



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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

JUNE 2008

Editor—Bob Purdy
rcbobsvf@aol.com

*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 C. Beverson ...Prez report..... B'Days & Treasurer Report....
Interesting SVF Members photos & articlesFrom A to G/ a F104 Pilot.....EExpo photos..... SVF
SWAPMEET photos...Propellers....Stolen RC equipment...Meet your officers & BOD....Safe Side...
SVF NEW MEETING PLACE IS @ THE DEER VALLEY AIRPORT EVERY 1st WEDNESDAY



Vincent DiFabbio A-4 shown on the left with John Gerhart A-7 on the right.

THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ



Elections are over and for those of you that weren't in attendance at the election meeting in May, the results are as follows: All of our current club officers; (President, Vice President, Secretary and Treasurer) were elected to hold their current positions. I thank those of you that voted for me to continue as President. Two new board members were voted in; [Karl Khonke](#) and [Bruce Bretschneider](#). I wish them good luck and am looking forward to working with them and the rest of the BOD's to make Sun Valley Fliers Club the best RC flying

club in Arizona!

Here is the most current list of your **Officers**: [Frank Moskowitz](#) – President, [Tony Quist](#) – Vice President, [Gene Peterson](#) – Treasurer, [Rusty Fried](#) – Secretary.

Board Members: [Charlie Beverson](#), [Mike Peck](#), [Tony Holden](#), [Ron Thomas](#), [Paul Steinberg](#), [Dan Jacobsen](#), [Eric Stevens](#), [Bruce Bretschneider](#), and [Karl Khonke](#). *Editor: Photos of officers and BoD in this issue.*

Remember in my last letter I mentioned that the monthly club meeting location has changed. **Starting June 4th 2008 (our next meeting), will be at the Deer Valley Airport Restaurant.** The meetings will then become the first Wednesday of each month. The BOD has been meeting at DVA for a few months now and we are extremely happy with the decision. Those of you that didn't want to attend at our old location because of too much second hand smoke will now have a wonderfully clean environment to enjoy. So now there are no more excuses and you'll just have to show up at all our monthly club meetings. [The room is free provided some of us buy food once in a while.](#) [At this first meeting we will have a table of finger food for you to enjoy.](#) Not a full buffet but close enough. The menu is a surprise!

I'd like to talk briefly about two important points. **First if the dust issue.** Although we will eventually have some kind of crushed rock to prevent dust, in the meantime we still need to be mindful of our driving speeds. Even with our big bright "no dust" signs on the entrance road, you occasionally see someone leaving quite a dust trail behind their vehicle. Don't be afraid to approach this person "rationally" and explain why it is important to drive slowly. **The Maricopa County Air Quality Department's Dust Compliance Division** is responsible for protecting the public from airborne particulate matter [PM-10 and PM-2.5]. That's stands for particulate matter smaller than 10 microns and smaller than 2.5 microns. They are very serious about this and have setup websites that talk about the issues. You can access it at the following link;

<http://www.maricopa.gov/aq/divisions/compliance/dust/Default.aspx>

The second issue is leaving the gate open thinking the car behind you will stop and relock it. Last month, I did just that and three times the car behind me went right through the gate and did not re-lock. I had to come back all three times to lock it. I now make it a habit to wait and see if the driver will indeed lock the gate. The last thing we need is for a guy on a quad to see the open gate and drive into our club area raising a dust storm. We do not need that kind of attention with Maricopa County.

Remember our next meeting is **Wednesday June 4th at 7:30 pm.** Location is **Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).** Lots of great food and a smoke free environment. 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

Frank Moskowitz

President



DO YOU LIKE THE WHITE PAGES OR THE COLOR WITH TEXT??



Sun Valley Fliers Club Meeting Minutes

Date, May 6, 2008

The meeting was called to order at 7:30 pm by Vice President Tony Quist. There were 33 members in attendance.

Guests: none

New Members: none

New Solo Pilot: none

Secretary's Report: Voted and accepted.

Treasurer's Report: Voted and accepted.

Safety Officer Report: none

Officers in attendance: VP Tony Quist, SEC Rusty Fried, Treas. Gene Peterson

Board members in attendance: Charles Beverson, Mike Peck, Dan Jacobsen, Howard Kennedy, Ron Thomas

Paul Steinberg

Old Business:

As of this meeting we have 299 paid members for 2008.

Rusty Fried gave a report on the e fest at the Cardinals stadium. The event was a resounding success. THE EXHIBITORS all said the event exceeded their expectations.

Both the indoor and outdoor and outdoor events were great hits. Make room March 2009 for this event.

The swap meet took in \$205.00 from tables, the kitchen was a break even.

The opinion of the club membership was this new swap meet format was a success.

The SVF has a signed sealed and delivered 5 year use permit. The document was delivered to Frank Moskowitz's home. This new document does not allow any form of alcohol type of beverages. As well as no overnight parking or camping.

Repaint of the remade in now in the doing stages. Mr. Dan Jacobsen is in need for helpers to due this project. He wants to due the repaint in the next couple of weeks.

Please volunteers for cleaning and scraping help.

This was the last meeting at the legion hall. Our next regular SVF club meeting will be at the Deer Valley restaurant's meeting room on June 4 of 2008. This meeting will be a snack food meeting.

At the last board meeting we discussed installing one starter station at the widest pad. This will done after we resurfaced adjourned at: 8:25pm

Rusty Fried, Secretary

the runway.

The costs to resurface the runway will be \$25000.00 with out restriping costs. We will try to get the job before the 1st of June. Mike Peck asked of the board why due we need to re strip the runway, the answer is for Safety and make it easier for the newbee to line up on the runway. The Box Markers are for contests and many pilots use them for practice. The last time they were done Troy Newman paid for them out of his own pocket. This time The club needs to pay for them! When we repave we will offer a method for pilots to stand closer together for better communication. This will be optional for the pilots. Paul Steinberg asked if the board could put a plot plane in the news letter of how the revised pilot stations will be laid out.

