



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

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

## may 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 Bob Purdy ...Prez report...Meeting Minutes..... B'Days & Treasurer Report....SVF Members photos ...SVF SWAPMEET...Field Cleanup Photos.....IMAC Photos..... OEAF Photos.....Holy Toledo, already? ...P-51 Story...Kent Walters article.....Wings AZ.... ELECTION BALLOT VOTE!...Dessert at May meeting...6-4-08 NEW SVF MEETING Place...**THE BIGGEST SLOW ROLL YET!**



What are the girls from Sheriff Joe's chain gang looking up to? See photos inside.

# THE PRESIDENTS CHANNEL

**FRANK MOSKOWITZ**



I'd like to start out by reminding everyone to please vote in the upcoming election. This will take place during our May 6<sup>th</sup> club meeting. Ballots will be available at the meeting and are also included in this edition of the Slow Roll. All of our current club officers; (President, Vice President, Secretary and Treasurer) will be running again for their positions. Four board members will be voted in. Those running are on the ballot. It's my personal opinion that your club Officers and Board members have done an outstanding job and will continue to make Sun Valley Fliers the best RC flying club in Arizona.

I would like to thank all of you that joined in to help with the field cleanup on April 12<sup>th</sup>. For those of you that missed this, we had Sheriff Joe's chain gang once again. [This time they were all women and were really chained!](#)

**Here is some really good news –**

**We have secured a new club meeting location. Starting June 4<sup>th</sup> 2008, we will be meeting 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. More information will follow as we get near to the June club meeting.**

We are in the process of obtaining bids for re-paving of our runway. The BOD has unanimously approved to move forward in this area. We will soon have the Ramada cleaned and repainted. Thanks to Dan Jacobsen for running this project.

Any closures of the field due to these improvements will be posted well in advance so no one is caught by surprise. That's it for now.

Remember our next meeting is **Tuesday May 6<sup>th</sup> at 7:30 pm. Charlie Beverson has prepared wonderful desserts for all to enjoy. Editor: I hope he doesn't go to Wally World!** 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



**CAST YOUR BALLOTS ON MAY 6, 2008, WHILE YOUR EATING YOUR DESSERT!**

**REMEMBER JUNE 4, 2008 IS THE SVF NEW MEETING PLACE AT THE DEER VALLEY AIRPORT. MORE INFO COMING.**



**SVF SWAP MEET MAY 4, 2008 8AM TO 1PM**



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



## Sun Valley Fliers Club Meeting Minutes Date, April 1, 2008

The meeting was called to order at 7:30 pm by President Frank Moskowitz.

Officers in attendance: **Tony Quist VP, Gene Peterson treasurer, Rusty Fried Secretary.**

Board members in attendance: **Charles Beverson, Mike Peck, Ron Thomas, Paul Steinberg**

News letter editor **Bob Purdy** was also in attendance.

Guests: **Jerry Tooney**

New Members: **Scott Simpson**

New Solo Pilot: none

**Karl Kohnke & George Merit** got solo certificates, good going guys.

Secretary's Report: Voted and approved as published.

Treasurer's Report: **Gene Peterson**

Voted and approved.

Pattern contest made \$955.00 net income.

Heli Fun Fly made \$2060.00 net income

IMAC contest made \$1679.00 net income.

Total contest income for the SVF \$4704.00

We have 290 paid as of this meeting.

Safety Officer Report: None

General Information:

**Bruce Brestschneider** sent the SVF a nice thank you letter for our donation to the world scale team.

**Mark Bernier, Chuck Arquette and Bob Purdy** volunteered to help at the electric expo end of April.

A vote of the membership in attendance of who had the best Pizza. **NYPD Pizza won.**

**Gene Peterson** will bring up the issue of starting posts at the next board meeting.

**Tony Quist** made a suggestion that all pilots should stand near each other so that they may communicate during the flight.

**Old Business:** Thanks to **Ron Thomas and all his helpers** for the great kitchen at the Cactus Classic.

The Pizza party we just indulged in was to celebrate the completion of our new 5 year use agreement. Thank to all who worked on it.

