



EVA EXHAUST SYSTEMS

The Newsletter of the East Valley Aviators

October 2006

*President – Jack DeFilippis (480) 357-0119; Vice President – Mickey Ohland (480) 545-7958;
Secretary – Don Manchester (480) 854-8396; Treasurer – Verlin Boeder (602) 803-6852;
Safety Officers/Board Members - Bill Cummings (480) 892-3481, Bruce Van Dyke (480) 380-3456;
Newsletter Editor – Vacant; Training Coordinator – John Fail (480) 354-8205*

October Membership Meeting will be held at the Field

Same as last year, the October general membership meeting will be held at the flying field on Saturday, October 7, 2006. We will start the meeting at 9:00-am. D&D Hobbies has generously donated funds for hot dogs, soda, chips, etc. Open flying before and after the meeting. See you there! ■

In Each newsletter and at every club meeting, a different safety issue will be highlighted. This month's highlight: *Who Can Fly at the EVA Field?*

This season we have three new positions available for election or re-election. In this newsletter, Mickey has included additional information regarding the nominating committee that he is chairing for the December elections. This is your opportunity to get involved and make a difference for our club.

Reminder: Dues must be paid by mail or at the December meeting on December 6th. EVA and AMA membership dues expire on December 31, 2006. The December meeting will be held at Valle De Oro (VDO) at 7:00 PM on Wednesday, December 6th 2006.

Let's have a great turn out for the meeting. *Jack* ■



PRESIDENT'S PODIUM

by *Jack DeFilippis*, EVA President

As another summer season comes to an end we say good-bye to the hot summer and extend a hearty welcome to our seasonal visitors – welcome home. Many new developments have come about since your last visit.

I'm sorry to report the passing of three long time members; Don Dietrich, Jack Easley, and Al Niehold. We will miss them, "Happy Flying Guys".

Posted in this newsletter is a combination of our club and AMA safety rules so as to reacquaint each member with them. We have noticed that a few of these rules are not being observed. Signs will be posted to remind us of these rules. It is our goal and intent to ward off any possible safety issues.

October Membership Meeting

at the Flying Field

**Saturday, October 7, 2006
9:00am**

Hot dogs, chips, and soda will be provided by D&D Hobbies

Ironwood Road Improvement Project



Just a quick update for all of you concerned about the widening of Ironwood Road. In the coming weeks, the County is scheduled to start work on the Ironwood Road expansion project. This project will expand the road from two lanes to four with a median. The first sign of construction will be the installation of new barbed wire fencing to keep the cattle in. Approximately 32 culverts will be installed as a part of this project and Elliot Road will merge with Ironwood. Streetlights and sidewalks will be included as well. The whole project is tentatively scheduled for completion in six months. For additional information regarding this project, please visit the project's web site at:

www.ironwoodproject.com

This site has been designed to provide you with a wide variety of resources and information about the project, including general project information, upcoming events, project graphics, relevant project documents, and contact information. ■

Nominating Committee



EVA's board members are elected in December of each year and hold their position for two years. This year the officers of Vice President, Secretary and Safety Officer will be elected at the December meeting. This year's Election Nominating Committee has been formed. Heading up the Committee will be Mickey Ohland, Doug Sharpe and Perry Barnett. Nominations will be taken May thru October with a club vote in December. 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. Mickey ■

East Valley Aviator's New Web Site

As you may or may not know, over the past year we have had problems keeping our original site (www.eastvalleyaviators.com) up and running.



We now have a new web host for this new site which should be more reliable and will make it easier to maintain. Please keep in mind that this site is still under construction, not all of the information has been developed or completed. Please be patient as this site will be a work in progress.