New Business: The family of Harold Land ask that to proceeds from the sale of his modeling stuff sold at the SVF May auction be donated to the club. Many thanks to Harold's family for the donation. HAROLD WILL BE MISSED! The amount of the donation was \$718.00.

Paul took charge of Harold and created a great SVF club member.

Door Prize Winners:Lucky Mitchell fuel, Norm Pilcher fuel, Mark Bernier fuel, Tony Quist fuel, Karl Kohnke tools

50/50 Drawing Winner:

45.00 won by Mike Vivian.

Show & Tell:

Mike Peck gave the members a overview of the Top Gun scale event held in FI.

Our Bob Frey was an invitee. He placed 15 in his class. A total of 112 qualified in all classes.

50/50 Drawing Winner:

45.00 won by Mike Vivian.

Show & Tell: Mike Peck gave the members a overview of the Top Gun scale event held in FI. Our Bob Frey was an invitee. He placed 15 in his class. A total of 112 qualified in all classes.



\$ TREASURERS REPORT \$ with *Gene Peterson*



Not a whole lot going on in this department for May. Membership has once again gone over the 300 mark. That's earlier than most years. We usually climb up to around 325 through the year and drop about 10% when renewals come out, people moving, changing hobbies, or what ever..... So.....we're at 303 as of the end of May.

Don't forget the change of Membership Meetings starting with June. We will now meet at the Deer Valley Airport (Restaurant). WEDNESDAY, June 4th at 7PM.

So.....Wednesdays from now on.....

Four new members this month, say hi and introduce your self.

- Gary Overby
- Troy Overby
- Barry Finch
- Bob True

Best regards and safe flying.....

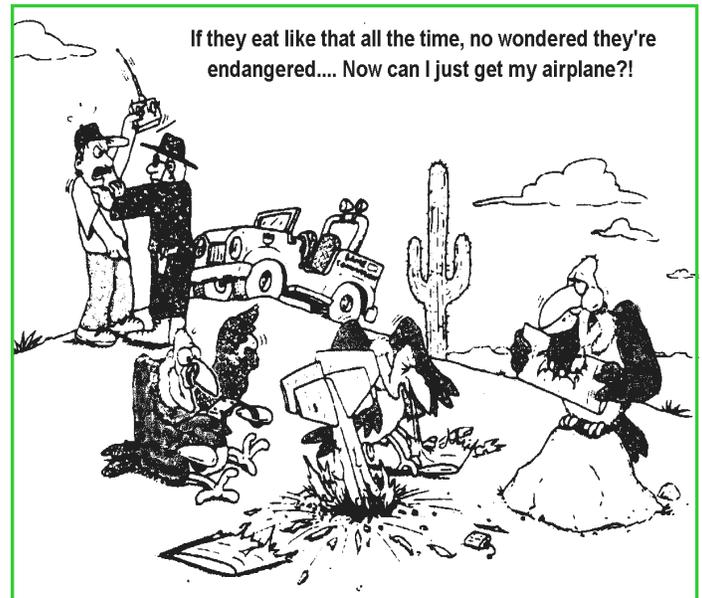
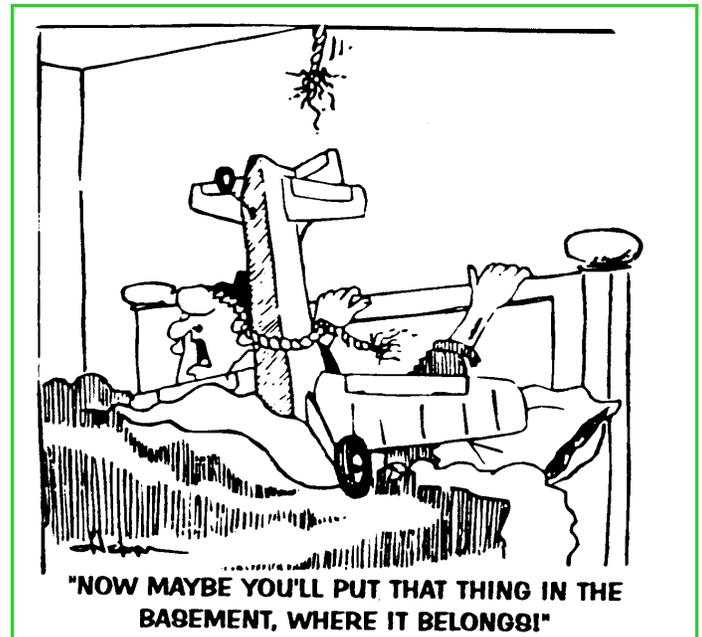
Regards,

Gene Peterson, Treasurer

June SVF BirthDay Boys

First name Last name Member type Dob

First name	Last name	Member type	Dob
Roy McNeil		Senior	06/01/1939
Jerry Kolins		Senior	06/03/1931
John Minick		Regular	06/03/1967
Barry Finck II		Regular	06/03/1971
Arshan Barzani		Junior	06/05/1997
Philip Mahoney		Regular	06/05/1950
Richard Litt		Regular	06/05/1956
Tom Perkins		Regular	06/06/1964
Mark Morris		Regular	06/07/1961
Ward Emigh		Senior	06/09/1934
Keven Resinger		Regular	06/09/1962
Lucky Mitchell		Regular	06/10/1944
Joseph Kiszczak		Regular	06/13/1954
Rob Keller		Regular	06/13/1969
Richard Wildey		Regular	06/14/1971
Stuart Gallie		Regular	06/14/1959
Allen Casey		Senior	06/15/1940
Yuri Higuchi		Regular	06/16/1969
Paul Donovan		Senior	06/17/1932
Scott Zeller		Senior	06/18/1942
Ryan Archer		Junior	06/20/1993
Robert Whipple		Senior	06/24/1932
Robert Ilseman		Senior	06/28/1921
Larry McLain		Senior	06/28/1936
Louis Pfeifer IV		Regular	06/28/1952
Dave Wartenberg		Regular	06/30/1955