**Dan Jacobsen** will paint the Ramada **ASAP.**





On April 12 the chain gang will be at our field to do a cleanup. **Ron Thomas** is doing the kitchen. *Editor: See photos in this SR.*

### **New Business**

Elections. The current officers are running for their existing offices.

There will be two open board positions in the up coming Elections.

Nominations for these board positions are:

1. **Jack Jasperson**
2. **Mark Bernier**
3. **Bruce Brestschneider.**

Board members are a two year term.

A club member can email **Tony Quist** for other nominations.

The board meetings are the third Monday of the month at the Deer Valley Airport restaurant. There is a new City of Phoenix Parks and Recreation supervisor. He seems to be interested in helping our causes.

**Swap Meet May 4 from 8:00am to 1:00pm. For Details see the flier in the Slow Roll. Bring Your own tables!**

U.S.A. scale team is selling raffle tickets for great prizes. See **Bruce Bretschneider** at the field for tickets and prize details. Tickets are \$5.00 each and 3 for \$10.00.

### **Door Prize Winners:**

**Ken Melbye** Gas  
**Ron Stephens** Gas  
**Bruce Bretschneider** Kit  
**Joe Kiszczak** Gas  
**Norman Pilcher** Gas.

50/50 Drawing Winner: \$60.00 won by **Brad Beedy.**

### **Show & Tell:**

**Rick Powers** brought module assy for the older Futaba 8U and 9C radios. Price at about \$299.00. Sig has a new P51B arf looks good.

Rick told a nice story about a P51B pilot.

*Next months regular meeting will be a desert meeting presented by Sir Charles Beverson.*

Meeting adjourned at: 8:25pm.

*Rusty Fried, Secretary*

**Next SVF Meeting is May 6, 2008 Elections Day**

# \$ TREASURERS REPORT \$ with *Gene Peterson*



February and March sure were busy months for the club. With the Pattern Event and the Helicopter Event and finally with the IMAC Event, things were popping at the field. We have the final figures now and the club netted \$4154 for all the events after all the expenses were finally in. Thanks again to all who helped and contributed to the success of these events. Couple weeks ago we had the field cleanup with the Sheriffs helpers (we got the girls this time) and they did a fine job. We're just waiting for the right time, to do some dragging and polish up the run off spots and to the north of the field.

These and a lot of our savings will now go towards the projects to improve the field, like the runway and paint the remadas. We're getting close to these improvements now with a couple for quotes and time allocations for doing it.

295 members as of this writing so we'll be back over 300 in a month or so. Lots of new members, be sure and say hi.

**Peter Clark, Free Des Fosses, Roger Eastman, Brandon Feils, Derek Micko, Scott Sibson, Mitch Tauber and Robert Wainman** have joined our club since the first week of April. Happy Flying and see ya at the Club Swap Meet

Best regards and safe flying.....

Regards,

*Gene Peterson, Treasurer*

## May SVF BirthDay Boys

First name Last name Member type Dob

Robert Vogel	Regular	05/03/1958
Warren Segal	Senior	05/10/1933
Ervin Nemec, Jr.	Senior	05/10/1942
Dave Borrow	Regular	05/11/1970
Ronald Norris	Senior	05/14/1930
John Sikita	Regular	05/14/1976
Michael Mriss	Regular	05/18/1944
Doug Ramerth	Regular	05/21/1951
Rick Wrightson Jr.	Regular	05/21/1980
Paul Clifton Jr.	Regular	05/22/1964
Todd Jarman	Regular	05/23/1973
Thomas Firth	Senior	05/26/1925
Bud Tillack	Senior	05/26/1930
Matt Olson	Regular	05/27/1961
Scott Okerstrom	Regular	05/27/1957
Jerome Bender	Senior	05/28/1936



*1<sup>st</sup> Annual Swap Meet*

# Sun Valley Fliers



Sunday May 4<sup>th</sup> 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](http://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.

# SHERIFF JOE'S CHAIN GANG AT WORK



From the front page they were looking at Dan & Hector giving a great jet and heli demo.

# SUN VALLEY FLIERS GANG AT WORK ???



RON T.



