



# EVA EXHAUST SYSTEMS

*The Newsletter of the East Valley Aviators*

*January 2010*

President – Mike Wyman (480)641-4810; Vice President –  
Secretary – Don Nelson (480) 664-1418; 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 – Doug Sharpe (480)288-6300

## Happy New Year!

### BOD Election Results

EVA's Board members are elected in December of each year and hold their position for two years. Last month the offices of President, Treasurer and one Safety Officer were elected by the membership. The results are as follows:

**President.....Mike Wyman**  
**Treasurer.....Verlin Boeder**  
**Safety Officer.....Bruce Van Dyke**

Special thanks to all of EVA's Board members for their dedicated service and commitment to the club.



### President's Podium

Submitted by *Mike Wyman*

No report submitted.



### Treasurer's Report

Submitted by *Verlin Boeder*

I hope everyone had a great Holiday experience with friends and family. The field is always busy.

There are lots of new faces around, if you see someone you do not know, stop and say hello.

As you know, EVA membership renewal ends December 31, 2009, but I will reinstate memberships without penalty until February 1, 2010 since some of our snowbird friends arrive in January. After February 1st, flight privileges will be suspended until dues are paid.

### **January 2010 Membership Meeting**

**Valle del Oro RV Resort**  
**Wednesday, January 6, 2010**  
**7:00 pm**

**Located at 1452 S. Ellsworth, Mesa**

**Directions:** Go east on Highway 60. Exit at Ellsworth. Valle del Oro RV Resort is just north of the Freeway on the left. Tell the guard at the gate that you are here for the RC Club meeting and they will direct you to the meeting room. You can't miss it.

We will end 2009 with a record 306 members on the roster. In 2009 we had 83 new membership applications. As usual, we will have 65 to 80 people who will not renew for 2010. So far, we have 181 renewals for 2010 which is very good for the first of the year. EVA needs about 200 members to break even financially.

EVA bank account stands at \$4,670.00 in cash and \$18,000.00 in our reserve fund. All bills are paid and with anticipation of some profit from the January IMAC contest, we are in great financial shape.

Not much in terms of major improvements need to be done this year just good maintenance. If anyone has a good idea for field improvement, please bring it to the attention of the BOD.

New membership applications are available at the field or on line at [www.eastvalleyaviators.org](http://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 to support our Club.

Send applications to:  
EVA  
14045 South 40<sup>th</sup> Street  
Phoenix, AZ 85044

AMA renewal or enrollment can be done quite easily on their website; [www.modelaircraft.org](http://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.

Embroidery Magic in Apache Junction is our company for EVA hats T-shirts, etc. Paul Curtindale took it upon himself to find this new company to provide caps, T-shirts, etc. with our club logo. Paul Curtindale will be the go-to guy from now on for orders of merchandise with our club logo and he has items for sale now, at our membership meetings and at the field or call him at 480 288-1135. Thanks Paul !!!!!!!!!!!!!!! See the

Embroidery Magic add on the last page of this letter for address and phone.

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

## 2010 New Years Day Fun Fly

Please come out to the flying field on January 1, 2010 for a casual day of recovery from the previous night's festivities.

And to ring in the new year with some socializing and flying.

Hamburgers and Hot Dogs will be grilled for lunch along with water and sodas  
(Sorry no Bloody Mary's!)

Members only . . .  
Hope to see you there.

## On the Lighter Side...

*Allegedly, while taxiing at London's Gatwick, the crew of a US Air flight departing for the US made a wrong turn and came nose to nose with a United flight.*

*An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!"*

*Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move 'till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?" US Air 2771: "Yes ma'am." the humbled crew responded.*

Naturally, the ground control communications frequency fell terribly silent after this verbal bashing. Nobody wanted to chance engaging the irate ground controller in her current state of mind.

Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once." ■



Clearly, I'm not the only one who's a big fan of the YAK!

## EVA SUPERSTITION CHALLENGE IMAC Contest January 16-17, 2010

On January 16-17, 2010, our club will be hosting the 2010 Superstition Challenge IMAC event. Like in years past, this event will be the first IMAC points contest of the southwest 2010 season. As you recall, we have held similar IMAC events in 2006, 2007, 2008 and 2009. Like last year, we anticipate an excellent turnout of contestants for this event. If you would like to participate or volunteer, please contact Mike Wyman ([w1dry@earthlink.net](mailto:w1dry@earthlink.net)). ■



## EVA Safety Corner Prop Safety

Whether you fly small electrics, giant gassers or something in between, propeller safety is a must if you want to keep all those precious digits on your hands. Do your part to help keep the flight line a safe place.

### At Home

You've installed a new prop on your plane before you take it out to the field. Did you balance it? Many people don't. Your propeller gives you hours, sometime season of trouble free use and usually doesn't complain, so take a few minutes to balance it carefully. Get a good balancer from your hobby shop to start. Most can be had for \$20-\$30. Dubro makes the *True Spin Prop Balancer* and Top Flite markets one that goes by the name *Power Point Balancer*. Learn to use it correctly and get your props balanced. Unbalanced props contribute to damaging airframe vibration which stresses the prop unnecessarily, increasing potential for blade failure. If it fails in the air, the effects can shake an airplane apart in seconds. On the ground, a failure could mean serious injury to people in the pits and elsewhere. Also confirm that the prop doesn't touch any part of the spinner cone and that the cone is securely fastened. More than one prop has been sheared off by a wayward spinner and the results to the model are always unfortunate.