SVF MEMBERS PAGE



SVF Elected Officers & Board Members



Frank Moskowitz
President



Tony Quist
Vice President



Gene Peterson
Treasurer



Rusty Fried
Secretary



Charlie Beverson
2008-2010



Mike Peck
2007-2009



Ron Thomas
2007-2009



Tony Holden
2007-2009



Dr. Paul Steinberg
2007-2009



Eric Stevens
2007-2009



Dan Jacobsen
2008-2010



Bruce Betschneider
2008-2010



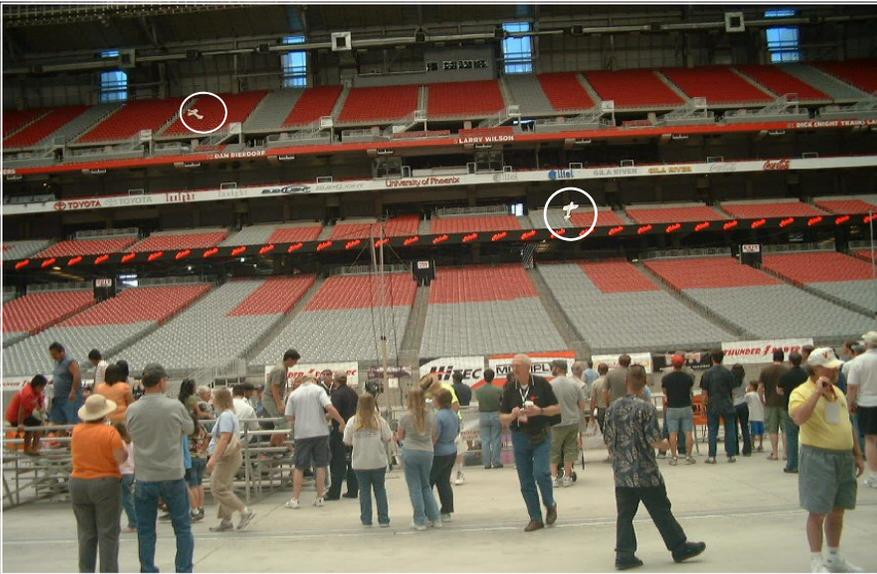
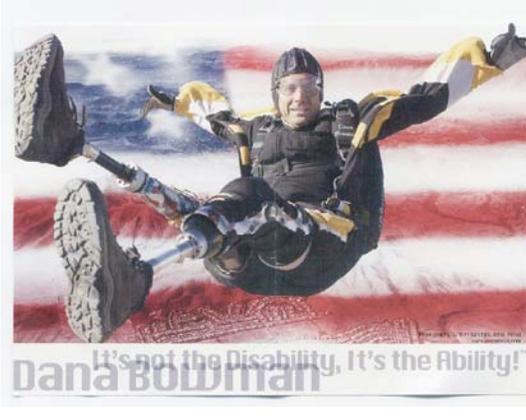
Karl Kohnke
2008-2010

SUN VALLEY FLIERS 1ST ANNUAL SWAP MEET MAY 4, 2008



Did someone mention the SVF club has an indoor location up north for the next swap meet. If they want it. Is this rumors?

ELECTRIC FLIGHT EXPO APRIL 25-27, 2008



ELECTRIC FLIGHT EXPO APRIL 25-27, 2008



SVF'ers that helped with the Outdoor Event was Rusty Freid, Bob Purdy, Mark Bernier, and Karl Kohnke.
Photos by Bob Purdy

Greetings,

RECEIVED ON MAY 19,2008 and as of May 28th still has not been claimed.

5 RC/model planes and 2 transmitters were recovered during the issuance of a search warrant last week. They are believed to be stolen. I am checking with local RC clubs and hobby shops in an attempt to locate the owner(s). I attached some photographs for you to look at. If any of your club members have any information can you contact me.

Regards, Detective Adam Geremia

Phoenix Police Department

602-495-6743.

adam.geremia@phoenix.gov



. Covering Idea

By Vic Welland

Have you ever wanted a graphic or picture for your model but didn't want to spend a ton of money to have a custom sticker made? This technique, developed by Brian Ireland from the Frontier Fun Flyers of Alaska, allows you to have a detailed image made of several pieces, keeping them in their proper location to each other, while cutting them out and transferring them to your model.

Using your covering of choice, a piece of glass, Windex, razor or X-Acto blades, Glad Press'n Seal Wrap, and your normal covering tools, you can have the image you want with a steady hand and some time.

Let's begin by printing your image in the size you want on a regular piece of printer/copier paper. This is assuming your image will fit on a standard sheet of paper, of course. I recommend you start simple the first time out.

Spray some Windex onto the surface of the glass, be sure the glass is free of dust and debris to keep things clean and bump free. Remove the backing from your covering and lay it down on top of the Windex and glass. Squeegee the excess Windex out so you have a good bump/bubble free piece of covering to work on. Let things dry for several hours.

Tape the piece of paper with your image directly over the covering and glass while being careful to not move things around and wrinkle the covering.

Here is where a steady hand and time come in. Carefully cut out the image with your razor or X-Acto blade. It's a bit easier if you start at the top and work down while working on the small fiddly bits that need to be removed first.

Once you are satisfied that you have the image cut out you should be able to see what your piece(s) will look like as they are located on the glass plate.

Here is the cool part. Using a piece of Press'n Seal, cover your image completely and press it down with some form of straight edge (credit cards work great). Gently peel the whole thing off the glass. The Press'n Seal will hold your covering in location and allow you to move it to your model.

Again apply Windex to your clean, dust-free model followed by placing your Press'n Seal/image assembly in the desired location. Squeegee the excess Windex and bubbles out as you did when you put the covering on the glass sheet. Allow to dry for several hours. After a reasonable period of time (overnight is recommended) using your heat gun on low heat, gently play the heat onto the Press'n Seal to get it to release from your model's covering and the covering your image is made of. You should now have your image securely located on your model and looking great! It's recommended that you go back over the edges with some trim solvent or acetone to ensure a good bond.