MIKE P.

CHARLIE B.



MARK B.



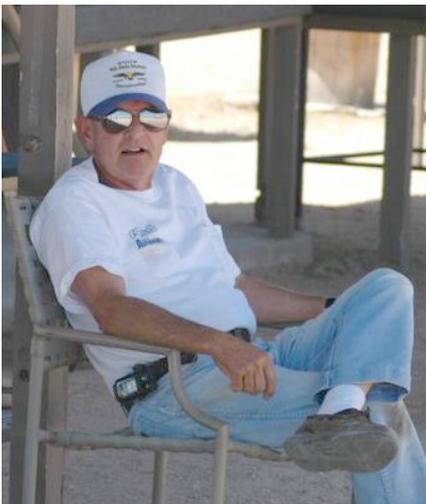
KARK K.



JOHN W.



C.B.



AARON M. & CARACUL  
Photos by Frank M. & Bob P.

I can say the men (very few SVF members) here did a great job in helping to clean up our field. Of course they had time to take a break and relax. *Editor*

# WINGS OVER ARIZONA



**Sponsored by:**

**The Arizona Model Aviators**

**1<sup>st</sup> ANNUAL GIANT SCALE FLY-IN**

**MAY 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 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.**

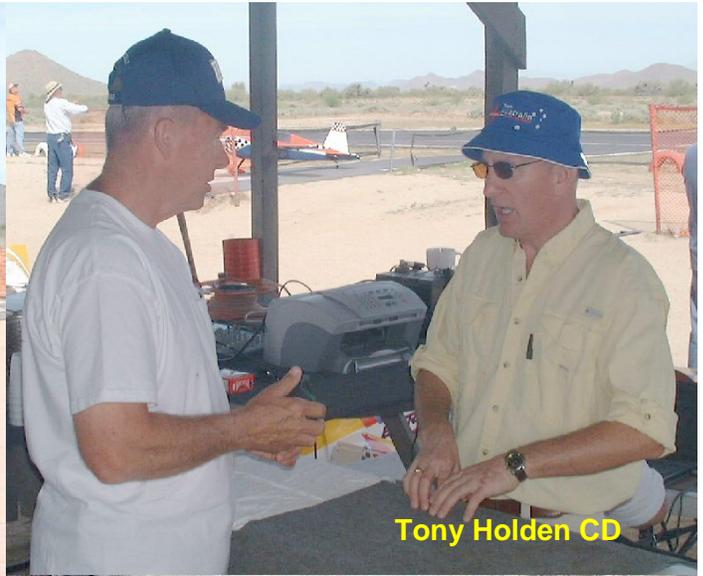
**For Turbines, a waiver will be required.**

**Contact: Paul Goldsmith 602-323-7753 or [wiinger@aol.com](mailto:wiinger@aol.com)**

**Arizona Model Aviators web site [www.azmodelaviators.com](http://www.azmodelaviators.com)**

**AMA Sanction Number 08-0246**

# CACTUS CLASSIC 08 May 29-30, 2008



Photos by Mark Bernier & Bob Purdy

# CACTUS CLASSIC 08 May 29-30, 2008



## Sun Valley Fliers Members scores

Basic	<a href="#">Brad Beedy</a>	4,275.2
Sportsman	<a href="#">Rusty Fried</a> <sup>[2]</sup>	4,939.2
Sportsman	<a href="#">Robert Vogel</a>	4,472.2
Sportsman	<a href="#">Brad Schrimsher</a>	3,819.2
Intermediate	<a href="#">Dan Jacobsen</a>	4,747.7
Intermediate	<a href="#">John Wisniewski</a>	4,657.9
Unlimited	<a href="#">Mark Doan</a>	4,339.1

Submitted by Kent for the scale builders interest

**Kent Walters on the Best-McClusky Issue**

Ron:

I trust your new book on the Battle of Midway "No Right To Win" is doing well in sales. I finished reading [it] a few weeks ago. One of the features you covered very well is summarizing the many individual actions that happened in the fortuitous manner they did for winning the battle. I do not recall that being described in prior books, which further helps in overall perspective for many readers, particularly when considering that the U.S. Navy was significantly outnumbered in ships and other resources by the Japanese in 1942.

