



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974



**IMAA Chapter 782**

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

## FEBRUARY 2010

**Editor—Bob Purdy**  
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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 Joe Balabon .... Prez report...Minutes.. B'Days & Treasurer Report  
CAMAC Calendar...DEAD STICK!....AMA Expo Video....SVF Members photos..... OEAF. ...B-17 Story...  
SVF Pattern Contest Feb 20-21..Phx Heli Fly In Feb 26-28.....Event flyers & MORE...ENJOY!



Lynn Babcock F4U

# THE PRESIDENTS CHANNEL

**FRANK MOSKOWITZ**

February 2010 Slow Roll Presidents Letter



Welcome to February's Slow Roll. I trust everybody had a very happy and healthy holiday season. Since there was no January Slow Roll, here is a review of the last two months activities; **According to our club's By-Laws, our members were to review the 2010 AMA Safety Code, SVF Field Safety Rules and the SVF Constitution and By-Laws.** These discussions took place during our January meeting. There were no comments at the time so I recommend that all members have a look at the documents I mentioned and you can comment if necessary at our February 3<sup>rd</sup> club meeting. The 2010 CAMAC calendar is out with the following SVF location events posted: Pattern Feb 20-21, Helicopter Feb 26 – Feb 28, IMAC March 20-21, Jet Fun Fly Oct 15 – 17 and Electric Nov 13<sup>th</sup>. We will be discussing the need for volunteers at some of these events in our upcoming meetings. **You might have noticed a vertical metal bar attached to the fence at each of the five flight stations. SVF now requires all pilots flying on 2.4 GHz frequency to clip their current AMA cards (with a 2010 sticker) onto the metal bar. This allows us to identify you as a valid AMA member and a current SFV member. Editor: there is a photo in this issue of that bar.** For those that still fly on 72MHz, you should still follow the rules concerning obtaining you pin number and substitute your AMA card with the pin on the frequency board. You can clip you pin to the same metal bar. We have revitalized the GSA on the entry road to our field. It is now a little wider and further along into our parking area. You should still exercise speed control on this road. My last items have to do with our field maintenance. **There is an excessive amount of cigarette butts being thrown on the ground under the Ramada and out to the flight stations. Few if any end up in the butt cans that are located at each table. This is a really gross habit and we ask that if you smoke to please use the butt cans instead of the ground.** Lastly is the issue of dog droppings left on the ground. It's pretty rude to other flyers/guests if you do not pick up after your pets. Coyotes and sometimes Cows are the only animals that are excused. So if you bring your dog to the field, please prepare to clean up after them.

As our membership grows and new faces appear, we all need to insure that our field maintains its stature as the best looking and most desirable club around. It's everybody's job to help out. If you would like to voice your opinion regarding anything to do with our club then please come to the monthly meetings. We look forward to hearing from each of you.

For those of you that haven't attended a club meeting in a while, February is the time to start. Please join us for the February 3<sup>rd</sup> club meeting. We will have many raffle prizes and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. Meetings start at 7:00 pm. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

Have fun out there!

*Frank Moskowitz*

President



**ST. Valentine's Day  
February 14**



## ONE EIGHTH AIR FORCE SCALE MODEL FLY-IN

MARCH 13 AND 14, 2010  
SUPERSTITION AIR PARK MESA, AZ  
ON MERIDIAN RD JUST NORTH OF BROWN

A GOOD TIME FOR EVERYONE  
SATURDAY NIGHT DINNER AT THE FIELD  
OEA'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES  
REGISTRATION STARTS AT 7:30 AM SATURDAY  
AMA REQUIRED AMA SANCTION 10-0157  
100 DB SOUND LIMIT

ALL TYPES OF SCALE AIRCRAFT WELCOMED  
PARKING \$6.00 PER DAY NO OVERNIGHTCAMPING  
3D FLYING NOT ALLOWED

INFO CD: Howard Kennedy 602-361-8475 bushpilot1443@yahoo.com  
COMMANDER: Jerry Wright 480-205-6821 jwright@bcaphoenix.com

[www.oneeighthairforce.org](http://www.oneeighthairforce.org)





## Sun Valley Fliers Club Meeting Minutes Date, January 6, 2010

The meeting was called to order at 7:03 pm by President Frank Moskowitz. There were 50 members in attendance.

Frank introduced the Officers and board members.

