



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz
Vice President—Tony Quist
Treasurer—Gene Peterson
Secretary—Rusty Fried

APRIL 2008

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*The Slow Roll is published by the Sun Valley Fliers
By and for its membership to all others interested in the
building and flying of radio control aircraft*



Inside this issue: Cover Photo by J. Steward ...Prez report...Meeting Minutes..... B'Days & Treasurer Report....Four SVF Members photos ...SVF SWAPMEET.....Event Flyers ...Jay F6C-2 Article and photos Heli event photos...Tony S. article-photos...CA Safety....Make an airplane stand....PIZZA at April meeting and that's no April fool joke.



See Jay article about this airplane and how he took an ARF to make this beauty.
Photos included

THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ



Welcome to April's Slow Roll. Last month one of our cherished members [Tony Schiano](#) lost his battle with cancer and passed on. Rather than tell my story about this man, I have reprinted the words from one of his good friends and SFV members [Warren Segal](#);

"About 12 years ago I was working in the pharmacy and a chap approached me and asked if we accept Blue Cross and Blue Shield. I said, "don't tell me, but you must be from New York." A broad smile crossed his face, and we spoke of things "back east," and how nice it is to be living in Arizona.

Some time passed.

I was getting instruction on learning how to fly my model airplane at Sun Valley Fliers field. My airplane was on the table preparing for flight, when lo and behold, I heard a voice ring in my ears and thought, "don't tell me, you must be from New York." So began a long friendship with a kind, funny, wise and truly gentle man. Those of us who were fortunate enough to have shared in the stories of his exploits as a New York City police officer, and eventually as an undercover detective on the streets of New York, gained a great deal of respect for this gentleman. He was befriended and beloved by us all. I was blessed to have known him. Days at the field will never be the same without his presence. His name was Tony".



Yes, he will certainly be missed! On a brighter note, our use agreement although signed and accepted has finally gone through the political machine and now we are 100% approved for the next five years.

Because of that we will celebrate with a pizza party at the next meeting on April 1st.

I would also like to thank all of you who volunteered to work at the Helicopter Fun Fly on March 7th through 9th. Your hard work is appreciated. Without you these events would certainly fail. Also thanks to [Eric Stevens](#) and all the pilots and spectators who kept our field clean and returned the tables to their original positions for Monday's fliers. **We will need volunteers again for the upcoming IMAC event on March 29th and 30th.**



Remember that April 12th (Saturday) the field will be closed from 8am to 12 noon while Sheriff Joe's chain gang helps us tidy up the field. If you would like to join us (you don't have to be chained), just show up and help where you can.

One last item is about our upcoming elections. Yes it's that time of year again. A committee will be put together consisting of two non-board members, one board member and be chaired by the president. **If you would like to be on the committee just let Tony Quist or I know.**

That's it for now. Remember our next meeting is **Tuesday April 1st at 7:30 pm. Pizza will be served!**

Meetings are held at the American Legion Post 107 at 20001 N Cave Creek Rd and start at 7:30pm. The hall is on the east side of Cave Creek Rd about ¼ miles south of Loop 101. The Club meetings get better every month. For added fun we have show and tell, we will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it.



Have fun out there!

Frank Moskowitz

President



Sun Valley Fliers Club Meeting Minutes Date, March 4, 2008

The meeting was called to order at 7:35 pm by Vice President Tony Quist.

Guests: None

New Members: None in attendance.

New Solo Pilot: **George Metro** has soloed and will be receiving a certificate.

Secretary's Report: Voted and approved as published.

Treasurer's Report: Gene Peterson. Read and voted and approved.

We have 270 paid members as of the meeting date.

Safety Officer Report: none.

Old Business:

The field user permit has been approved, many thanks to **Frank Moskowitz** for a great job and thanks also goes to **Mike Peck**.

New Business:

April 12, 2008 is our chain gang (Sheriff Joe Boys) clean up day. We need some help to cook hot dogs and supervise, call **Frank Moskowitz**.

The SVF web site has the years SVF (CAMAC) calendar. *Editor: See February 2008 Slow Roll*

The Heli fun fly need workers, lots of workers please help. *Editor: There was a lot of SVF helpers there.* The IMAC contest is March 29 & 30. We need help at the contest line help and kitchen help please volunteer. **Call Tony Quist.**

Next Meeting will be pizza night. Frank Moskowitz will bring it to the meeting. you all come.