**Best and McClusky**

As you mentioned, if you removed any one item in your described "domino effect," the decisive victory may not have happened to the extent it did. You listed nine such examples on page 254. I suspect a tenth could also be added regarding the actions by Dick Best described on pages 170 and 173, when he recognized a foul-up and elected to abort the first target to attack the *Akagi* along with his two wingmen, rather than join 27 other SBDs diving on the *Kaga*.

Other items of interest to me were the different recollections or observations made by Dick Best and his rear gunner (Murray). This concerned both the "doctrine" issue for assigned targets and their particular position of Bombing 6 relative to the SBD aircraft above them led by Wade McClusky with Scouting 6. Since Dick Best aborted his initial dive on the first target (*Kaga*) as a result of McClusky diving through his formation just in front of him, it is obvious McClusky had to have been in front when starting their dive from above. However the altitude difference between Best and McClusky at the point of pushover may also be in question if assumed to be 15,000 feet and 20,000 feet respectively.

*The SBD-3 Dauntless and the Battle of Midway* by Hernandez reports that McClusky had also descended to 15,000 feet just prior to their pushover (page 60). The pushover altitude of 15,000 feet was "reportedly" standard practice despite operating at 20,000 feet prior to that for optimum operating and visual search range. If that is correct, their descent to an altitude closer to 15,000 feet, similar to Best, prior to pushover also allowed McClusky to again take the lead in front of Bombing 6 with their resulting higher descent speed.

That might also explain the reported comments from Murray (Best's rear gunner) observing McClusky and Scouting 6 to the rear at higher altitude before McClusky descended just prior to reaching the target. Best and [VB-6] had already descended much earlier due to an aircraft having oxygen problems, resulting in their temporary lead position. Nevertheless, I agree with you that there are "nagging confusion factors," and I also seriously doubt [the quote claimed by Best], "I'm attacking according to doctrine" while in the heat of battle. I suspect the two doctrines mentioned by Best and Murray were both correct for trailing aircraft and/or the heavier bomb loaded aircraft (Bombing 6) taking the first available target. This still strongly suggests the error by McClusky, as described in your book in "Facts and Fables." Nevertheless, timing is everything in how this fascinating battle is described during its many unfolding events. Your efforts of reporting all of this from those who are still surviving adds further insight and satisfaction to many.

In some of my earlier telephone conversations with Dick Best, he never mentioned that part of this sequence of events [relative to] doctrine, and only seemed upset about some of the prior published accounts on the battle up to that point in time. This primarily concerned the few aircraft he led to the *Akagi* where the initial accounts did not report that his first bomb was a direct hit. For example, in one conversation I had with Dick, the "official" Japanese report had said the first bomb was only a near miss, but in later discussions with Japanese he had communicated with, [they] said the first bomb was a direct hit. Subsequent books I have seen (including Hernandez) report that all three of their bombs were direct hits. Perhaps that subtle detail will never be resolved to everyone's satisfaction other than the end result was the same: the *Akagi* was sunk by what few bombs were dropped on or very near this Japanese first-line carrier!

Kent Walters article continues.....

### **Dick Best's 6-B-1**

I also received a few letters from Dick Best up until 1999 (after sending him some earlier photos of my SBD-3 model in the 1990 to 1992 period) where he also answered specific questions on the *Enterprise* aircraft and their unique colors for each aircraft on the landing gear struts. This paint scheme allowed the LSO to better recognize who was landing, since the aircraft numbers were not prominent from the front view. He seemed very proud of that recognition method on the *Enterprise* that he apparently had some involvement in creating. just doing their job at the time and did not consider themselves as anything special or heroic to deserve growing attention.

The one thing he mentioned that stuck in my mind for many years was his regret that he had never seen a surviving photo of his specific airplane "Baker 1" (B1) in Bombing 6. I looked for several years thereafter and never found one except for a distant shot of the USS *Enterprise* in dock where one particular Dauntless happened to be near enough to the photo side of the deck to be seen. It happened to have the B1 markings along with the unique double tail stripes for Bombing 6.