For up to the minute news about club happenings remember to go to the new web site located at:

www.eastvalleyaviators.org

This new web site is your best location for news about field conditions on rainy days, special events, late breaking news and answers to any club or R/C related questions you may have. It's open to all, so check it out! Mickey ■



John Fail and his Great Planes YAK

Fall Fun Fly

This year's annual EVA Fall Fun Fly and Swap Meet will be held on Saturday, November 11, 2006. We will have all the usual fun stuff; fun fly events, raffle, swap meet and food. Mike Wyman has graciously volunteered to CD the Fun Fly event. We are sure that Mike will come up with some challenging and entertaining events. The Swap Meet will start at 7-am and the Fun Fly will get underway at 9-am. The club will provide donuts and juice in the morning and hot dogs, chips, etc, at 11:00 am. Come out for a day of fun and enjoyment. ■



"Pappy" Flora and Oscar Delacerda with Pappy's 110" Stinson Reliant

The RC Flight Manual, First Edition

by Russ Peterson and Pete Granger

The RC Flight Manual is the latest in a professionally written manual intended for the instructor and student to use to introduce all aspects of the RC Airplane hobby/sport from getting started through basic and intermediate aerobatics. The authors are long-term modelers who, between them, also bring professional backgrounds in civilian flight instruction, teaching, engineering, and military aviation. The manual may be purchased from selected local hobby stores or from the book web site: www.thercflightmanual.com.

Interested persons may call (480) 239-6012 for more information. Clubs who adopt the manual for their instructional programs may also be eligible for free instructor copies of the manual. ■

Thank You, Doug Sharpe!!!!



Recently Doug Sharpe resigned as the newsletter editor of the East Valley Aviators. Since 2002, Doug has provided EVA with his talents by creating and distributing the monthly newsletter, *EVA Exhaust Systems*. Because of Doug's efforts, our club newsletter is one of the nicest r/c club publications out there. Thank you Doug for the time and efforts that you have given to the EVA club.

Treasurer's Report

Submitted by *Verlin Boeder*, Treasurer

Another year of flying is about to begin ----- Gentlemen start your engines! But first let's talk about renewing your EVA membership.

There are a few minor changes to the time line for membership renewal that will align EVA with the AMA renewal time period. This is for insurance compliance required by the State of Arizona Land Lease Department and the AMA who furnishes the insurance to all our members.

As in past years, general membership renewal will begin on October 1, 2006 for the year 2007. Any new applications for membership after October 1, 2006 will receive a 2007 badge. All membership renewals or new applications, **without acceptance, must be accompanied with a current AMA number.** A 2007 sticker will not be issued or flight privileges granted until AMA insurance compliance is demonstrated. No one can fly at the EVA field without proper insurance.

EVA membership renewal for 2007 will **start October 1, 2006 and end December 31, 2006.**

This time line coincides with the AMA. After December 31 of any year, AMA insurance coverage is ended if the individual is not enrolled in AMA. AMA has no grace period after December 31, therefore no insurance coverage.

The change to the EVA renewal time is the elimination of the January grace period we have had in the past. After December 31, flight privileges will be denied to those who have procrastinated renewing their membership. The gate combination will also be changed on January 1, 2007.

At this time EVA membership stands at 259 Members that include 15 family members. This is short about 40 members of the number at this time last year. I am sure we will see many of our snowbird friends soon.

Not much field maintenance was needed this summer so we are in good shape financially. We have \$5,731.00 cash in the bank as well as \$10,000.00 in our reserve fund. With the renewal of the 2007 dues, we will be able to do carpet maintenance and upgrades this year.

If you have any questions contact me at:

EVA
14045 So. 40th Street
Phoenix, AZ 85044
Email: – Verlin6@qwest.net
Phone: 602-803-6852

Happy flying and smooth landings, lets all enjoy the coming season. *Verlin* ■

Minutes of EVA Meeting

May 6, 2006

Compiled by *Don Manchester*, Secretary

The East Valley Aviators held their May meeting on Saturday, May 6, 2006, at the Club flying field. Board members present were President Jack DeFilippis, Vice President Mickey Ohland, Treasurer Verlin Boeder, Secretary Don Manchester, and Safety Coordinator Bruce Van

Dyke and Safety Officer Bill Cummings. There were 61 members present.