Jerry Wright asked why we don't have a landing / takeoff directional arrow.

The answer from the head table is **"use common sense"**.

There are too many variables, wind that constantly changing, pilots that can only land from one direction etc.

Bob Corley, Howard Kennedy volunteered to help at the Electric fly in at the Cardinals stadium April 25 through 27. This is a must see event for all modelers. Contact **Rusty Fried** to volunteer for the outdoor fun fly.

Bruce Bretschneider was asking for donations and was selling raffle tickets for the world scale program.

Door Prize Winners:

Too many to list.

50/50 Drawing Winner: **Joel Liberman** Won \$55.00.

Show & Tell: None

Meeting adjourned at: 7:59 pm.

Rusty Fried, Secretary



\$ TREASURERS REPORT \$ with *Gene Peterson*



February has been a busy month already with 2 big events having come and gone and at this writing were getting ready for the IMAC Event on the last weekend of the month.

Pattern contest was a success and netted the club over \$1300.00. All the figures are not in for the Helicopter event, but will be over \$2000.00 net to the Club and with over 70 pilots registered for the IMAC (Heard from unconfirmed source, I have to say), this promises to be one of the best.

Membership roster has been updated and deleted with those members who did not renew for the new year and were at 288 paid members for the SVF.

Thanks to all who helped at the Pattern and Heli event, thanks in advance for your help at the IMAC.

Spring flying will be good and hope you get some time to get out and fly a few rounds. April will be good.....

Best regards and safe flying.....

Regards,

Gene Peterson, Treasurer

April SVF BirthDay Boys

First name Last name Member type Dob

Thomas Lewandowski	Regular	04/01/1946
Bill Heuermann	Senior	04/06/1937
Jaime Johnston	Regular	04/06/1959
Wayne Layne	Regular	04/07/1962
Thomas Clark III	Regular	04/09/1946
Frank Gaff	Regular	04/11/1941
David Linne	Regular	04/11/1941
R J Powers	Regular	04/12/1990
Paul Goldsmith	Regular	04/13/1947
John Olejniczak	Senior	04/15/1925
Lynn Babcock	Regular	04/15/1945
Nate D'Anna	Regular	04/18/1951
Gerald Scott	Senior	04/18/1938
Dan Jacobsen	Regular	04/21/1963
Robert Bayless	Regular	04/21/1950
Gerhard Gallifant	Regular	04/25/1963
Ronald Long	Regular	04/25/1964
Jim Stiving	Regular	04/26/1966
Dean Bird	Regular	04/29/1964



1st Annual Swap Meet

Sun Valley Fliers



Sunday May 4th 2008, 8am to 1pm

Sellers \$10 ■ Buyers \$2 each

Items to sell MUST be R/C aircraft, radios, and accessories.

**Tables available in pit areas, bring your own for larger items
or use our Runway.**

Deal directly with the sellers

Coffee, Doughnuts and sodas will be available for purchase

For more information and a map; visit www.sunvalleyfliers.com

Directions to our field: Cave Creek Road North or South to Jomax road. Turn west through gate. Take dirt road and left on gravel road before second gate. Please drive slow to keep the dust down.

Hawk!

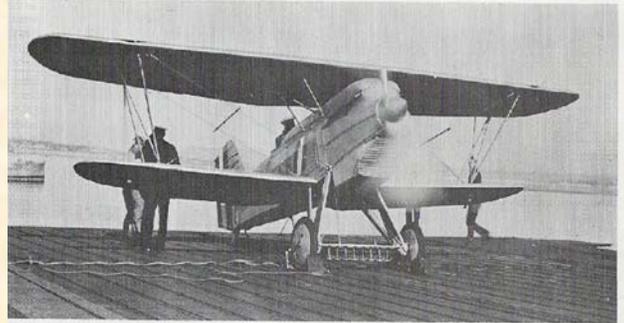
Curtiss F6C-2 A-6973

by Jay Steward

My model depicts the first U.S. Navy Hawk F6C-2 as it appeared in 1926 when assigned to America's only aircraft carrier CV-1 U.S.S. Langley. The invention of the airplane was only 23 years old, it had been 15 years since the Navy had acquired its first airframe. Carrier aviation was still in the experimental stage, this aircraft helped to develop procedures and tactics that later came into standard use.