**Guests: Two guys from Civil Air Patrol. They would like to use our facility to teach their members to fly. We agreed to discuss this issue at the next board meeting.**

**New Members: none**

**New Solo Pilot: none**

**Secretary's Report: Voted and accepted.**

**Treasurer's Report: Gene Peterson Voted and accepted as presented at this meeting.**

**We have 235 paid members as of this meeting.**

**Safety Officer Report: Joe Balabon. When having guests we must keep all none flying personnel under the Ramada, not gathered around the flight stations or flight pads.**

**We must keep all aerobatics to the north of the runway not over the runway.**

### Old Business:

1. Markham Construction will be redoing the road. They will add 8 to 10 fresh loads of GSA.

### New Business:

1. We reviewed the AMA Safety Code and told the general membership where it is available.
  - A. On the AMA web site
  - B. On the SVF web site
  - C. The SVF is required to review both club and AMA safety Code each year as prescribed by our bylaws. This was accomplished at this meeting. The last revision of the bylaws was 2004
2. We reviewed the CAMAC calendar for 2010.
3. Community affairs:
  - a. John Geyer has worked with Mike Rauchle to figure out what rocket motor will work at our field and that was an "A" motor.
  - b. John Geyer and Jerry Wright delivered a check for \$500.00 to Valley Boys and Girls club; proceeds came from the electric fly.
4. The January 1st float fly had 11 pilots; this event was held at Bartlett Lake.
5. We are going to place a clothing order and we need some of you to step up and order some SVF jackets these jackets are very nice and only sell for \$70.00.
6. One of our members said that our club dues were a bargain compared to what he was paying in the Midwest.
7. Joe Balabon would like to know what it would cost to pave the area between the pads and the Ramada.
8. Rusty Fried gave a heart felt speech saying that the general membership as well as the officers and the board are responsible to police who is using our field and make sure they are AMA members as well as club members.

**Door Prize Winners: Shirt Rusty Fried, Shirt Richard Shogren, Shirt Walter Tessie, Shirt Chuck Arquette, Shirt Joe Balabon, Shirt Gene Nusbaum, Shirt Norman Pilcher, Shirt David Morales**

**Hat Ron Norris, Fuel David Barrow, Fuel Eric Stevens, Fuel John Wisniewski, Fuel Tony Holden**

**50/50 Drawing Winner: Gene Nusbaum won \$60.00.**

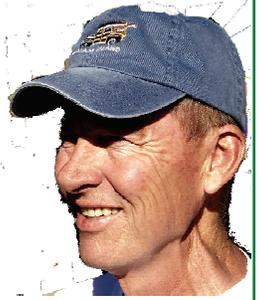
**Show & Tell: none**

**Meeting adjourned at: 7:55pm.**

*Rusty Fried, Secretary*

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

TREASURERS REPORT February 2010



We are officially into the new year and have had a good response from renewals to our club. Here we are in Mid January and 275 have already renewed and only 50 more to go. We usually lose about 40-50 each year with turnovers, moves, quit the hobby, etc, etc. I actually expected more this year with the economy being what it is, we may have a better year for renewals than in recent years. Maybe we all have more time to fly now..... **Thanks to all who got their renewals in early, and remembered the new gate code.** I only had one email/call from someone who lost their new gate code.

**The new identification process is working good, and thanks to all who are trying to remember to put their AMA card with the SVF sticker on it at the flight station as they are flying.** We will probably put the "forgotten" cards over by the frequency control board, as we have in the past. Good idea to make a couple copies of your card with the sticker on it and keep in your flight box.

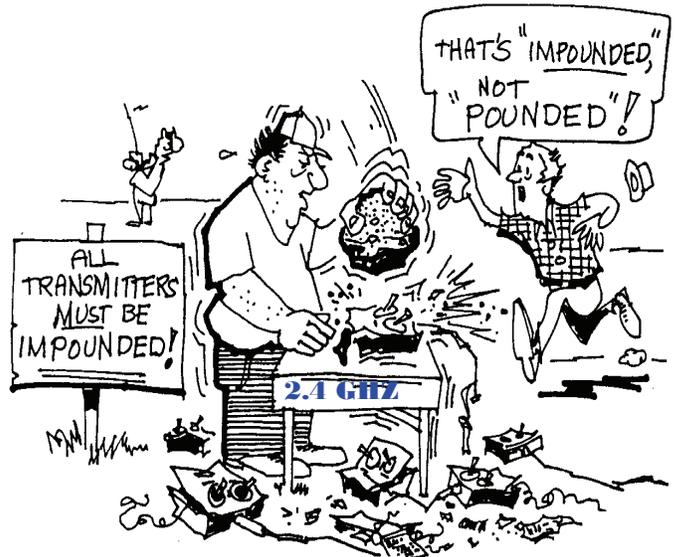
**We will have a laminator at the next meeting (WED, Feb 3<sup>rd</sup>) so anyone that would like their 2010 card laminated you can get that done at the meeting.**