The minutes of the March meeting were approved as written.

Jack welcomed everyone noting the large number of members present. He reviewed the agenda for the meeting and indicated that a Club Fun Fly was planned for November and a repeat of the IMAC event in January 2007.

Doug Sharpe reported that our Club did very well in the IMAC event in Tucson. In the Entry Class, Mike Wyman was 3rd, Doug Sharp 5th and Perry Barnett 7th. In the Intermediate class Jack Laird was 5th and Bernie Boland came in 2nd in Advanced Class.

Perry Barnett discussed the importance of having a pre flight check list and using it every time. He passed out some samples that he made up.

Verlin reported that there are 247 members plus 16 family members for total of 263. The Club has \$8004.00 in the checking account and \$10000.00 in the reserve account.

Verlin introduced four expert modelers who told us about their projects.

Bill Biesemeyer had a beautiful WWI Jenny. It is impossible to describe the exquisite detail including the scale engine and the complicated wing wires.

Olen Trenary's Byron Sukhoi was picture perfect right down to the matching paint and Monocoat covering. There was a Saito 300 twin hidden in the cowling.

Oscar Delacerda had a large Top Flight Stinson Reliant framed up. There were a lot of sticks that won't be so viewable when it is covered.

Oliver Smidt described his Midwest T6 that looked very scale to us. He has another at home and has built most of the Top Flight War Bird series aircraft. Cody Thayer, grandson of George Piersol (D&D Hobbies) showed us his new electric bi- plane and we witnessed its maiden flight. It was a handful, but he mastered it very well.

“Pappy” Flora won \$24.00 in the 50/50 raffle.

Everyone had an excellent lunch cooked and served by Gene Coleman. Jack thanked George and D&D Hobbies for the food and refreshments.

The meeting adjourned and the members proceeded to fly their aircraft.

Training

by *John Fail*, Training Coordinator

Flight instruction is not limited to new pilots but also includes pilots that may want to transition to a different type or class of aircraft. This includes veteran pilots that haven't been on the sticks for a while and would like a refresher.

NOTICE:

All NON-AMA trainees **MUST** train with an authorized "AMA Intro Pilot" for insurance purposes. The "AMA Intro Pilot Program" can **ONLY** be used once per trainee, for 30 calendar days maximum. After that, the trainee must acquire AMA membership to continue to train.

As per usual the EVA training program has been very quiet during the summer months. Currently we have two trainees/new club members in training. Gene Coleman is training Debbie Richardson and Perry Barnett is training Jeff Clark.

We are running short of instructors and I am looking for more qualified instructors. During the winter months we usually have new winter visitors joining the club who will need training. If you feel you are qualified to train new flyers please contact me at the field to obtain an instructor application

form. An instructor assists a new flyer in AMA rules, EVA field rules, Safety and several flight procedures such as take offs, landings and standard maneuvers such as figure 8's, stalls etc. Being an instructor requires a commitment by the instructor to the student. Sometimes the training only takes a few hours over a few days depending on the student's progress. Other times it can take many hours over many days again depending on the student's progress. The instructor must be prepared to work with/around the students schedule and be a "role model" during and after the training program is complete. EVA Instructors must be an example to ALL club members in that they are expected to carefully observe safety rules/EVA club rules at all times and be available to any club member for guidance. Each instructor training a new flyer must complete a new flyer trainee check-off form, which is available from me.

We currently have only a few full time instructors, meaning people that can accommodate student's weekdays and/or weekends. We also have several volunteers who can offer limited time and help out.

John ■



Gene Coleman training Debbie Richardson



Later this month, top R/C pilots from Canada, Europe, Puerto Rico, New Zealand, and the United States will compete in the 2006 Tucson Aerobatic Shootout, sponsored by Desert Aircraft. This competition will be held on October 24-29 at the Tucson International Modelplex Park. For additional information, please visit: www.desertaircraft.com.