Full size:

- Wing span - 31' 6"
- Length - 22' 10"
- Power plant - 1 Curtiss D-12 liquid cooled engine
- Armament - Two .30 cal M/G, or one .30 and one .50 cal M/G
- Max Speed - 150 mph
- Service Ceiling - 20,300 ft.
- Range - 341 miles



Model 1/5 scale:

- Wing span - 76"
- Wing area - 1441 sq. in.
- Weight - 13 lb. 12 oz.
- Power - O.S. .91 4-stroke 15/6 APC Propeller
- Radio - Futaba 7-C



When Great Planes released their 1/5 scale Curtiss Hawk P6-E "Snow Owl" I knew I wanted one. I thought it would be fairly simple to "kit bash" the later Army P6-E to the earlier Navy F6C-2. It took longer than I'd hoped but after the first few flights I knew it was worth the effort. From experience with my G/P Ryan STA I knew the airframe would benefit from a lightening program and optimizing of the controls, engine and fuel tank installation for longevity and reliability. The plane came out 4 ounces less than the minimum weight from the original kit instructions. Any heavier and the OS .91 would probably not be adequate, as it is I have a moderate amount of reserve power. It cruises around at about 1/2 throttle.

It now has 34 flights and has been a very stable flyer. It's a blast to fly, its light so it tends to get blown around a bit more in the wind than the heavier Hawks I've seen. Of course no airplane from the era likes a cross wind take-off or landing, but handling so far has been okay, taxi back not so much. It will now be my regular flier and practice plane.

For this project I was inspired by R.J. Powers' P-47 "Arizona Pete", his dad Rick's P-51 "Ridge Runner", and of course, Bob Frey's Thunderbolt "Little Chief". All of these are examples of what can be accomplished starting with an ARF. They allow you to historically recreate vintage flying machines without the time and emotional effort involved in the building of a complete airframe, and they fly great, too.

If there is any interest, I have kept the patterns and took photos during construction. Colorful Army P-1A, P-1B, Navy and Marine F6C-1, F6C-2 and F6C-3 paint schemes can all be re-created from these modifications. There were even F6c-3s on twin floats (Dave Linne?), and the F6C-4 with a P/W wasp radial engine. Squadron Signal Books Curtiss Navy Hawks in Action # 156 and Army Hawks # 128 are good references.

Due to limitations inherent in the original Hawk kit, purists will notice certain liberties with some of the shapes and proportions compared with the original. The goal was to re-create the look and feel of 1920's carrier aviation, not an exact scale airframe. Here is a list of modifications:

Cut off, rebuilt top of the fuselage, leaving cabin mounts in place.

Shaped from foam, fiberglass, mount, detail cowl (Thanks Dylan!)

Moved and altered radio installation for better scale appearance, weight reduction.

Made scale tail skid, modified rear fuselage to fit.

Removed excess weight from the tail, hollowed blocks, enlarged lightening holes, shaved framework.

Modified stabilizer and fin for functioning carbon fiber brace wires.

Engineered F6C-2 style landing gear.

Made mounts bottom wing for rear L/G struts.

Modified Dave Brown 6" foam wheels to inset scale wheel covers made from F/G laid up inside small pan lid.

Re-covered/textured fuselage, bottom wing and tail (Monokote)

Installed mounts and made simulated flying wires.

New head rest - F/G over foam.

Lighter, more scale "N" struts.

Inset aileron servos, lighter control horns.

Enlarged, reshaped aileron lightening holes for better scale appearance (their solid balsa).

Masked and painted colors and markings.

