a safer solutions.

Please do not remove or deface this sign. If the sign is damaged by accident, please notify any of the Board of Directors IMMEDIATELY

President's Podium

Submitted By *Dave Byrne*

Happy New Year to all and I hope everyone had a great holiday which, at this point, seems like eons ago. Time sure appears to whiz by faster and faster. It seems like only yesterday that I was elected president of our club and now I'm embarking on a second term. I am honored to be the president of this organization and work with a great team leading our future with our Board of Directors.

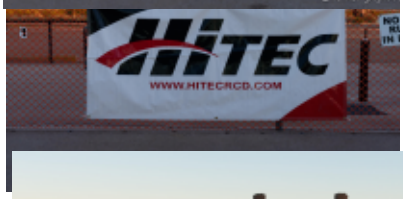
At our last general membership meeting, Verlin Boeder, our club treasurer, reported that the club is in the best financial it has ever been. We've finally achieved our goal of $24,000 that is required by the state that we have to have on hand as stipulated by our lease. This fund acts like a bond, in that, provides for the dismantling our flying site if we were to not renew our lease. We also have over $20,000 in our general fund which will go towards maintaining our field and month to month expenses. Also a part of that is for the replacement of our carpet that we will more than likely need to do in a couple of years. We originally set a goal of $15,000 for our carpet fund. With the yearly dues increase last year and proceeds from contests, we should not have a problem reaching our goal.

Our .25 racing seems to be gaining in popularity and we would like to expand on this theme by having T-28 Foamy electric pylon races. The Sun Lakes Modelers have been doing it with great success and want us to get this going so they can mount a challenge with EVA. I'll have more on this later so stay tuned.

Because of the size of our club, our five flying stations do fill up. So it is important that we be courteous with our fellow members. If the flying stations are filled up please remove your plane and start up equipment promptly so that it is clear for the next pilot. Also do your best to announce your intentions to the other pilots and their spotters on the flight line. In fact maybe you need to yell them at times. And the other pilots need to make sure and acknowledge that they heard the announced intention. Some of our engines can be fairly loud. Also, even though you've announced your intention, say for a takeoff, it's your responsibility before you enter the runway that the landing pattern and runway is clear. All it takes is a bit of common courtesy and observation and our flying should run safely and smoothly.

See you out on the flight line…
Dave

Superstition Challenge 2014 IMAC



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Eric M. Gagnon Photography

Superstition Challenge
2014 IMAC
Eric M. Gagnon Photography

Repairs on any airplane should be done correctly... ALWAYS

For anybody who is not familiar with a jet engine, a jet fan blade should be perfectly smooth.

A pilot for a Chinese carrier requested permission and landed at FRA (Frankfurt , Germany) for an unscheduled refuelling stop.

The reason became soon apparent to the ground crew: The Number 3 engine had been shutdown previously because of excessive vibration, and because it didn't look too good. It had apparently been no problem for the ground crew guys back in China: as they took some sturdy straps and wrapped them around two of the fan blades and the structures behind, thus stopping any unwanted wind-milling (engine spinning by itself due to airflow passing thru the blades during flight) and associated uncomfortable vibration caused by the sub optimal fan.

Note that the straps are seat-belts ... how resourceful! After making the "repairs", off they went into the wild blue yonder with another revenue-making flight on only three engines!

With the increased fuel consumption, they got a bit low on fuel, and just set it down at the closest airport (FRA) for a quick refill.

That's when the problems started: The Germans, who are kind of picky about this stuff, inspected the malfunctioning engine and immediately grounded the aircraft. Besides the seat-belts, notice the appalling condition of the fan blades. The airline operator had to send a chunk of money to get the first engine replaced (took about 10 days).

The repair contractor decided to do some impromptu inspection work on the other engines, none of which looked all that great either. The result: a total of 3 engines were eventually changed on this plane before it was permitted to fly again.

Secretary's Report

Submitted By Mike Jeffries

General Membership Meeting - 01/08/2014 @ VDO

Membership Attendance - 70 Total

President Dave Byrne opens meeting welcoming in the new year to all members, welcomes guests and new members. No new solo pilots.

Dave introduced the newly re-elected Board of Directors; Dave Byrne, President, Verlin Boeder, Treasurer/Membership. Mike Wyman, newly elected Safety Officer replacing Larry Leger.