This idea has been condensed from several posts in RC Universe by Vic W. The thread can be found at http://www.rcuniverse.com/forum/m_6686800/anchors_6867168/mpage_2/anchor/tm.htm#6867168.

Watch the YouTube tutorial by Brian Ireland at <http://youtube.com/watch?v=8NhLZ-4V1pM>.

From the Caldwell Aeromodelers, Hildebran, North Carolina

SVF MEMBERS PAGE



Look for a new show on the **Discovery and Military Channel** starting this June, "**Showdown Air Combat**"

SVF Club members **John Deacon** and **Jaime Johnston** of **Arizona Model Aircrafters** built and flew WWI scale models for two episodes to be aired as part of the series featuring combat sequences between Richtofen - Brown and Guynemer - Udet

The Fokker Triplane and Sopwith Camel now hang in the office of the President of the Military channel. The Spad was shot down during the filming and look for the Albatross D.Va at the field in the near future in preparation for competition at the Scale Masters.

John Deacon has also flown his P 47 for the *Band of Brothers* in the *Friendly Fire* episode and Jaime Johnston the owner of **Arizona Model Aircrafters** produced the tri planes used in the movie *Flyboys* and has worked on "*The Aviator*" and History Channels "*Man Moment Machine*"

Arizona Model Aircrafters is moving into a new production facility at 301 W Deer Valley Rd. Planned to open in June this new shop will feature a large format laser cutter, 4 axis CNC machining, wide format printing/scanning and 3 D stereo lithography printing. Once operational the facility and services will be available to club members.

Jaime Johnston
Arizona Modelworks
www.ArizonaModels.com



DVa 1/4 Scale Gas AZM kit



Spad 7 1/4 EP AZM kit



F1 1/5 EP Hangar9



Dr1 1/5 EP AZM ARF

SVF MEMBERS PAGE



This is what we all did when we were not filming TV shows.

1/6 scale SR 71 (span 9' length 18')

This is a composite airframe built as a test model to see if it will be practical to fly with a couple of gas turbines. John is currently finishing a smaller (only 9 ft long) 1/12 scale powered with twin EDF units. The 1/12 is soon to be offered as a laser cut built up kit with retracts and onboard video (it was a reconnaissance plane after all)

He should begin flying the smaller test model next month. If it performs as expected we will build another larger composite model with turbines. Unfortunately we do not expect to fly it at the field as the runway is not long enough. The finished model is shown hanging at the "[Frontiers of Flight](#)" museum in Dallas.

Jaime Johnston

Arizona Modelworks





From A to G

by Mike Vivian, SVF Member,

former USAF F-104A to F-104G pilot, Luke IP and Luftwaffe Exchange pilot

This is not easy. It is a project brought about by a promise I made to an old friend, Hubert Peitzmeier, with whom I have flown. He says I may have a message that some would be interested in hearing. Well, that may be, until now I never thought so, but maybe. So here goes.

From A to G

It starts in Phoenix Arizona, where I was a member of the Arizona Air National Guard. I was assigned as an aviation mechanic and crew chief, where I enlisted in April of 1954. I had decided to join the Guard while still in high school. I completed

basic training in Phoenix and served as a flight line aircraft mechanic working on the P-51's we had at the time. My job involved re-fueling the aircraft when they returned, and making them ready for flight. As an engine mechanic I was also assigned the duty to change their sparkplugs when, after a flight, the pilots write-up mentioned a large magneto drop. In the hangar I adjusted the valves on the Allison engine, a job not unlike the valve adjustment of a Chevrolet. As time went on, the 51's went away and were replaced by F-86A's. As it turned out, I became a member of one of the engine change teams we had at the time. I enjoyed very much the opportunity to shorten the time required to replace an F-86 engine and make the aircraft ready for flight line maintenance chiefs to check our work and run up the newly installed engine. Our follow on job then would be to install the aft fuselage section and make the Saber ready for its test flight. In the course of this work, I was also working on getting my private pilots license as a student of the Phoenix Flying School, a part of Phoenix College. One of my flight line sergeants, Ensey Viges thought I should interview for one of the possible flight school training slots that were being made available. Not many of the enlisted folks, I was at the time an airman first class, were offered such an opportunity and I was especially pleased for the chance. As it turned out, following numerous tests, I was selected and in November 1956, I entered USAF pilot training class 58-I-02, as an Aviation Cadet.

I started at Lackland AFB Texas, in November 1956. During the course of training, I was assigned to Graham Air Base, Marianna Florida, where I flew the T-34 and T-28 and Greenville AFB, Mississippi, where I flew the T-33. Upon graduation and subsequent completion of F-86D training at Perrin AFB, Texas, I was re-assigned to the Arizona ANG at Phoenix. In March of 1958, I was assigned to the 197th Fighter Interceptor Squadron which flew the F-86L. As a guard pilot I was regularly scheduled for alert duty and was frequently 'scrambled' as a part of the USAF Air Defense Command.

About that time we heard a noise that we had never heard before. With its distinctive howl, except maybe for a hunter who had experienced a lonely wolf in the White Mountains, the J-79 equipped F-104 was coming to Phoenix. Well, we began training in earnest. Ground school started in Phoenix but also temporary duty at George AFB California for systems training was part of the program. And then back to Phoenix as the aircraft began to arrive. Not all was smooth as one of the first to arrive blew two tires. Another, a B model with one of USAF pilots aboard, came in too low over the overrun and caught the cable of the chain link fence with one leg of the main landing gear. As he started a go-around the cable just pulled the right main landing gear leg out of the bottom of the airplane. The subsequent two gear landing at nearby Luke AFB was not uneventful as the airplane departed the hard surface of the runway and skidded out into the gravel. Although repairable, it was a long time before that B was flyable again.