Construction was started 8-15-07, first flight 12-30-07. Still to do:

- ***Recover/texture bottom of top wing (aluminum)***
- ***Better scale flying wires.***
- ***Finish bomb drop (dummy) 45 degree dive bomb in 26.***
- ***Langley 6 in large letters bottom of bottom wing (no stars at that time).***
- ***Lateral hooks landing gear axle (static).***
- ***Stimulated cockpit, instrument panel.***
- ***Lots of other 'gingerbread' details if I get around to it.***

A-6973 History:

After the Army ordered the P-1 Hawk, the Navy ordered 9 near identical duplicates F6C-1 as land based fighters. The last 4 F6C-1s were modified at the factory before delivery to become F6C-2s. They were structurally reinforced to withstand hard arrested landings. The first F6C-2 B.U. #A-6973 was originally assigned to the U.S.S. Langley CV-1, not to a squadron. She was retired in 1931, after logging 345 hours 15 minutes under various commands.



SVF MEMBERS PAGE



SVF Hiam Lichaa shown here with his Bobcat 50 pusher prop jet.

Helper is George and photos by Jerry Wright



Sun Valley Fliers

presents

CACTUS CLASSIC 08

Aerobatic challenge

MARCH 29-30 2008

Classes flown;

Basic, Sportsman, Intermediate, Advanced, & Unlimited
Unknowns Sunday morning for all classes but basic.

Preregistration required

Sponsors include



QuiQue's
Aircraft Company



Preregister online at
www.letsflyrc.com

SVF MEMBERS PAGE



Ward Emigh is shown here with his modified Tiger Shark. Remember this was a U-Control kit, but much smaller. Ward made it a biplane. Flies great! Dave Linne is holding with the few muscles he has :o). Ward also built the PT-23 power with a Robert Radial.





ONE EIGHTH AIR FORCE SCALE MODEL FLY-IN

MARCH 29 AND 30, 2008

**ADOBE MOUNTAIN PARK PHOENIX, AZ
AMPS FIELD ON 43RD AVE S. OF PINNACLE PEAK**

A GOOD TIME FOR EVERYONE

FRIDAY EVENING HOSPITALITY HOUR WITH PIZZA & WINGS

SATURDAY NIGHT DINNER AT THE FIELD

OEAF'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES

REGISTRATION STARTS AT 7:30 AM SATURDAY

AMA REQUIRED AMA SANCTION #08-0170

\$10.00 ENTRY PER PILOT 100 DB SOUND LIMIT

ALL TYPES OF SCALE AIRCRAFT WELCOMED

PARKING \$5.00 PER DAY DRY CAMPING AVAILABLE

FOR MORE INFO:

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COMMANDER: AUSTIN GOODWIN 480-357-1816 n4351x@aol.com

www.oneeighthairforce.org

SVF MEMBERS PAGE



The Blue Angel turbine belongs to John Wanner, the A4 is Vince DiFabbio. Dean Bird with helper on the YAK. And Jay Steward Hawk F6C-2.





WIN FABULOUS PRIZES

Help send **TEAM USA** to the
F4C WORLD SCALE CHAMPIONSHIPS
by supporting the

Super Raffle

Tickets \$5 (Three for \$10)

Raffle One Prize (Drawing March 31st, 2008):

Top Gun Package (courtesy of Frank Tiano Enterprises)

Two Nights Hotel Accomodations

Two All-in-One Passes

Two Awards Banquet Tickets



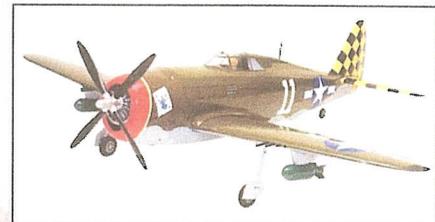
Raffle Two Prize (Drawing May 31st, 2008):

Futaba 7C 7-Channel FASST 2.4GHz System

Balsa USA 1/3 Fokker DVII

Horizon Hobby Hangar 9 P-47 (1.50-size)

+ many more!



For additional information and to purchase tickets, contact:

Bruce Betschneider
11522 North 76 Dr.
Peoria, AZ 85345
brucebr1@cox.net
(623) 334-4760

David Johnson
cocobear1313@netzero.com
(217) 531-1339

Raffle sponsored by:



SVF MEMBERS PAGE



At the recent US Scale Masters GUNSMOKE qualifiers in Mesa, RJ Powers took 1st place with his modified P-47D. And old man Rick took 2nd with his World P-51 in Advance. RJ is now qualified to go to the US Scale Masters Championship in Florida. RJ are you taking the folks with??