### At the Field

So, you've taken your favorite plane to the field for a few hours of flying. Is that prop nut tight? Check



it out. How about the prop? Is it cracked, nicked or otherwise damaged? If you observe damage, the prop should be changed with a new one – a balanced one; a great reason to keep a balanced and ready-to-go spare or two on hand for such cases. While not a rule, the AMA *recommends* the use of prop spinners because it puts an object between the nose and an unsuspecting recipient. When running up your engine, consider standing or kneeling *behind* your airplane when reaching for the needle valve, using a tachometer, etc. There is really no need to stand directly in front of or at the side of a prop at full throttle to do these tasks. Never attempt to adjust the low speed needle on any engine while it is running. The majority of these adjustments require a small screwdriver and you're getting way too close with that even while the engine is idling.

Lastly, many people are seen at the flying field using electric starters. There's a good reason for that. First, it gets the engine started quickly and with little effort. Then there's the safety factor; your fingers stay out of the prop arc. However, please be very careful with how you secure the aircraft, especially if you're using your spare hand – I won't describe here what can happen to one's hand or arm in a single careless moment. If you need a visual, please see October's newsletter. Take your time, think about every move before you make it, and be a little extra dramatic about hand movements around the prop like when removing a glow starter, and you'll minimize the risks.

Consider these tips on safety the next time you're at the field. You could save yourself or someone else an injury. ■



## 2009 Southwest IMAC Regional Final

On November 27, 28, 29, 2009, the International Miniature Aerobatics Club (IMAC) ended its season with a bang. The *East Valley Aviators* in Apache Junction, Arizona hosted the Southwest Region's last AMA sanctioned IMAC points contest of the 2009 season. The contest featured pilots competing in the Basic, Sportsman, Intermediate, Advanced, and Unlimited classes.

The facilities that the East Valley Aviators Club provided were second to none and the weather, until the last day, was perfect. Not only did the pilots take advantage of the weather, many spectators attended the weekend event marveling at the precision and skill demonstrated by the

pilots. The event was a total success and the participants were very complimentary about the event and the host club.

The success of this event says a lot about the hard work and timeless hours our membership has devoted to holding the Superstition Challenge IMAC Contest in January of each year. ■



## ***Does RC Flying Qualify as Exercise?***

Is the flying of Radio Control aircraft considered adequate exercise? Arguments for and against are described below.

1. Almost every flier gets up at 6 a.m. to fly in the mild breezes of dawn.

Problem: A person has to get up more than once before they are considered to be doing sit-ups.

2. RC fliers tend to have larger thumbs.

Problem: There is no known association between cardiovascular fitness and large thumbs.

3. RC fliers often bend down or squat near their airplanes.

Problem: It has been noticed that once they are down, they have a hard time getting up.

4. Some of the terminology sounds like exercise. For example, sport aerobatics, fuel, or gear. Problem: Terminology in and of itself is insufficient evidence of an adequate aerobic exercise program.

5. RC fliers often are seen walking in the desert.

Problem: Generally, they only walk in the desert

once a quarter, and that is not for exercise but to recover a downed aircraft.

6. Weight lifting involves a buddy to spot the lifter. Problem: Even though club members use a “buddy box” and often “spot” real airplanes, the concepts involved are quite different than those used in body building.

7. In an exercise program, an individual is known to sweat after about 20 minutes. RC fliers also are known to sweat after about 20 minutes. This is the only assertion where similarities exist between exercise programs and RC flying.

8. People who exercise usually have better eyesight. Fliers often have to see at great distances but generally cannot tell whether the object they are looking at is right side up.

9. Persons involved in exercise programs often are fixated on building the perfect shape. Similarly, RC builders are fixated on achieving the perfect shape, but in this case, we are talking about the aircraft, not the person. The individual may actually be way out of shape.

10. Those involved in exercise programs are concerned about weight gain. RC builders are equally concerned about weight gain, but again the focus is on the aircraft.

11. People who are successful in exercise programs generally work out at the same time of day, five times a week. RC fliers can be found at the field on the same days and times.