### **George Goldsmith's 6-B-15 (cover of No Right to Win)**

I also have some letters from George Goldsmith from the 1989 to 1990 period, who originally flew the airplane that I had been modeling for many years, now on the cover of your book. It was Robert Cressman that gave me information on Goldsmith after I had provided him a vintage Navy photo I had in my documentation for the Dauntless aircraft marked "B15" from the USS *Enterprise*. He eventually used that photo in his book, *That Gallant Ship*, page 133 [page 137 in the 4th printing, 2000]. It has been showing up ever since then in a number of other publications and on the Internet with the credits Kent Walters and Robert J. Cressman, as also shown in the 5th photo at:

<http://www.history.navy.mil/photos/events/wwii-pac/midway/mid-6y2.htm>

Both photos (in Cressman's book and in the web link above) are obviously from the same roll of film by whom-ever it was on the *Yorktown* serving as photographer during the Battle of Midway. After reading your book, I would not be surprised that was William G. Roy.

When I first sent the photo to Robert Cressman, he also did further research to verify why this *Enterprise* Dauntless was photographed on the *Yorktown*, and tracked down its pilot to George H. Goldsmith by Navy records, who still survived. As a result, my dialogue with George Goldsmith became possible before he passed away a few years later. I also mailed him one of those limited addition prints by Robert Taylor, "Midway: Turning of the Tide," that had already been signed by Dick Best and a few others so he could sign it as well. He was totally surprised that such notable aviation art prints were being published depicting the Battle of Midway and aircraft such as his. Perhaps that was simply another example of how these aging veterans believed they were just doing their job at the time and did not consider themselves as anything special or heroic to deserve growing attention.

### **Diving the SBD**

After communicating with both George Goldsmith and Dick Best, it is interesting how they described the dive entry differently, where Dick simply indicated it as a pushover and George described it as a roll or half-roll into the dive. Subsequent literature (including Hernandez) mentions both methods depending on the target location and if the path entry is reversed. I chose to do the latter reverse half-roll entry since it looks far more interesting at the dive entry point after retarding the throttle and opening up all the lower and upper flaps before entering a 70 degree dive.

I certainly agree with you for the Battle of Midway veterans that memory of their triumph and sacrifice should not fade from the American conscience. I was born in October of 1942 shortly after the Battle of Midway. Nevertheless, it has prompted my interest for a variety of reasons where I eventually built a number of SBD-3 Douglas Dauntless models over the last 30 years, all marked from the Battle of Midway to [document] a specific airplane in scale RC contests. George Goldsmith's airplane marked "B15" happened to have three surviving photos sufficient for that purpose, including the one mentioned earlier that I sent to Robert Cressman.

After reading your book, I am further humbled and very proud beyond words of my scratch-built SBD-3 model being used on the front cover of *No Right To Win*. Also, thank you very much in your Authors Acknowledgments (page xvi) describing the aircraft origins on the front cover. In similar respects, there are numerous other scale modelers also faithfully duplicating many types of vintage aircraft and keeping the memory alive of many veterans, along with the history that accompanied them.

Regards, Kent Walters

# SVF MEMBERS PAGE



Photos by Ron Peterec, Bud Tillack, and Frank Moskowitz

# SVF MEMBERS PAGE



**SVF members at Bartlett Lake recently. Photo above showing Howard K. picking up the remains of his float plane. Dave Linne came up with the idea for the outriggers on his canoe.**

Photos by Dr. Paul S.



### ***P-51 Story Submitted by Ward Emigh***

This story seems to me like something you would enjoy.....or maybe you've already seen it? It's very heartwarming, that's for sure Old Aviators and Old Airplanes..... \

This is a good little story about a vivid memory of a P-51 and its pilot by a fellow who was 12 years old in Canada in 1967. You may know a few others who would appreciate it.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased and worn - it smelled old and genuine.. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he 'flashed the old bird up. Just to be safe.'