THE 12TH ANNUAL PHOENIX RC HELICOPTER FUN FLY

SUN VALLEY FLIERS FIELD



Eric Stevens is the CD for this event and he put on a great event with many spectators attending the 3 day event.



The helicopter on the left has a movie camera and took movies of the pilots standing in the above photo.

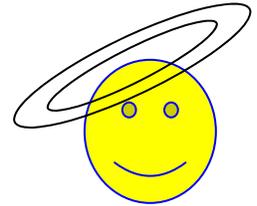


THE 12TH ANNUAL PHOENIX RC HELICOPTER FUN FLY

SUN VALLEY FLIERS FIELD



Many SVF's came out to help at this event. Master Chef Charlie, water boy Gene, plus Ron, John, Tony, Rich, Bob, Kim, Dan, Bill, Alex, and many more.



Cyanoacrylates (CA)

by Vince Ziegenbien [Internet Article]

It turns out that there is a downside to the use of cyanoacrylate glues. Inhaling the fumes given off when the material polymerizes can sensitize someone. This can lead to an allergic or allergic-like reaction, resembling severe asthma, in which the lungs may even shut down. The specific allergic reaction to cyanoacrylate fumes may be what's called, anaphylactic shock, which is a dire situation. Cyanoacrylate should never again be used by someone who has already had an allergic reaction to it; the result can be fatal. A positive ventilation system, dispersing the vapors away from yourself or anyone else, is vital in preventing any harm.

Cyanoacrylate glues are reactive monomers that chemically link (polymerize) when pressed into a thin film. The very thin layer of water moisture present on most surfaces acts as an alkali, or weak base, which is the catalyst that results in bonding. However, the presence of detectable amounts of water usually degrades the performance of cyanoacrylate glues.

The thinner variety of cyanoacrylate glues have a water-thin viscosity that wicks deep into joints by capillary action and cures in a matter of seconds. Surfaces to be bonded must be tight fitting and should be held together while you apply the cyanoacrylate glue around the edges of the seam. At the moment cyanoacrylates cure, they give off a vapor that can irritate the nose and eyes, so be prepared. Thin cyanoacrylate's work well on balsa because they penetrate into the wood and form more than just a surface bond.

If cyanoacrylate fumes are allowed to mix with the atmosphere and be diluted, all negative effects cease. The point at which you become allergic to the fumes is highly individual and can happen without any warning. Best is to always ventilate!

The thicker form of cyanoacrylate glue has a higher viscosity for loose fitting joints in which the adhesives must bridge gaps. Normally the thicker cyanoacrylate is applied to one surface and then the parts are held tightly together for approximately 5 to 15 seconds. For large surface areas, including those with close-fitting joints such as lamination, this grade of cyanoacrylate glue should be used. To prevent premature curing, don't spread the glue into a thin film layer. Lay down a serpentine bead about 1-inch separations on one surface, then assemble the parts letting the pressure spread the cyanoacrylate out.

The Cure Accelerator is a catalyst that works by allowing cyanoacrylates to quickly cure in thick layers. When a light mist of the accelerator is sprayed on the surface to be bonded, it dries almost instantly, but remains active for several minutes. Apply accelerator to the opposite surface, and the glue will set within a few seconds after the parts are held together.

To allow for more time for the parts to be positioned correctly, wait to spray the accelerator around the glue joints after joining. This will instantly hold the part in place while the rest of the cyanoacrylate cures normally. A bead of medium cyanoacrylate can be placed over a joint for reinforcement when sprayed with accelerator. When parts meet at right angles, lay a bead along both sides of the joint to form fillets that will buttress the joint when cured with the accelerator.

The thick variety of cyanoacrylate glue is the best for most plastics, including GE's Lexan. It is also the best choice for plastic model assembly. When used with the accelerator, it works better than nearly any putty for modifying or filling voids. It can be carved with a knife or razor blade and sanded and feathered to form a finish indistinguishable from plastic.

The thick cyanoacrylate bonds fiberglass, hardwood, metal, and rubber better than any other hobby adhesive. For gluing to the inside of the cloth-textured surfaces of fiberglass, scrape the area to be bonded with a razor blade or coarse sandpaper before using the cyanoacrylate.

