



# ***Rotor Wash***

**Volume 15 Issue 1-4**

**January- April 2011**

## **Message from the President**

*Monthly update*

**Eric Stevens (e\_stevens@cox.net)**

ARMS President

First I would like to apologize for being remiss in this column. I have been busy the past several months and to be honest there wasn't a lot to be said that hadn't been already said. Our fun fly took place the end of February.

Attendance was down considerably this year with only 39 pilots attending. As was the case last year, the weather forecast indicated rain and high winds for Saturday (which of course didn't happen). Combined with gas prices, this put the stop to some of the potential participants. We had no one from Nevada or New Mexico and only a couple of people from California. One of the guys from California told me that a good sized group had planned on attending, but as the weekend got closer people started dropping out. We did make some money, not a lot but our costs were covered. We had some great raffle prizes and the shirts for this year were really sharp (I still have plenty, so if you are interested let me know). Bob Bayless did an awesome job getting prizes together and working with the t-shirt supplier on the design.

Paul Clifton and Richard Polkinghorn were of great assistance during the event. I also want to thank everyone that came out for setup. Believe it or not, but having done the setup and tear down for this event when it was at Schnepf's farm, having the event at Sun Valley has made it much easier and streamlined. I would like to change the dates back to our original second weekend in March, presently I am watching to see if Las Vegas decides to shift their current dates as apparently the wind has been a concern at that event.

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### ***Next Meeting***

***May 5, 2011 @ 7:00pm***

***Deer Valley Airport***

Now, a few things have come about at the SVF field in the last month or so. Just prior to our event, a full sized aircraft called into Deer Valley Tower and indicated that they had to take evasive maneuvers because of an RC airplane. Now, while I cannot speak to all the facts, it appears that the full size aircraft really wasn't that close, but panicked when they saw a high flying RC airplane that they did not expect to be there. This in turn brought about a decision by the SVF board, of which I am a member, to institute a mandatory spotter requirement. I, with the help of several other sympathetic board members, was able to get helicopters exempted as we do not typically operate in an area where full size traffic is. I have been running a GPS recorder in my 600N and have yet to break 400 feet. My highest has been 360 feet and it was very small in the sky. Park fliers have also been exempted, but they must meet the AMA definition of a park flier. Several weeks ago, the SVF received a letter from the western regional FAA office reiterating that the field was within class D airspace for Deer Valley. This in turn brought about the 400 foot flight restriction. The field is more than 3 miles from the airport, but the class D airspace extends basically to the intersection of Cave Creek and Jomax road. Several members have approached me and indicated that it seems like there were more low flying full size aircraft in the area. I learned this week that because the airport is so busy, they are allowing extended base entries into the pattern. What this means is that some of these low flying aircraft have dropped down to pattern altitude and are actually on the base leg of the landing pattern. It is imperative that everyone is aware of any aircraft in the area and that they inform whoever is flying at the time.

One last note. Because I am the only helicopter guy on the board, I am the defacto face of the helicopter group. I have received several complaints that helicopter people, in the late afternoon, are flying off the runway. This is not the main issue as this is acceptable, the real issue is that these individuals are not standing on the concrete pilot stations and are performing 3D over the runway. This is taking place while fixed wing pilots are present and at times attempting to fly. I know this is difficult for some, but when flying off the runway, you must be standing on the concrete pilot stations. 3D maneuvers are to be done past the North edge of the runway over the dirt, just like the requirement for the fixed wing guys. I also know that some of these individuals don't necessarily belong to ARMS and I might never see them, but again I am the helicopter representative as far as SVF is concerned. I am planning on running again for the board at the May elections, but it makes it really hard when I have to take the heat for something that there really is no defense for. So please, if you see someone flying in conflict with the rules let them know (don't be rude because that gets nowhere other than causing tempers to flare).

That's it for this overdue column. Hopefully Paul will have some pictures for you.

Eric

## **Technical Tips/For Sale**

*I got nothing!*

**Paul Clifton Jr. (pcliftonjr@cox.net)**  
ARMS Secretary

### **Video(s) of the Month**

A-10 flame on...

<http://www.youtube.com/watch?v=nMxzL7E3Z7s>

Dude! Where are my blades!?

<http://www.youtube.com/watch?v=ttPlz0lHTw4>

Now this is interesting...

<http://www.youtube.com/watch?v=rkJCQd31ZHA>

R/C Heli Speed record attempt

<http://www.youtube.com/watch?v=svNvbqRGa5w>

Heli SmackDown on the Beach 2010

<http://www.youtube.com/watch?v=98y-KHCveAY>

### **Stuff for Sale**

Nothing this month

## Photos from the field...

Here's my one and only Fun Fly picture...



## Notes from the Editor

*It's been a while...*

**Paul Clifton Jr. (pcliftonjr@cox.net)**

ARMS Secretary

The Funfly has come and gone...summer is approaching. Sorry, I didn't take many pictures at this year's event. If you did, send them my way and I'll put them in the next letter. I hope to see you all at the field!

Paul

## Upcoming Events

***For more details check out the "Events" section on Run Ryder.***

***The 16<sup>th</sup> Annual Phoenix Fun Fly!***

***TBA 2012***

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