And then it was my turn. I was to fly a B ride for checkout with Lt Col Phillip Rand, our USAF advisor. We briefed, pre-flighted, strapped in, and I signaled for the ground turbine compressor to start. With the GPU up to speed, I raised one of the ignition switches and the air hose inflated. As engine RPM came up, I opened the throttle to idle at 10-12%, and signaled one finger to the crew chief. As RPM continued to increase, the now familiar rumble of combustion occurred and EGT began to rise. Twenty percent, two fingers, thirty percent, three fingers, and at forty percent, four fingers. I watched the GPU air hose deflate. As the engine continued to accelerate to idle, it seemed the whole machine had come to life. It was not a vibration but more like a tone. A low frequency pulse was felt through the downward ejection seat as the generators came on line and radios began to work. After all the checks, taxi to the runway, canopy closed and ejection seat pins removed, we took runway 8 for departure. Engine checks all normal, brake release, then afterburner. Acceleration was fantastic! After being accustomed to the acceleration rate of the heavy F-86-L, this was a ride on a rocket! Our departure was to the east and Col. Rand had suggested we make an afterburner climb to 35000 ft. Well it was a ride to never forget!

A clean B model, in AB, nose up but still unable to keep the airspeed at 400. Rand said it was Ok for the speed to go to 450 for an AB climb. I really tried and as best as I could but airspeed was only in the vicinity. But it didn't make any difference 'cause all of a sudden here was point nine mach. I just held onto that as all of a sudden here was Flight level 350. It couldn't have been much over two minutes and here we were already! So now it was time to solve the pitch trim as our acceleration was already pushing us above mach one. I tried so hard to keep us level and probably never did completely stop the altimeter when Col Rand



suggested a bit of nose down trim. It seemed to work as the machine seemed to begin to groan as the mach meter just raced around the instrument. At one point seven or maybe one point eight mach, T-2 reset started and the engine RPM increased to 104%. Actually, even more acceleration was easily felt. Here came mach two and immediately Col. Rand said now let's start a slow climbing turn and slowly come out of afterburner. I started the turn, and as I retarded the throttle, the entire cockpit filled with FOG! I thought explosive decompression, and it was, but it was caused by a Flame-out! We had flamed out! First ride in the airplane and I had broken it! Col. Rand said, "Keep the turn going! Back towards Phoenix"! Well, I tried but as I felt him shake the stick, I knew he wanted control. So I just sat back and let him fly. It seems the fog was beginning to go away and I was able to see the instruments again. I certainly could now see the RPM going down to 40%. I do not recall if we had interphone during all of this but I do recall the RPM just did not want to come back up, no matter how often I hit the starter switches. As a matter of fact, the EGT was also on the bottom of the gage. I do not recall our descent back to Sky Harbor save for the part when the engine finally started and the RPM again began to follow the throttle. Col Rand gave me back the airplane and I flew a straight in approach to the runway. It was a takeoff flap approach since we had had engine problems. Yep, I landed the machine, used the drag chute to help stop, taxied back and shut down. Guess what, as maintenance lowered the electric access panel, all four boost pump switches were OFF! We had taken off, climbed, gone to altitude, reached mach two and as long as I never moved the throttle, the J-79 just kept running fine! As soon as the throttle was retarded, with no boost pressure, it just ran out of fuel. Well, since I only got one landing that day, I was scheduled for another B model ride before I could solo.

Solo came soon as we were already hearing rumors of having to go on active duty soon. We didn't know where, but as Guardsmen, we were always subject to being called up if the Active folks needed us. As it turned out, we started making plans for Germany. At first we thought we would just fly to Ramstein AB, and we started making a lot of four tank rides around the Arizona desert just to see how far we could go and how many hops it would take to get us there. But it was not to be. Caution said there were too many possible problems hopping across the Atlantic. So we were not surprised to see the C-124 Globemasters begin to arrive. Lots of activity was apparent as wings were removed, tails taken apart, and fighters being pushed into the giant swinging doors of the transport. Proficiency flying suffered a bit as we were all trying to stay current with the T-33, hardly a craft to keep one sharp enough for the F-104. But as the summer days became fall we finished all the going away parties and got on board. My ride to Germany was in a C-54. Actually I was happy cause just the day before I had seen a C-124 Globemaster make three attempts to take-off. He had aborted each time for some reason. Finally, with his departure, I knew it was serious.

Arrival in Germany was filled with reassembly of fighters, running over perfectly good horizontal stabilizers with fork lift trucks and getting bedded down in ancient quarters equipped with steam heat. As aircraft became ready, the German weather would not give us our minimums we needed for our first rides. So we sat. It was probably good for our maintenance guys as they had extra time to fine tune the machines for the day the weather would permit flying. And fly we did, only to be met one morning by a picture of our first bird, on its first flight, on final approach, gear and flaps down right there in the gunsight of a Canadian Saber. The photo, taken from gun camera film, was posted on our Squadrons front door. And so we were welcomed to Germany. But we were not prepared for the lower temperatures, icy taxi ways, (engage nose wheel steering, turn right to park, and watch as the aircraft continued straight ahead). But we learned to take it easy. Engines had other problems as compressor corrosion, or other problems made engine stalls and subsequent high speed landings all too frequent. And then there were other problems with tire failures and the lack of a tail hook on the A model to catch a barrier cable to help get stopped. One takeoff turned into a disaster when Jim Floor decided to stop, after a right main gear tire burst. His early braking attempts only got the wheel ground down to a flat spot and when he crossed the Barrier cable, it caused the fighter to turn right and go up the high speed taxi way into the F-102 alert facility. Of course he got it stopped, but