Best Regards and Happy Flying

Regards, *Gene Peterson, Treasurer*

## FEBRUARY SVF BirthDay Boys

First name	Last name	Member type	Dob
Michael	Peck	Regular	02/02/1948
Mike	Dolan	Regular	02/04/1956
Dale	Bolen	Regular	02/04/1958
Barry	Kutzen	Senior	02/05/1943
Edward	Schaber	Senior	02/06/1934
Alexis	Corral	Regular	02/06/1961
Jordan	Bruno	Junior	02/06/1995
Walter	Tessier	Senior	02/08/1936
Walter	Freese	Regular	02/10/1954
Thomas	Minick	Senior	02/10/1941
Ollie	Smidt	Senior	02/10/1939
Scott	Curtin	Regular	02/11/1954
Richard	Shogren	Senior	02/13/1934
Kurt	Sowle	Regular	02/13/1967
Josh	Fivecoat	Regular	02/15/1980
Scott	Theobald	Regular	02/16/1958
Samuel	Johnson	Regular	02/17/1944
Paul	Crofts	Regular	02/17/1972
August	Antognetti	Senior	02/21/1929
Mark	Doan	Regular	02/21/1959
Dan	Crum	Regular	02/22/1945
Jim	De Veuve	Senior	02/23/1922
Greg	Frohreich	Regular	02/24/1950
Len	Clements	Regular	02/25/1958
Richard	Clark	Senior	02/26/1929
Tom	Guca	Senior	02/26/1942
Craig	Larrivee	Senior	02/26/1942



## How To Recover From A Dead Stick

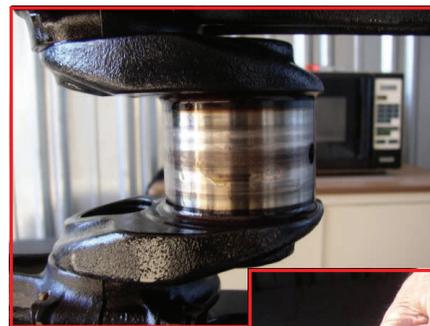
by Nate D'Anna, SVF'er

On November 8, I was flying blood for United Health Services to Flagstaff, when suddenly and without warning, the engine seized. All attempts to restart failed.

Fortunately, I saw the Montezuma Airport in Camp Verde off my left wing tip and began an immediate turn and glide toward the airport. This airport is a private fly in community. I was 5,200 feet over the ground and 7 statute miles from this airport when the engine decided to take its siesta.

Fortunately, all worked out well as my glide was successful, made a good landing, exited the runway, and stopped in front of the home/hangar of *Roger and Mary Bloomfield*. Neither I nor the airplane suffered a scratch.

As fellow pilots are extremely loyal to each other, the Bloomfields made room for my plane in their hangar where it stayed until today when I towed it back to Deer Valley Airport with the help of Chris Jarman of Air Transport. Air Transport is an aircraft retrieval company who specializes exclusively in moving downed aircraft.

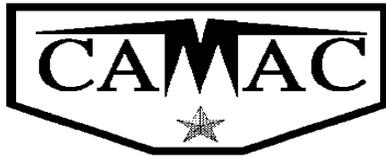




**Hosted  
By  
Arizona Model Aviator**

**January 28th thru 31th 2010**

The Arizona Modeler Aviator's flying site is in Usery Park near Apache Junction, AZ. Follow Route 60 to Signal Butte exit 193, Go north to Brown Rd. Go east to Meridian. Take Meridian north for 1/2 mile, cross floodway, immediately turn left to enter the Superstition Airpark.