With all cyanoacrylate glues, the closer the parts fit together, the stronger the bond. Always hold the bonding surfaces together as tightly as possible. Any rough spots on the mating surfaces should be smoothed out. Although cyanoacrylates will hold objects together with considerable strength in seconds, the full strength of the bond is not reached for several hours. Allow for this before subjecting parts to maximum stress. Also, cyanoacrylates are generally a little less brittle and have higher strength when they are allowed to cure on their own.

Heat and moisture will decrease the shelf life of cyanoacrylate glues. Unopened bottles can be stored in a freezer or refrigerator, but allow them to reach room temperature before using. Keep your bottle in a cool place that won't be exposed to direct sunlight and store away from bottles of accelerators.

How to Make an Aircraft Stand for Less Than \$8

I'm sure everyone has seen the blue foam aircraft stands at flying fields on occasion. To me, they looked pretty good and obviously did the job. I figured they were pretty inexpensive as they are just three pieces of molded foam. Off to the hobby shop to get one, there on the shelf was my prize of molded blue foam. I check the price and whammo—\$30 for some foam!

I figured \$10, maybe \$15. But clearly I was a victim of sticker shock. There I was deciding if the convenience was worth the money or if I should come up with something myself. Maybe it was the cheapskate in me or the thought that I could do it better, but I put the foam one back. Here is my design: total cost less than \$8.



Tools Needed:

- Hacksaw or plastic-pipe cutter
- Drill (preferably a drill press)
- A 1-inch drill bit

Parts:

- One 5-foot and 3/4-inch Schedule 40 plastic pipe
- Two 3/4-inch plastic crosses
- Four 45° plastic elbows
- One package 3/4- or 1-inch foam pipe insulation
- One bottle plastic-pipe glue
- Four 2-inch wood or sheet metal screws

Start by cutting the pipe to dimensions out-lined below:

- Eight 5.5-inch sections
- One 4.5-inch section
- One 21.25-inch section
- Cut the 4.5-inch piece in half length wise.

Drill a 1-inch hole in the center of each plastic cross. Do not drill all the way through; just through one side. Enlarge the hole a little by wallowing the drill bit. Test fit a section of the pipe to ensure a snug fit. If the fit is too tight it will crack the cross.



You should now have a kit that looks like this:

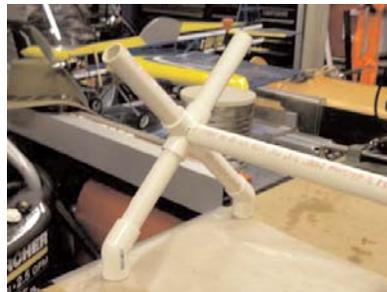


Time to start building.

Glue the 5.5-inch pipe sections into the bottom two points of the plastic crosses. Then glue the 45° elbows to the bottom of the pipe sections to make the feet. Make sure the elbows are straight and flat to each other. Then glue the remaining 5.5-inch sections to the remaining two holes in the plastic crosses. Do not use the hole that you drilled in the previous steps. Make two of these.



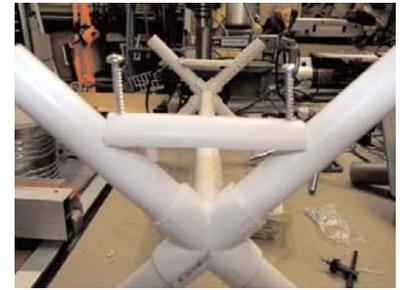
Take the 21.25-inch pipe and insert it into the hole that you drilled in one of the crosses. Gluing this piece is optional dependent on how snug the fit is.



Do the same at the other end of the 21.25-inch pipe section. It should look like the pictures.



Now take the 4.5-inch sections of pipe and center them into the top of the crosses. Drill a hole on each side to fit your screws and screw them into place. Do not tighten too much; snug is just right.



Once you have these placed, it's time to put the pipe-insulation foam in to hold the airplane in place. Cut the foam to fit your cradle, and place it on top of the cradle as shown in the picture. You can either glue it in place or put tie wraps at the ends. Now it's all done!