the pylon tank had been dragging on the ground for long enough to cause a fuel leak. This caused fuel to run into the hot wheel and brake assembly and fire was immediate. As he opened the canopy he was immediately met with flames coming in from the right side. So he closed the canopy, jettisoned it and then was able to exit the airplane to the left side. Naturally, he came to an abrupt stop when, at the end of the dingy lanyard, he was jerked backwards. But he finally unhooked the lanyard and got away only to see the arrival of the fire trucks. That was good, he thought, but it was not so. As the F-104 burned, the fire truck could not produce any foam to put out the blaze. Scratch one beautiful fighter which melted right there on the taxiway. But I've mentioned only the rough spots. That's not totally fair and may give an inaccurate picture of the absolute magnificence of the performance, not only of the Arizona ANG but also of the F-104 we began to love. Yes, its radar was not as good as what we had in the old F-86. The gunsight was pegged as we had no computing sight since we had no gun. A five inch ballast weight was installed. But we were high and we were fast and Tom Delashaw and Ray Holt were showing the Soviets we were capable of 90000 ft!. It was a good show. Yep we learned to shoot the Sidewinder, the Aim 9, but it was also only the beginning model so it too had problems. My first shot was at a 5 inch rocket fired from the left wingtip. As it accelerated away, one of the flares on its fin broke off. My Sidewinder, looking for the first heat source, found the flare instead of the five inch rocket, and detonated almost directly in front of my aircraft! I flew directly through the debris. As it turned out, no damage was apparent, and the landing back at Wheelus AFB Libya was uneventful. I'll never forget the return trip through Pisa Italy where my flight leader, (then) Captain Don Owens and I stopped for fuel. Of course we had to visit the leaning tower. Back in Germany, we flew, had many successes, made a few errors, and as soon as it had begun, were on our way back to Phoenix. Well, I did not want to leave the F-104. I asked for and received what was called extended active duty. This meant, if selected, I could remain in the active Air Force and be re-assigned based on the needs of the USAF. As it turned out, I was re-assigned to George AFB California, home of the 479th Tactical Fighter Wing. I was assigned to the 476th Tactical Fighter Squadron which flew the F-104-C.

To me this was all new. Not only was a cannon installed, we had a real gunsight, and a centerline bomb rack that was nuclear capable. With 30 inch lugs, as opposed to the 14 inch lugs necessary for conventional weapons, I was suddenly in the bombing business. I had never dropped a bomb before. I had never fired a six barrel gatling gun before, and I had never refueled in flight before. Talk about suddenly being thrown into the first team, I was ecstatic! We were briefed, taught, cajoled, convinced, watched, and written about. One of my first Officer Effectiveness reports reads, Lt. Vivian was one of my most improved pilots this reporting period. Talk about being non committal. But it was progress. We learned, and we became ready for the next task which was South East Asia and Vietnam. Because The U.S. was committed to the South East Asia Treaty Organization, our unit was placed on standby status in preparation for that deployment. We sat, flew refueling missions, fired at, and hit! The Dart. It was clear we were to be in an air defense posture if we went to Asia. I chose to leave. Volunteer assignments were coming in regularly for duty with the South Vietnamese Air Force. We would fly with the VNAF in single seat Skyraiders, the A-1-H. I went to Naval Air Station Corpus Christi Texas for checkout. In no time I found myself leaving family, wife and children at George while getting ready to use this huge single engined eighteen cylinder fighter bomber equipped with fourteen bomb stations and eight hundred rounds of 20 millimeter to engage our opponent. No it was not meant to be agile, or accelerate, or even be fast. All of that was left behind. Now it was a manual bombsight, visual slant range, Kentucky windage and a pickle button. But it was amazing. Rewarding in its accuracy, when a worthy target was found, and reliable in that for every takeoff I made, I got at least one landing. We lost no aircraft save for a comedy of errors at Bien Hoa Air Base one day when incoming rockets and a bad parking plan, together with revetments made of tritonal filled bomb cases caused numerous Skyraiders and B-57 Bombers to be lost. A real fiasco. The report at the Command Center in Saigon was "Numerous aircraft going up in ripple". The problem was not our allies and their outdated Skyraider aircraft, or our fighter bomber efforts made up of F-100 and, at that time A-37 aircraft. It was totally our command decision to run the war from Washington. I cannot think of a single target that was struck that was not first provided approval from the Washington Military Command Center. Local commanders, who knew the people, knew the defenses, knew their area of responsibility, and knew what weapons would work!, were repeatedly overruled by the Washington idea, although dismal, of graduated increase in pressure placed upon the military efforts of the north by the Johnson administration and his Secretary of Defense Robert S. McNamara. I retch each time I think of the closeness of success and the singular reason for failure.

In time. It was over. Having volunteered for duty in Vietnam, I received my choice of assignment coming home. It was a return to the F-104 and duty with the German Air Force Training Squadron at Luke AFB. I was assigned to the 4512th, and 4518th Fighter Training Squadrons for Flight instructor duty and with the 4516th Tactical Training Squadron as academic instructor. I was to teach school. I was going to heaven. The choicest of the choice. Under the direction of, (then) Captain Dirk C. Prather, Mr. Bud Stoddard, and