With the large club membership in excess of 300 members, BOD is considering spliting the treasurer and membership into two positions.

All club members have the obligation to make sure only members are flying. If you observe someone at the flight line not wearing a badge politely ask if they are a member and to please wear their badge. We do allow a one day guest pass with a member.

As a reminder, the plane in the starting station "owns" the flying station. Do not walk up if a plane is sitting there and begin flying in the station. If you see a plane sitting there, ask who owns it and if they are done with the station.

The February .25 racing is cancelled. Next race will be March 22. We are trying to start a T-28 class pylon racing if there is enough interest. Please send an email to Dave if you are interested. Would like to get a competition going with the group of T-28 racers from Sun Lakes Radio Contro Club (SLRCC)

There is a new "One-Way" sign at the club entrance in the median on Ironwood. The sign is not clear what is meant by "One Way". Do not remove or run over the sign. If something happens please notify the board members immediately. Dave will be looking into it with the county.

Field maintenance, overall looks good. Still looking at solutions for the ruts on the runway in front of the flying stations. Jim Waterman is going to come out with the tractor to fix the entrance.

Dave requested from the membership in attendance what programs they would like to see at the meetings.

The Treasurer reported membership total of 330 members, 248 have renewed. Club finances we are in good shape. The club grossed $21,302 last year. Expenses were $12,019, leaving at net gain of $9,283.

John Bentley brought in a nicely lighted T-28 for night flying and a very light

Newsletter ideas? Interesting Articles? Letters to the Editor? Debated Topic at the Field?,...

Send e-mail to jeffriesm10@gmail.com.

Treasurer's Report

Submitted By *Verlin Boeder*

2013 was a good year for EVA. We finished the year with 330 members. The 5 year membership average is 325 so we are above that. The renewal rate this year is exceptional. We have 251 renewed which is much higher than any previous year at this time. Thanks everyone our club is still growing.

Financial EVA is also in very good shape. At 2013 year end, we have a gross of $21,302.00 from dues and events while our expenses were $12,019.00 for land lease, maintenance, improvements, etc. With the 2013 contribution, our bank account stands at : $24,000.00 reserve fund and $21,297.0 cash. In the next year or so some work will be done on the road, runway and carpet for the pit area. It is nice to have cash on hand to complete those projects.

This includes all family members. Everyone, please wear your EVA club membership badge clipped to your shirt or hat any time you are at the field flying or not. This helps us recognize our new members and identify those who are not members.

IMPORTANT!!
New membership applications are available at the field or on line at www.eastvalleyaviators.org
Encourage 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 their current AMA number. EVA does not prorate membership dues at any time during the year. Dues are only $50.00 for an individual, $60.00 for a family (spouse and children 17 or younger) per year.

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, they will give you your AMA number if you pay by credit card. Also, a verification form will be sent to you by FAX or email.

Jason Neves is the new salesman for all EVA T-shirts, hats and logos. You can find Jason at the field or at any EVA event with a table full of goodies.

Happy flying and smooth landings, lets all enjoy a great hobby.

Verlin

Please Remember, plugging in batteries on electric planes, is equivalent to starting a gas airplane and should only be done at the starting lines. Not under the Ramada. For safety reasons, if you do need to plug in the battery during service operations under the Ramada, please remove propellers and rotor blades.

EVA OFF ROAD RACING

featuring some of the "Best" driver's in Arizona.

WHERE'S YOUR TRANSMITTER?
YOU GUY'S DON'T STAND A CHANCE. I'M RUNNING A 24-CELL LIPO.
I'LL LET THEM GET A HEAD START FIRST, THEN LOOK OUT.
ARE WE EVER GOING TO START!!
THE RACE IS ON
GET OUT OF MY WAY!!
WHICH WAY DO I TURN THIS WHEEL?
I'M NOT IN YOUR WAY.
IS ANYONE WATCHING HOW WELL I DRIVE?
LOOK OUT, YOU ALMOST HIT ME!
WHICH DIRECTION ARE WE GOING?
DID NOT!!
OUT OF MY WAY
ONLY 50 MORE FEET AND I WIN.
I WANTED TO BE THE WINNER. THIS CAR IS A PIECE OF CRAP
FINISH LINE ONLY A FEW FEET AWAY, GOT IT MADE.
I WOULD HAVE WON IF I HADN'T FLIPPED UPSIDE DOWN.
THE END

Safety Corner

Submitted By Lin Andresen

Hello East Valley Aviators! I was finally able to get out to the flying field during the Monday through Friday fun and was able to see old friends and new members settling in for another great Winter season of great weather flying in sunny Arizona. With afternoon temperatures in the mid 70's it is easy to forget that sunscreen should still be used, it's called protection for a good reason. Don't take a chance on sun related skin problems, use it.