Options:

- You can add two small bungee cords to hold your airplane in place.
- Ace Hardware has rubber-cane feet that can be put over the elbow feet of your stand. 1 1/8-inch size fits snugly. →



04-21-1932

03-07-2008



Mr. Anthony Schiano

by Alex Davidson's
Bar Mitzvah Project
February 28, 2004

Mr. Schiano was born and raised in New York City. He lived in East Harlem, an area that was very rough. He said there were two kinds of people in East Harlem. There were those who graduated from school and those who went to prison. Mr. Schiano said his dad used to follow him to make sure he did not get in trouble, but his dad trusted him. Mr. Schiano didn't want to hurt his family so he tried not to get in trouble. He said joining the military saved him.

Mr. Schiano proudly served his Country by enlisting into the United States Army at the age of 17 years old in 1950. After basic training, America was plunged into a war with North Korea. He said that at that time President Harry Truman froze all advancement of rank for soldiers and Mr. Schiano remained a Private First Class for 3 ½ years. He wants to add that in Korea it was not a war but a police action.

Mr. Schiano wanted very much to be a pilot in the military but was too young for aviation. Because he was going to Korea, a hostile environment, the Army trained him specializing in Light Weapons Infantry, small guns up to machine guns. Prior to entering the service, he was also schooled as an aviation mechanic.

All of his basic and light weapons training was done at Fort Dix New Jersey, the home of the 9th Division. When he was shipped to Korea he was sent to KMAG (the Korean Military Advisory Group). At that time, the Army acquired a new type of reconnaissance light aircraft known as the L-19, the Bird Dog. They needed individuals to repair and service these planes. His unit commander asked if anyone had any aviation experience, he raised his hand and the Army trained him in aircraft mechanics.

A memorable moment for him was when he was stationed in Korea he used to fly many patrols in the L-19 to locate enemy soldiers, tanks and trucks. The aircraft flew 200 to 500 feet above the tree line. He sat behind the pilot with a radio and his job was to look for tank or truck tracks on the ground as well as any troop movement of men. Two bazooka rockets were attached on each wing of the plane. If Mr. Schiano saw any tracks or movement, he would signal the pilot who would fire the rockets to the ground, then he would call in for an air strike. Moments later, the Corsairs and F-86 fighter jets came into strafe and bomb the site where they fired the smoke rockets.

The aircraft was able to fly close to the mountains and Mr. Schiano said you could see the Koreans shooting at him. On one occasion, he experienced a Korean using a long-bow which was a special Chinese weapon. A six-foot piece of bamboo was arched and used as a bow with 4-foot arrows. The Koreans would aim and try to jam the propeller with an arrow. Their plane was hit and went down and "landed" on a beachhead. When Mr. Schiano and the pilot got out of the plane they discovered a four-foot arrow sticking out of their wing which jammed the aileron of the plane.

Mr. Schiano still keeps in touch with friends, and he was able to go back to New York City for a reunion. He added many of his friends have passed away.

He remembers serving under President Truman. His favorite movies during his Army days were any of the war movies such as -Twelve O'Clock High, Midway, and A Bridge Too Far. He liked the movie Saving Private Ryan. He enjoyed Tony Bennett's, Because Of You, and Johnny Ray's, A Little White Cloud That Cried.

Mr. Schiano remembers asking his mom to send canned food from the States to Korea, he wasn't particular! When in combat you ate C-Rations. They did serve steak once and a while which was good and meatballs in a red sauce. The red sauce was ketchup!



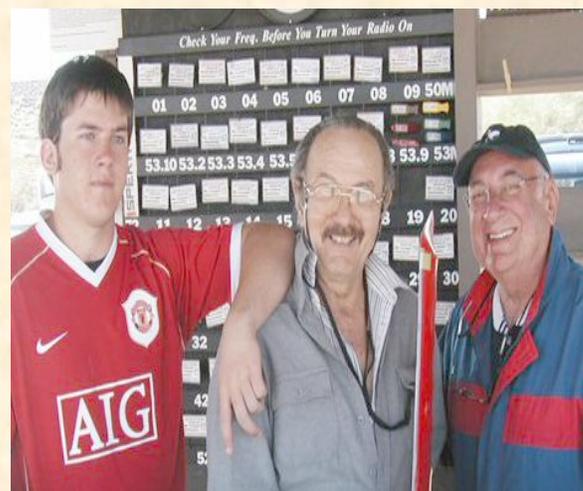
The Army gave him the opportunity to advance. Mr. Schiano had enough requirements to go to college, and he wanted to become a police officer. He received a Bachelor's degree majoring in counseling and a degree in Police Science.