12. Conversations among those who exercise regularly often are laced with letter and number combinations, (B-6, B-12, B complex). Similarly, RC flier conversations contain letter and number combinations (B-52, P-26, etc). ■





## ***Murphy's Law as it Applies to Model Planes...***

- If something can break, it will.
- Gravity Takes No Prisoners.
- Trees are ALWAYS closer than they appear.
- To calculate the location of the exact rear center underneath your workbench, just drop a small screw.
- The screw you forgot to check during your preflight will always be:
  - A: The first one to come loose.
  - B: The one that causes the most damage when it comes loose.
  - C: The one behind the transmitter.
- When there appears the best thermal bubble of the day, the receiver or transmitter batteries are empty or too weak.
- If you want to hear from your child by phone, just glue a part of your plane with 12 minute or longer epoxy that you have to hold together by hand and he or she will call for sure.
- Always carry a cigarette lighter for cremations of vertical landings.
- Always carry a spade for digging out the engine prior to cremation, or for giving a decent burial if the lighter fails to operate
- If you can't go flying tomorrow, the weather will be perfect.
- The right way to cover a certain shape is always found out the day after you just covered it the wrong way.
- If it's not a taildragger, it will be. ■



## **ARF Assembly**

The best way to succeed with your first ARF is, before you begin assembly, ***read the instructions several times*** and then purchase the necessary equipment and tools you'll need to complete it. This way, it takes less time and fewer trips to the hobby shop to assemble your model.

The basic tools you'll need are: Phillips head and blade end screwdrivers, (two sizes of each) common and needle nose pliers, a power drill and various size drill bits, T-pins, clothes pins, a hobby knife, and several replacement blades. Additional supplies required are: medium and thick CA-glue (and accelerator), two-part Epoxy, mixing sticks, and medium-grit sandpaper.

When assembling your model, be sure to have a clean work area set aside that can remain unused by anyone else other than you. This will actually help speed the assembly time, but on the other hand... hurrying through the process can produce its share of first-flight crashes too.

Understand the functions and check all servos, control rods or cables, and the control surfaces they activate. Always set the control surfaces at the lowest movement setting for the first test flight.

***Read and understand the flying instructions*** suggested in the instruction manual. It may give you some valuable information as to the inherent characteristics of this particular airplane, perhaps

on landing... which is the most important part of any RC flight.

Keep the instruction manual in good shape and in a safe place for any future reference. A gallon size zip-lock bag works well for this job. ■



## 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. ■**

## Items left at field

On occasion we all have items left at the field. Radios, starters, batteries, tools, etc. If you find an item(s) that has been left behind and are not sure as to the ownership, please contact Mike Wyman at 480-641-4810. It is very important that each of us puts our names on our equipment; a simple return

address label usually works. Along with this subject, the AMA requires your name, address, and



## 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](mailto:lspielbusch@hotmail.com) (480) 218-5414.





## **Upcoming EVA Events**

### **January 1, 2010**

New Years Day Fun Fly and Lunch  
At the Flying Field

### **January 6, 2010**

December General Membership Meeting  
7:00 pm  
Valle del Oro RV Resort

### **January 16-17, 2010**

Superstition Challenge IMAC Contest  
At the Flying Field

## **Please support our local Hobby Shops and Vendors**

### **Adventure Hobbies**

(480) 722-9365  
1949 W Ray Rd Chandler, AZ 85224-4002  
(Ray & Dobson)  
MON-FRI - 11:00am - 6:00pm  
SAT - 10:00am - 6:00pm  
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\*\*\*

### **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 Rural)  
MON - \*\*\*Closed\*\*\*  
TUE-FRI - 10:00am - 7:00pm  
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)  
MON-SAT - 10:00am - 7:00pm  
SUN - 12:00pm - 6:00pm



# Club HOBBIES



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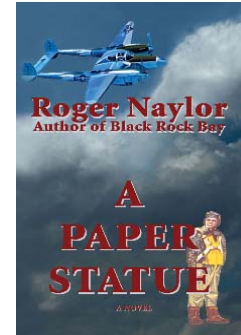
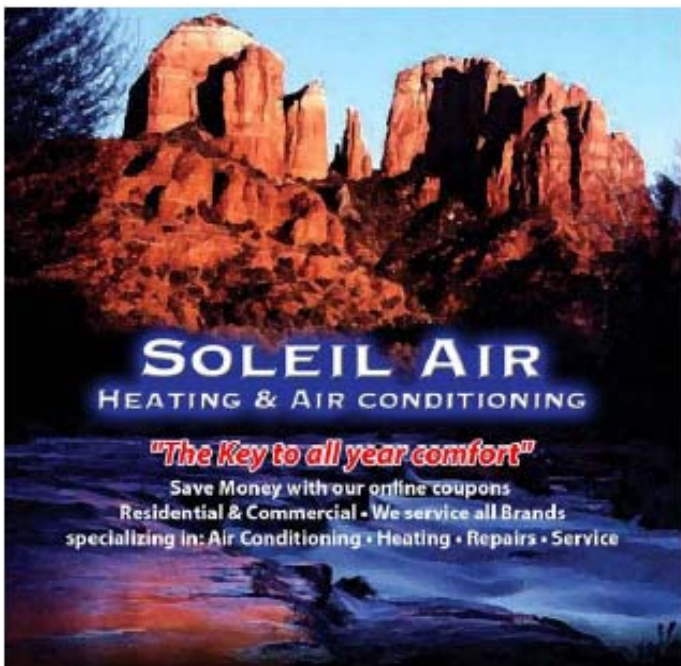
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Like an exciting, realistic warbird story? If so, you're looking for EVA member Roger Naylor's latest novel, **A PAPER STATUE**

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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iuniverse.com