and (then) Col. Charles Pope. I taught F-104 systems--engine, hydraulics, and egress. There never could have been finer duty. Teach Academics in the AM, and fly an Air-to-Air, or Air-to-Ground sortie in the PM. Heaven! I worked closely with the German side of the house. After all, they were paying the bills. They bought the aircraft, and allowed them to be painted with USAF colors. Oberstleutnant Richard Eibl was in charge, and it was a pleasure to serve him and his country. As it turned out, the G was extremely capable, although heavier than either the A, or C. It had a Radar that neither the A, nor the C could compare with. It was equipped with a vastly superior flight control system with a REAL autopilot. The ground mapping portion of the radar coupled with a terrain clearance mode of the radar that really worked, was a pleasure. Actually, one could see a train on the railroad, and a reflector on the target pylon. Surprising radar bombing accuracy was possible. Lastly, the G model had real flaps! I mean real maneuvering flaps! I mean flaps to takeoff at 296 in the A model and 450 in the G model is a vast improvement! G available because of flap availability caused the G, even though heavier, to outmaneuver any dash three or dash seven equipped A model that ever existed. Dash 19 equipped models of the A are a horse of a different color, I should say thoroughbred 'cause very few of us had the pleasure of that combination. I stand by the point though, if only the engine was changed, I'm sure it was exciting. But if the flaps were not, the added G available in the Gustav due to the 450 down - 520 up flaps of the G was amazing. Additionally, for strictly political reasons, I must mention the Inertial Navigation System platform available in the MAP and G versions, in spite of its various problems, was a giant step forward in the technological sharpening of the fighter pilots ability to reach targets. I know people have been killed but without the necessity of revealing ones position thru Doppler radar (vertical measurement), the LN-3, although a first step, was huge in the improvement to visual methods of dead reckoning to targets in the eastern zone. From where I sat, in the QRA of my unit in Southern Germany, as I personally briefed Herr Dr. Schlesinger on my targets, much to my chagrin ('cause I felt he had no need to know), a giant step in the ability to reach ones target, AND RETURN was most assuredly a part of my convincing him of my fighter bomber wings capability. And then came the realization that it could not last forever. Even though, through the assistance of Jürgen Stehli, Peter Müller, Jörg Kuebart, and Harry Liedke, I was able to go over two thousand hours in the F-104. These people all helped me in the realization of a goal that I had never dreamed ('cause one only dreams of such things). I could only stay in the F-104 as an exchange officer with the German Air Force or if I could get a follow on assignment to a headquarters assignment, perhaps Ramstein AB Germany. From there I could maybe get a return assignment to South-East Asia, (you do remember we still had a war, excuse me, conflict, going on over there). I served my time in Memmingen, and departed (with both tears and a smile) to headquarters USAFE DOON, a division of USAFE charged with the responsibility to assure CINCUSAFE of NATOS ability to reach assigned targets. It was fun! Each week, Lt. Col. David Clardy and I would visit one of the various Air Bases which had been assigned the strike mission. Under the guidance of Allied Command Europe Directives 75-5, and 75-6, we would look at weapons, their loading crews and their ability to deliver. WOW! That meant flying the machines of ALL the nations! From South to North. Sometimes I didn't know where the shelter was. Sometimes, I couldn't find the shelter after the sortie. Some of the 'craft were clean, some had discrepancies. In the main I have never met more interesting, dedicated loyal countrymen. Many had no, or insufficient budget! Some had no heat, but they had fuel. ALL had a common desire to accomplish the NATO assigned mission. But what a learning experience. I will be forever grateful to all with whom I have flown. The young Turk who asked if I liked acrobatics, (yes) to the young Italian who said we will do acrobatics, yes, but only after we have reached the assigned target and returned to base. That is because, if we fall, we can fall on Government property. But it was time to leave. I had to leave my beloved F-104. After a short year in Korea, it was time for a retirement assignment. I chose to return to Luke AFB. It was my home of record. I could go there, work with the continuing training program for the German Air Force, and retire. I asked for a return to the academic squadron, became chief of academics, chief of the Flight test section. Worked with one of the most personable German officers I have ever met, at that time, Oberstleutnant Heinrich Thüringer and, at that time, Hptm. Horst Martin and Wolfgang Daberkow. These people, and folks like them, made up the strength, indeed the backbone of the Luftwaffe, in spite of what others may say. It was not those assigned 'auf der Harthoeh', (Ministry of Defense level folks). As it has turned out, Heinrich Thüringer, Gary Vance, Col Bud Jones and I flew my last ride at Luke in September 1982. I briefed and lead a four ship to the range. We dropped bombs, fired rockets, strafed, all old stuff for you new guys, but for me it was the magnificent culmination of an Air Force Career. My family met me on the ramp at Luke. David Bashow poured ice water all over me and someone handed me an open bottle of champagne. An Air Force Fighter Pilots Career. While it may not be interesting to all, it sure was a pleasure for me. From August 1960 'till Sept 1982 a total of 2815.7 hours in the F-104A, B, C, D, F, TF & G.

by Mike Vivian in 2004

SVF MEMBERS PAGE



Arizona Modelworks DR1 3/4 scale made for the movie "Flyboys". This model is for sale.



C.Beverson in the cockpit of this ? Jet.
Photos by Charlie

SVF MEETING JUNE 4, 2008 AT THE DEER VALLEY AIRPORT RESTURANT

SVF MEMBERS PAGE



The "Team" John, Karl, Lucky, Derek, Dave and Eric



Sun Valley Flyers Glider Towing Service

Please help us promote the new Sun Valley Glider Towing Service!

Well, just kidding, but we had fun today doing what Tony, Charlie and others have done before but that is unique to many us newer folks to the hobby.

I adapted the Hangar 9 Piper Pawnee with a glider tow release and we hooked it up to a CM Pro 100" Discus glider with a release in the nose.

The Pawnee has a Saito 82 and the Discus weighed in at just less than 3lbs.

With lots of help from the guys at the field we were able to successfully get the maiden launch in between the rain and wind Saturday morning.

John piloted the tug and Eric flew the glider. Everyone else helped set it all up and give John and Eric plenty of advice.

Attached are some pictures of the fun.

JERRY WRIGHT



ON THE SAFE SIDE

By Jim Rice

Get “Cawtt” Up in Safety

I like to have a plan for an airplane for an event. That keeps me focused on the mission of completing and test flying the airplane in time to fly it at the scheduled event. If that is your style, you know that the closer the event comes the faster you work, the later at night you work, and maybe the more careless you become. I try to keep a notepad by the bench so that as I think of things I really need to do before I complete the airplane, I can write them down. For example, if I have test fitted the engine and mount so that I can cut out the cowl but I haven't tightened the engine mount bolts or the bolts attaching the engine to the mount, I write it on my list so that I will remember to check that before I take it flying. Maybe I hook up controls but don't have loctite on the machine screws holding the metal servo arms to servos that have metal output gears; I write it on the list so that I won't lose a control surface on a later flight. Keep a notepad near your work site so that while you are daydreaming at work (you all do that) you can write yourself reminders to take home and put on your list.