Mr. Schiano spent eleven years as a New York City undercover narcotics detective. He remembers during his career as a police officer he was always truthful and honest. He had to work with the lower echelon drug dealers as well as the "big guys" in organized crime. He retired after twenty-five years and wrote a book called Solo describing his years as an undercover police detective.

Mr. Schiano loves to fly airplanes. His hobby is building and flying remote control airplanes. He also loves to exercise, is an artist and when time permits paints watercolor pictures.

Editor: Tony and Tracy Straight represented the SVF club going to the schools and showing what model flying was all about. When I met Tony he mention being a cop with the NYPD and that he wrote a book called "Solo". The next time I went to the main Phoenix library I had to see if that book was there. Sure enough there was a copy . I checked it out and when I open it up to the first page some yo-yo wrote something in pen like "What a boring book". After reading the book I would like to see that yo-yo fit into Tony's shoes and do what he did as a vice cop all those years. Tony was one of a kind!

Tony came out and flew with the boys on Mondays and Thursdays, we'll miss him.





WINGS OVER ARIZONA



Sponsored by:

**The Arizona Model Aviators
1st ANNUAL GIANT SCALE FLY-IN
MAY 2nd, 3rd, 4th, 2008**

Location: Superstition Airpark, Mesa AZ

IMAA Guidelines apply to all aircraft.

80" Monoplane, 60" Biplane or True Quarter Scale
Just come, fly and have a good time.

Food will be available Friday, Saturday and Sunday.

Pilots Raffle will be drawn Sunday at noon.

Prizes for Pilot's choice and People's choice.

Planes must fly to qualify for any prizes.

Entrants must be present Sunday to win the raffle.

Landing fee \$20.00

One time fee for as many planes as you bring.

Pre-registration is recommended.

Pilot's raffle ticket and Parking is included in the Landing Fee.

Public Parking is \$6.00 per car as per Maricopa Parks dept.

No Overnight Parking At The Airfield. Limited free parking nearby.

Proof of AMA membership required.

For Turbines, a waiver will be required.

Contact: Paul Goldsmith 602-323-7753 or winger@aol.com

Arizona Model Aviators web site www.azmodelaviators.com

AMA Sanction Number 08-0246

FRANK'S Hobby House

12008 N. 32 ST. M, T, F. 10-6
Th 10-7
PHOENIX, AZ. 85028 SAT. 10-5
602-992-3495 Closed Wed & Sunday
FAX 602-788-3440

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8058 N. 19th Ave.

602-995-1755 Phoenix

M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

4240 West Bell Rd. 602-547-1828 Glendale

M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

Next Month Issue

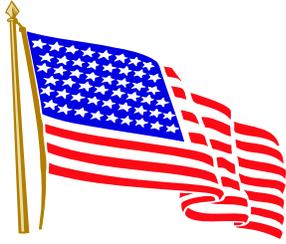
March we got 2 big events around the valley for every ones interest. IMAC, 1/8 AF. Some thing for everyone. Take those photos and past them on to me. Don't forget the articles too.

*Members please send in your photos/articles, don't be shy! Hope you will enjoy it. Bob
rcbobsvf@aol.com*

This Month Issue

Got a nice response from the members when I ask for articles/photos for this Slow Roll. Thank you! A lot of photos. Jay with an excellent article. CA safety, a must read. Cactus Classic at our field the 29-30th. Helpers are welcome!

Remember to **ZOOM** the **PDF** page to see more.



THE SLOW ROLL

Club Officers
Frank Moskowitz, President
Tony Quist, Vice President
Gene Peterson, Treasurer
Rusty Fried, Secretary
Walt Freese,
Website Supervisor

Please check your
 Membership list for
 Phone numbers.



Board of Directors
Charlie Beverson '06-08
Tony Holden '07-09
Paul Steinberg '07-09
Mike Peck '07-09
Eric Stevens '07-09
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Dan Jacobsen '06-08
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