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- 'If you see a fire, point, then pull this lever!' I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

**Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.**

**There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose---something mighty this way was coming. 'Listen to that thing!' said the controller. In seconds the Mustang burst into our line of sight.**

**Its tail was already off and it was moving faster than any thing I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.**

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. 'Kingston tower calling Mustang?' He looked back to us as he waited for an acknowledgment.

The radio crackled, 'Go ahead Kingston.'

'Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass.' I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. 'What?' He asked. 'I can't let that guy go without asking. I couldn't forgive myself!'

The radio crackled once again, 'Kingston, do I have permission for a low level pass, east to west, across the field?'

'Roger Mustang, the circuit is clear for an east to west pass.'

'Roger, Kingston, I'm coming out of 3000 feet, stand by.'

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

### ***A P-51 Story Continued***

At about 400 mph and 150 yards from where we stood she passed with the old American pilot saluting.

Imagine....

A salute! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded.

Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory.

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Until that time, I'll just send off this story; call it a reciprocal salute, to the old American pilot who wove a memory for a young Canadian that's lasted a lifetime.

## **Tarmac**

I have always heard the word "Tarmac" and it was always in reference to a runway. Most of the folks that used the term tarmac generally had 10-15 years of more life experiences. I also noticed these folks, at some point in time, enlisted in one of our armed forces and therefore thought it was a term that came out of the armed forces. Boy was I wrong on that assumption. Let us look into this a little deeper and find out how this name actually came about and what it really means.

First, tarmac is short for tarmacadam, a type of highway surface. In 1901, E. Purnell Hooley patented this type of material. John McAdam invented macadam, which is a form of pavement. It consisted of crushed granite or greenstone compacted as subgrade to support the load. This was covered with a light stone to take the abuse and repel water off the road.

In more recent time's macadam construction, crushed rock was then placed on the compacted course and hot tar used to bind together the materials. A final layer was then added and rolled to fill in the spaces.

Originally, macadamized roads were sufficient for horse-and-buggy day. However, these roads were quite dusty and eroded with intense rain. Henry Cassell patented "Pitch Macadam" back in 1834 that helped to stabilize macadam roads with tar.

This process involved spreading tar on the subgrade then placing a typical macadam layer and then sealing the macadam with a mixture of tar and sand. Tar-grouted macadam was also in use well before 1900, and involved scarifying the surface of an existing macadam pavement, spreading tar and re-compacting. Hooley's patent for tarmac involved mechanically mixing tar and aggregate prior to lay-down then compacting the mixture with a steamroller.

As petroleum production increased, the byproduct asphalt became available in huge quantities and largely supplanted tar because of its reduced temperature sensitivity. The macadam construction process also became quickly obsolete because its high manual labor requirement. However, the somewhat similar tar-and-chip method, also known as bituminous surface treatment, remains popular.

While the specific tarmac pavement is not common in some countries today, many people use the word to refer to generic paved areas at airports, especially the airport apron, near the terminals despite the fact that many of these areas are in fact made of concrete.

The Wick Airport at Wick in Caithness, Scotland is one of the few airports that still have a real tarmac runway.

—*From Wikipedia, the free encyclopedia*

*From the newsletter of the Central Arizona Modelers, Inc., Sedona, Arizona*

**SVF SWAP MEET MAY 4, 2008 8 AM TO 1 PM**

# ONE EIGHT AIR FORCE FLY IN MARCH 29-30, 2008



# ONE EIGHT AIR FORCE FLY IN MARCH 29-30, 2008





# WIN FABULOUS PRIZES

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

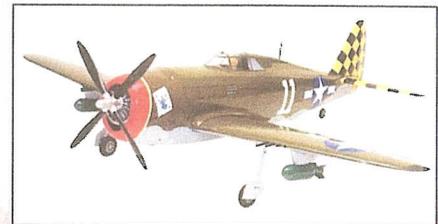
## Super Raffle

Tickets \$5 (Three for \$10)

**Raffle One Prize (Drawing March 31<sup>st</sup>, 2008):**  
Top Gun Package (courtesy of Frank Tiano Enterprises)  
Two Nights Hotel Accommodations  
Two All-in-One Passes  
Two Awards Banquet Tickets