I have a checklist to go through before every takeoff. If you get in a habit like that, you can head off problems on the takeoff/flight. Since I was a soldier for 26 years, I am accustomed to acronyms so my checklist is C.A.W.T.T. I tell my students “Don't get cawtt taking off without using your checklist. Go through the checklist before you take the main runway!”

Controls: Check control direction and all switch positions. With computer radios, you can have the wrong airplane or you may have changed something you didn't want to while changing a mix or throw between flights. Check for high/low rates, mix switches, or trim positions.

Antenna: I don't like to work on, start, or tune the engine with the antenna out so I keep it collapsed until I am ready to take the runway and I am safely behind the airplane and propeller. Make sure the antenna is completely pulled out and screwed in tightly.

Wind: Check the wind direction so you know in which direction to take off. If there is no wind, take up the same pattern other pilots in the air are using. Note the wind check is after the antenna-up check so that you can use the antenna flag as your wind sock.

Time: Start your timer or check your watch so that you will know when to land.

Traffic: Clear yourself to taxi with other pilots. We don't have air traffic controllers so you have to do it yourself. Ask loudly enough for all other pilots to hear if you can come out. Do not take the runway until all pilots at flight stations—or their spotters—clear you. So many times I hear people yell “coming out” then they add power and run out on the runway. Not only might that startle other pilots, distracting their attention from their own airplane but, maybe your airplane will die or flip over on the runway creating a hazard for others who might be at the end of their fuel. Besides, it is more courteous to ask. After you are cleared by the others, quickly take the runway and get in the air. They didn't clear you to sit in the middle of the runway and do more checks. That is why I say to go through the checklist before you take the runway.

If you get in the habit of doing a checklist like this before every single takeoff, not just the first one of the day, you will be safer. When I teach a new student, I draw his or her attention to a good pilot as he is preparing to take off. Hopefully, he or she will methodically go through a checklist and reinforce your teaching. But if not, point out the things you think were left out and the reasons they should be done.

I tell everyone there are 1,000 things that can kill a model airplane and I have 750 of them covered. Every time you have an accident or see an accident do a post mortem to see if you can isolate the problem so it won't attack another airplane in the future.

Propeller Markings

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.

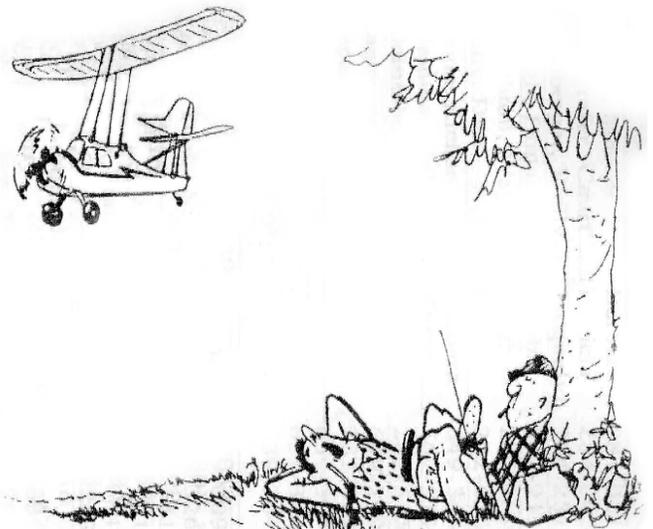
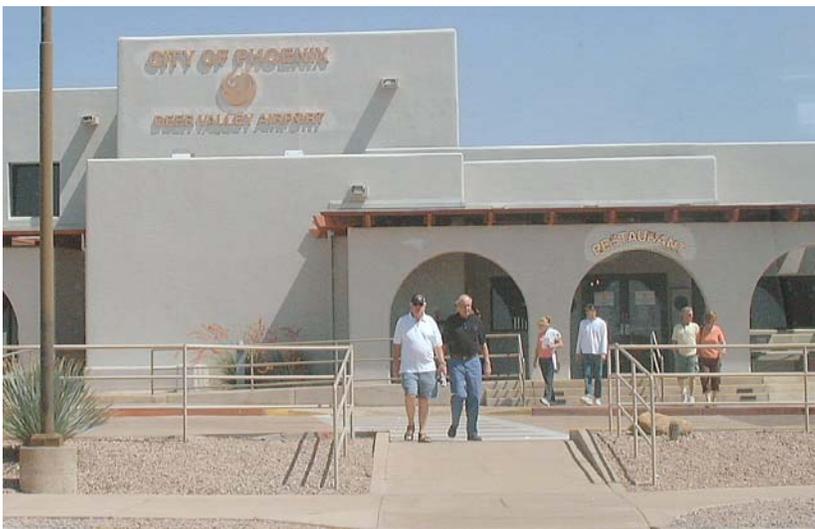
When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material it's made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced.Q



Don't forget the next SVF meeting will be June 4th at the Deer Valley Airport

"Gotta replace those gum-bands one of these days..."

IT'S NOT TRUE THAT CRASHING IS FUN OR IN ANY WAY USEFUL



QUIZ: The cockpit is a SUHKOI



FRANK'S Hobby House

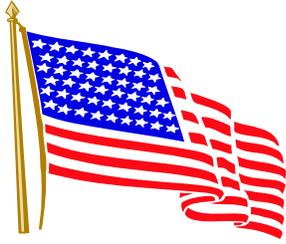
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Next Month Issue
 Don't have any idea right now what will be in the next SR. Your input is always welcome. Hot months are coming, stay cool, use sunscreen at those Float-fly ins..
 Would you like to be notified when the *SLOW ROLL* new issue is available? Give Gene your e-mail address. AZ49ER@COX.NET
 Hope you will enjoy it. Bob rcbobsvf@aol.com

This Month Issue
 Got some good photos and articles from members, again our thanks to you.
 Did you notice all the pages have white background, do you like it the other way with color??
 Remember to **ZOOM** the PDF page to see



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