**AEROMODELING ACTIVITIES**  
**2010 CAMAC CALENDAR OF EVENTS**      **Rev C (1-17-10)**

<b>EVENT</b>	<b>LOCATION</b>	<b>HOSTED BY</b>	<b>DATES</b>
SUPERSTITION CHALLENGE IMAC CONTEST	SUPERSTITION FIELD	EVA	JAN 16,17
WINTERFEST P500 PYLON RACE P500	SPEED WORLD	SWRCF	JAN 16,17
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 16,17,18
ARIZONA ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 28,29,30,31
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 30,31
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	FEB 6
MESA IMAC	SUPERSTITION AIR PARK	AMA	FEB 6,7
DESERT JET STORM	SPEED WORLD	SWRCF	FEB 12,13,14
9 <sup>th</sup> ANNUAL AIRSHOW	YUMA	YA	FEB 20
SOUTHWEST CLASSIC SOARING CONTEST	SCHNEPH FARMS	CASL	FEB 20,21
PRESIDENTS CUP (free flight)	ELOY	PMAC	FEB 21
YUMA FUN FLY	YUMA	YA	FEB 21
SOUTHWICK MEMORIAL CL STUNT Contest	AVONDALE FESTIVAL FIELDS	CACLC	FEB 20,21
SVF PATTERN CHAMPIONSHIPS	CAVE BUTTES	SVF	FEB 20,21
WATTS UP ALL ELECTRIC FLY-IN	TUCSON (TRCC)	TRCC	FEB 20,21
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	FEB 26,27,28
PHOENIX QUARTER MIDGET PYLON RACE	SPEED WORLD	SWRCF	FEB 27,28
TUCSON JET RALLY	TUCSON MODELPLEX PARK	TIMPA	MAR 5,6,7
MARCH MADNESS COMBAT	ESTABAN PARK	CACLC	MAR 5,6,7
4 <sup>th</sup> ANNUAL YUMA PATTERN CONTEST	YUMA	YA	MAR 6,7
1/8 AIR FORCE SCALE FLY-IN	SUPERSTITION AIR PARK	1/8 AF	MAR 13,14
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 16,17,18,19,20
SPRING BREAK (free flight)	ELOY	PMAC	MAR 20
CACTUS CLASSIC IMAC CONTEST	CAVE BUTTES	SVF	MAR 20,21
CABIN FEVER	TUCSON C. COLUMBUS PARK	CACLC	MAR 26,27,28
SPRING WARBIRD PYLON RACE	SPEED WORLD	SWRCF	MAR 27
WINGS OVER THE DESERT WARBIRD FLY-IN	TUCSON (TRCC)	TRCC	APRIL 10,11
I-10 CHALLENGE (free flight)	ELOY	PMAC	APRIL 18
IMAC	TUCSON MODELPLEX PARK	TIMPA	APRIL 24,25
HOT STUFF (free flight)	ELOY	PMAC	MAY 15
BEAT THE HEAT FUN FLY	FLAGSTAFF (on Leupp Rd.)	FF	JULY 23,24,25
SOARING IN THE PINES GLIDER FLY	FLAGSTAFF (on Mountaineer Rd)	FF	AUG 29
FALL KICK-OFF	ELOY	PMAC	SEPT 19
MARSCHINKE MEMORIAL	TUCSON C. COLUMBUS PARK	CACLC	SEPT 25,26
FALL ELECTRIC AIRCRAFT RENDEZVOUS	MUSTANG FIELD	ARCS & KFERC	OCT 1,2,3
1/2A MULTIENGINE PROFILE SCALE	TUCSON C. COLUMBUS PARK	CACLC	OCT 9,10
SUN VALLEY FLIERS JET FUN FLY	CAVE BUTTES	SVF	OCT 15,16,17
FALL WARBIRD PYLON RACE	SPEED WORLD	SWRCF	OCT 16
GHOST RIDERS (free flight)	ELOY	PMAC	OCT 23
1/8 AIR FORCE SCALE FLY-IN	ADOBE MOUNTAIN PARK	1/8 AF	OCT 23, 24
CARRIER PLUS XIII	AVONDALE FRIENDSHIP PARK	CACLC	OCT 30,31
AMA FALL AUCTION	SUPERSTITION AIR PARK	AMA	NOV 6 (8:00 AM)
ELECTRIC TURKEY FUN FLY	CAVE BUTTES PARK	SVF	NOV 13
TURKEY SHOOT (free flight)	ELOY	PMAC	NOV 14
22 <sup>ST</sup> ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 19,20,21
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 27,28
WARBIRD RACE	TUCSON MODELPLEX PARK	TIMPA	DEC 4
WINGS OVER ARIZONA	SUPERSTITION AIR PARK	AMA	DEC 4,5
ARIZONA FREE FLIGHT CHAMPIONSHIPS	ELOY	PMAC	DEC 4,5

Latest updates of this CAMAC Calendar and other Arizona aeromodeling activities may be found at: [www.flycamac.com](http://www.flycamac.com)

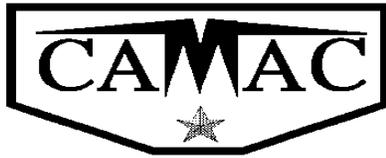
See flying site location descriptions and host club contact information below on next page or at: [www.flycamac.com](http://www.flycamac.com)

See next page for further information on host club contacts and websites.