This year, one of our own EVA members will be competing in this prestigious event. Bernie Boland, a member of EVA, can be found at the field most weekends either honing his IMAC skills or graciously helping out fellow club members with maiden flights or general R/C questions. At this year's Tucson Aerobatic Shootout, Bernie will be competing in the advanced class. Bernie's R/C flying skills are second to none!!

Bernie, the EVA membership wishes you the best of luck!!! **GO BERNIE!!!!** ■



Bernie Boland and his CHP 34% Extra

Congratulations

Club Member Jeff Clark soloed on August 13, 2006. Jeff already has several other planes on the building blocks that he can't wait to get in the air. Way to go Jeff!!!! ■



EVA Rules Refresher

It is recommended by the AMA that club newsletters include highlights of club rules along with AMA requirements. In keeping with this policy, during the winter season we will post, on a regular basis, various rules and regulations that must be adhered to by those flying at EVA's Superstition Field.

Who Can fly at our Field?

As president of this fine club, I think it is appropriate to review our Club's policy on who can use our flying facility.

East Valley Aviators is a private members only club facility and is not open to the public. Having said this, members as with many other private clubs, can sponsor guests at the field. Your guest can fly provided that they have current AMA or MCAA membership. You are responsible for them and must use your EVA Club badge to claim a frequency when they fly. This privilege can be extended for one week per year. Members pay a substantial amount to maintain our flying facility and it would be unfair to allow unlimited use by non-members.

Guests, Visitors, & Family members that do not hold AMA or MCAA can only be allowed at the flight station and to fly accompanied by only Three (3) certified AMA instructors. The three are Gene Coleman Bruce Van Dyke & Doug Sharpe. Unless the guest holds AMA insurance the instructors

cannot use his equipment (plane, radio, etc) otherwise the guest is not covered.

We have noticed that frequently individuals and even small groups of people have been accompanying pilots into the pit area and even out to the flight box. Our Club rule states "All spectators must stay in the Ramada area behind the chain link safety fence when airplanes are being flown." The rule further states "Only pilots and people assisting in the operation of airplanes is permitted in the pit area and flight stations." There are signs on the fence restating this restriction.

If you have your grand children visit and want them to try flying please contact one of our three certified instructors.

Family members, such as wives, sons, daughters, etc, cannot join you at the flight station and must sit in the spectator area, unless they are included in the AMA and EVA's family membership plan or is a designated caller for contests or practice sessions.

These rules have to be adhered too as we could jeopardize our AMA insurance in case of a mishap.

Sometimes potential members appear at the field and it would be generous of you to offer them a **one-time** opportunity to fly as your guest while encouraging them to join our club. Of course they must have AMA membership.

Student pilots are always welcome at our field. They should be referred to John Fail, the Club Training Officer, who can assign them an instructor. We also have three Pilot Introductory Instructors who can provide introductory lessons to potential club members. All student pilots, except those in the introductory program, must have a current AMA card.

Visitors from other Clubs that are here for short periods of time should be referred to a Club Officer.

I do realize that there may be unusual situations that come up regarding who can fly at our field, these circumstances should also be referred to a Club Officer. *Jack* ■

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 though flying return your transmitter to the impound and claim your badge so that the frequency is available to others.

This is all pretty simple and straightforward so for safety's sake and the possible safety of your airplane, please follow the rules. The hobby is growing so that the planes today are costing not in the hundreds anymore, but in the thousands, so please follow the rules. If you turn your radio on, either on purpose or accidentally, and cause another plane to crash YOU are responsible. Your AMA insurance will not cover this loss. You will either have to pay for your mistake out of your pocket or use your homeowners insurance.