**Raffle Two Prize (Drawing May 31<sup>st</sup>, 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

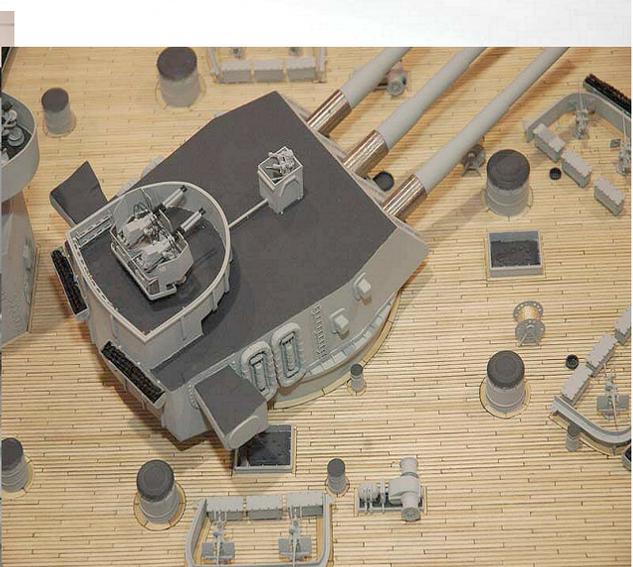
Raffle sponsored by:



# TOLEDO R/C SHOW 2008



# TOLEDO R/C SHOW 2008 STATIC DISPLAY



# TOLEDO R/C SHOW 2008 STATIC DISPLAY



# TOLEDO R/C SHOW 2008 MANY MODELS TO SEE



**HEY! HOW ABOUT THE SVF'S CHARTER AN AIRPLANE AND BOOK A BLOCK OF ROOMS FOR NEXT YEAR. VOLUNTEERS ANYONE?**

Warning: Smoking is bad for your lungs??



**Y  
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E**

Quiz: What airplane is this? Answer next SR



**FRANK'S**  
*Hobby House*

**HOBBY BENCH**<sup>TM</sup>  
COMPLETE HOBBY & CRAFT CENTER

**P.V. Mall Store  
Is closed.**

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

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

June may be hot and may not! So get your flying in early. No events in the valley I know of. **EFExpo photos.** Would you like to be notified when the **SLOW ROLL** new issue is available? Give Gene your e-mail address. **AZ49ER@COX.NET**

Members please send in your photos/articles, don't be shy! Hope you will enjoy it. Bob  
[rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

This Month Issue

Big issue with the events we had in the valley. Of course that means many photos. Thanks go out to those that have sent me photos, etc. Don't forget the SVF SWAPMEET. 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 more.

**2008 SVF BALLOT**

**President:**     \_\_\_ Frank Moskowitz  
(Vote for one)   \_\_\_ \_\_\_\_\_(write-in)

**Vice-president:**   \_\_\_ Tony Quist  
(Vote for one)    \_\_\_ \_\_\_\_\_(write-in)

**Secretary:**       \_\_\_ Rusty Fried  
(Vote for one)     \_\_\_ \_\_\_\_\_(write-in)

**Treasurer:**       \_\_\_ Gene Peterson  
(Vote for one)    \_\_\_ \_\_\_\_\_(write-in)

**Board of Directors:**  
(Vote for four)    \_\_\_ Charlie Beverson  
                      \_\_\_ Dan Jacobsen  
                      \_\_\_ Jack Jasperson  
                      \_\_\_ Karl Khonke  
                      \_\_\_ Bruce Bretschneider  
                      \_\_\_ \_\_\_\_\_(write-in)

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**2008 SVF BALLOT**

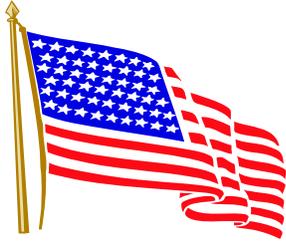
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# THE SLOW ROLL



**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**  
**Ron Thomas '07-09**  
**Dan Jacobsen '06-08**  
**Brian McKelvey '06-08**  
**Howard Kennedy, Jr. '06-08**



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