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CENTRAL ARIZONA MODELERS ADVISORY COUNCIL



## CAMAC CALENDAR OF EVENT INFORMATION FOR FLYING SITE LOCATIONS & HOST CLUB CONTACTS

**FLYING SITE LOCATIONS** (Phoenix area): Adobe Mtn. Park is south of the Water Park on 43rd Ave. & Pinnacle Peak Rd.; Avondale Friendship Park (control line only) is on McDowell Rd between 115th Ave. & Dysart, **Cave Buttes Park is just west of Cave Creek Rd & Jomax Rd**; Estaban Park (control line only) is at 36th St & Roeser, Mustang Field is approx 7 miles west of Grand Ave on Bell Rd, turn left (south) after crossing McMicken dam, go 1.2 miles to Bell Rd and left again to entree sign; Superstition Air Park is entered ½ mile north of Brown Rd on Meridian Rd. (1 mile east of Signal Butte Rd); Superstition Field is just off Ironwood Rd 3.25 miles south of Baseline Rd; Speed World is 7 miles northwest of Bell Rd on Grand Ave to Happy Valley Rd., then turn left 1.4 miles west to sign entrance.

**HOST CLUB INFORMATION:** AMA (Arizona Model Aviators) ph 480-282-8679; AMPS (Arizona Model Pilots Society) ph 623-551-3997; ARCS (Arizona Radio Control Society) ph 623-878-9140; CACLC (Central Arizona Control Line Club) ph 602-944-8557; CAM (Central Arizona Modelers) ph 928-282-4366; CASL (Central Arizona Soaring League) ph 602-301-9578; EVA (East Valley Aviators) ph 602-803-6852; FF (Flagstaff Flyers) ph 928-526-0039; KFERC (Knight Flyers Electric RC Club) ph 602-903-9130; 1/8 AF (One Eighth Air Force) ph 480-948-8513; PMAC (Phoenix Model Airplane Club) ph 480-460-1366; SWRCF (Speed World RC Flyers) ph 623-910-1988; SWRMA (Southwest Regional Modelers Assoc) ph 480-839-8154; **SVF (Sun Valley Flyers) ph 623-261-1291**; TIMPA (Tucson International Modelplex Park Assoc) ph 520-299-0593; YA (Yuma Aeromodelers) ph 406-781-7233 CAMAC ph 480-948-8513

### **Club Websites:**

Arizona Model Aviators (AMA):	<a href="http://www.azmodelaviators.com">www.azmodelaviators.com</a>
Arizona Model Pilots Society (AMPS):	<a href="http://www.ampsrc.com">www.ampsrc.com</a>
Arizona Radio Control Society (ARCS):	<a href="http://www.arcs1.com">www.arcs1.com</a>
Central Arizona Control Line Club (CACLC)	<a href="http://www.controllinecentaz.com">www.controllinecentaz.com</a>
Central Arizona Soaring League (CASL)	<a href="http://www.CASL.net">www.CASL.net</a>
Knight Flyers Electric RC Club (KFERC)	<a href="http://www.knightflyersaz.com">www.knightflyersaz.com</a>
One Eighth Air Force (1/8 AF)	<a href="http://www.oneeighthairforce.org">www.oneeighthairforce.org</a>
Phoenix Model Airplane Club (PMAC)	<a href="http://http://freeflight.org/PMAC/">http://freeflight.org/PMAC/</a>
Speed World RC Flyers (SWRCF):	<a href="http://www.speedworldrcf.com">www.speedworldrcf.com</a>
<b>Sun Valley Fliers (SVF):</b>	<a href="http://www.sunvalleyfliers.com/">www.sunvalleyfliers.com/</a>
Tucson International Modelplex Park Assoc. (TIMPA)	<a href="http://www.TIMPA.org">www.TIMPA.org</a>
Tucson Radio Control Club (TRCC)	<a href="http://www.flytrcc.com">www.flytrcc.com</a>
Yuma Aeromodelers	<a href="http://www.yumaeromodelers.com">www.yumaeromodelers.com</a>