We have added an additional safety feature by pinning your transmitter with a clothespin. This method is used at many clubs and it may already be in place at your home club. This simple addition has already proved to be beneficial. ■

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 Jack DeFilippis at 480-357-0119. 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

AMA number be clearly marked on or within your plane. See item six in the AMA Safety rules posted on the last page of this newsletter. *Jack* ■

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 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.

Please support our local Hobby Shops

Adventure Hobbies

1949 W. Ray Rd. #31
Telephone: (480) 722-9365

D&D Hobbies

6247 E. Main St. #5
Mesa, Arizona 85205
(480) 981-7709

Hobby Town of Gilbert

1915 E. Baseline Rd.
Gilbert, AZ 85233

Viper Hobbies

4410 E. University, Suite 110
Mesa, Arizona 85205
Telephone (602) 332-1138



EAST VALLEY AVIATORS, Inc
“Superstition Field” Flying Site Rules

1. AMA or MAAC (Canadian) Insurance is required.
2. All AMA National Safety Code Rules apply to this field.
3. All radios must be 1991 narrow band and must be Gold Stickered.
4. **USE OF THE TRANSMITTER IMPOUND IS MANDATORY.** 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 transmitter out of impound.
5. There are five flight stations designated by the bright yellow parking blocks and orange safety fencing. You must always stand in the flight station behind the yellow block when flying. While flying call out your intention (i.e.” take-off”, “landing”, “on the field”, etc.).
6. **Except for takeoff and landing, you must at all times fly your airplane on the north side (far side) of the deadline which is a line down the center of the runway extending to infinity in both directions. IF YOU BREAK THIS “DEAD LINE” RULE YOU WILL BE ASKED NOT TO FLY!**
7. The direction of the wind will indicate landing or take-off direction. Always land or take-off into the wind. If you are unsure of the pattern, **check the arrow or ask someone.**
8. There must be at least two people present when flying. A member pilot and an observer. **DO NOT FLY ALONE!**
9. 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 operation of airplanes are permitted in pit area and flight stations.
10. Do not taxi to or from the pit area.
11. If you are an inexperienced pilot and cannot solo fly your airplane in a safe manner, please seek assistance. We will be glad to help you.
12. 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.
13. Under no circumstances are engines to be run in the pit area or under the Ramada. All engines should be started in the designated start-up areas by the flight station you are going to use. Designated engine break-in tables are provided 150ft. away on the southwest end of the parking lot.
14. **THERE IS ABSOLUTELY NO ALCOHOLIC BEVERAGES ALLOWED AT THIS FLYING FIELD!**
15. No trashcans are provided. Please take all of your trash with you when you leave the field.
16. All pets must be on a leash.
17. 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 for the safe operation of their model aircraft.
18. **The last one out for the day is required to lock the gate!**

AMA SAFETY RULES

Official

Academy of Model Aeronautics National Model Aircraft Safety Code Effective January 1, 2006

GENERAL

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode burn, or propel a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached

to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Air Show Advisory Committee Document.

9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flight line or in a flight area as a pilot or while under flight instruction.
12. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

Radio Control

1. All model flying shall be conducted in a manner to avoid over flight of unprotected people.
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a line must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the line. In the case of air shows demonstrations straight line must be established. An area away from the line must be maintained for spectators. Intentional flying behind the line is prohibited.
5. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.

6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.

7. With the exception of events flown under official AMA rules, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and located at the flight line.

8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.

9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.

10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected pilot.

Free Flight

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.

2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.

3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

Control Line

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.

2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.

3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

SPECIALIZED SUPPLEMENTAL SAFETY CODES,

RADIO CONTROL COMBAT (#525)

GENERAL RADIO CONTROL RACING (#530)

GIANT SCALE RADIO CONTROL RACING (#515-A)

GAS TURBINE OPERATION (Note: Special waiver required) (#510-A)

These special codes and appropriate documents may be obtained either from the AMA Web site or by contacting AMA Headquarters.