When flying, remember to call your intentions. Before taking off, yell out that you are taking off and from which direction. Before landing, yell out that you are landing and from which direction. Communication can keep many problems from happening.

One serious problem that we have been having lately is deadline violations. The rule covering this for the main runway reads," Except for takeoff and landing, you must at all times fly your airplane on the North side of the deadline." The deadline is the far-north edge of the runway extending to infinity in both directions- this rule is still a rule even if you are performing 3-D maneuvers or flying fast low passes.

We had a discussion about Ironwood Road safety at the last membership meeting and there were several concerns about how the East Valley Aviators are effected. As you may or may not know, there have been several fatal accidents on Ironwood Road within a short distance of our flying field. Please be very careful and patient when pulling onto Ironwood from the field driveway, vehicles on Ironwood tend to travel at a rather high rate of speed and you need to make certain that you can safely enter the roadway. The same goes for pulling into the EVA driveway from Ironwood. Traffic on Ironwood can be very heavy at times and it may be very dangerous to try to turn left into the driveway, in this case it may be advisable to just continue down Ironwood until you can find a safe place to turn off onto another road and head back North to the flying field where you can enter with a right turn. It would still be a good idea to put on your turn signal and begin slowing early to give vehicles behind you ample warning of your intentions.

That's all for now. Remember, if a safety officer or other member talks to you about your safety, listen, correct if necessary, reevaluate what you are doing, don't think you are above unsafe acts. Don't get mad at the person talking to you. We are a friendly club.

Remember, Safety is no accident.

We are on FACEBOOK now...

Please "Like Us".

http://www.facebook.com/pages/East-Valley-Aviators/242494865819312

Safety Corner

Submitted By Mike Wyman

Happy New Year belated to all. It has been a rocky start to the year for me as I have been under the weather for about a month. Things are getting better and I hope be more present out at the field.

The position of safety officer is a great position to be in if one is interested in breaking into the ranks as a contributor for the Model club. It is not a taxing post to uphold. You know what that is? Because thanks to the membership, we have been able to keep things pretty safe out at the field.

We have a diverse group of people who frankly are quite professional in their actions in and around the flight line. That makes my job easier to do. Thanks to all who are continuing to make our site a safe pleasant place to gather and fly.

I have some thoughts that may continue to keep things safe:

Please try to remember the three “C’s Common sense, Courtesy, and Communication. A larger group of flyers means that the people on the flight line must stay aware of others who are flying. Proper announcement of entry and exit of the flight line goes a long way toward avoiding a close call or even a mid air accident.

Stay out of the direct line of any propeller that is spinning on an engine that is running. I have seen props come off and spin 20 to 30 feet away.

Please refrain from connecting battery power sources to your electric plane till you get out to the flight station. The flight stations provide restraint for the plane if the throttle is inadvertently raised while connecting the battery to the ESC.

Remember to keep you flight path out away from the pit area and preferably over the runway (or further)

Electric field flyers, please be respectful of the main runway as there can be a lot of landing traffic from the west to east.

Wear proper sun block while flying as our UV index tends to be high. There are many members who have had skin cancers removed from face and arms.

Be aware of your surroundings as there are desert creatures out there like rattlesnakes that make their home at our field. If you have to walk around in the desert area, keep your eyes peeled for creatures.

Respect your Lithium batteries. They have been a wonderful breakthrough for the development of electric airplanes but also can be deadly if not handled and charged properly. Dispose of worn batteries properly. Don’t know how to get rid of a lithium battery so it is de-energized? Just ask me . . .

And always remember:
Safe flying is NO accident!!!

While we always wish no one has to visit, just in case please make note of the local urgent care close to the field. Also posted on the transmitter impound...

NextCare® Urgent Care - Apache Junction
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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 start up 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 helicopters 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)

30. Electric planes flying at the Electric field must comply with the EVA Flying Site Rules.
31. 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.**
32. 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.

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

Revised: March 2010

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