### **Central Arizona Modelers Advisory Council**

[www.flycamac.com](http://www.flycamac.com)

### **Academy of Model Aeronautics**

[www.modelaircraft.org/](http://www.modelaircraft.org/)



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# SVF MEMBERS PAGE



Photos by SVF Members



Howard Kennedy & student



Mark Doan & Tom Perkins



Jim Schneck



Tony Quist



Yuri Higuchi & new Slick



New Solo pilot Ken Justice being congratulated by instructor Mike Vivian, on 1-7-2010



Ron Long A-10

## Learning to 3-D and 3-D Well; Hovering and Torque Rolling

By Jeremy Chin

### Part 4 of 5

In the past installments, you got the appropriate virtual and real airplanes to fly, as well as practiced methods to help speed your learning. During that time you also built two of the fundamental building blocks necessary to learning 3-D aerobatics—the Harrier and High Alpha Knife Edge.

It is now time to put those skills together to learn an advance level 3-D skill—the Hover. Why is the Hover an “advanced” level 3-D skill, and why did you learn to Harrier and fly Knife Edge first?

When hovering or flying a torque roll, you must use the tail of the airplane to control the model and keep it in a state of balance or equilibrium while hanging from the propeller disk. To do so, you must be very competent with the rudder and elevator to steer, or correct, the airplane. Learning to fly the Harrier and the High Alpha Knife Edge teach those skills rapidly and effectively.

The other reason is based on safety and airframe longevity. When an airplane falls out of a Hover or Torque Roll, it always passes through an attitude similar to a Harrier or a High Alpha Knife Edge. Since that attitude also generally requires slower movement to maintain altitude, it is generally best to “catch” the airplane as it falls out of a Hover or Torque Roll when it reaches Harrier or High-Alpha-Knife-Edge.

Once again this maneuver is much easier to learn on a simulator first using the “reduced time” method and then transfer the skills to real life.

The optimum conditions to learn to Hover start on a day with a mild constant breeze. Start with the airplane in a low (one to two feet off the ground) upright Harrier flying into the wind. I like a distance of about 40 feet away from myself for this exercise. Chose a spot over the field and gradually increase the throttle while initially increasing the elevator back pressure at the same time until the airplane is totally supported by the propeller disk. Inevitably, the airplane will begin to wander or lean left, right, or another direction.

Once the airplane gets out of Hover position, you have two choices to exit the maneuver:

1. Go to full throttle and climb up and out of the Hover. This is most pilots’ gut reaction and is fairly effective; however, if the airplane is totally out of shape, or in an orientation the pilot is not comfortable with, going to full throttle in that position can be scary or even downright dangerous.
2. The better alternative to the full throttle exit is to allow the airplane’s nose to fall until the airplane is either upright or inverted on the wing. The pilot can then fly out of the maneuver easily in either an upright or inverted Harrier, which was mastered earlier. Exiting in this manner is generally safe and also allows the pilot to get back into Hover position more quickly.

Some things to avoid for the person learning to Hover:

- Many people try to enter a Hover by flying in at high speed and pop the nose up rapidly to enter the Hover. Unfortunately, in this case, the airplane has a large amount of energy to bleed off before it can hit the “sweet spot” and initiate the Hover.
- Don’t waste time trying to learn to Hover two, three, or even four mistakes high. When at that altitude, there is no way you can see the airplane well enough to make the right corrections and keep in the Hover.

Continue this exercise until you can enter a Hover at will and enter and exit the Hover safely and fully under control. For extra practice, try entering a Hover from a High Alpha Knife Edge or Inverted Harrier.

# SVF MEMBERS PAGE



Photos by SVF Members

Derek Micko Scratch Hurricane



Frank M. F-86



Kevin Marks F-16



Mark Doan Kantana

Tom Perkins Extra 260



Ryan Archer Electric Pulse



John Wanner



Ron Long A-10

## **ON THE SAFE SIDE**

### **Distraction Action**

By Don Nix

Once upon a midnight dreary, as I pondered weak and weary....

Actually, it was last night, considerably before midnight, not dreary at all, while I was pondering what to write for this column. Then I began to recall some incidents where distraction at the flying field had caused crashes. Here are two in which I was personally involved.

As I've mentioned in past columns, when I lived in Southern California most of my flying was done at Mile Square Park in Orange County. Mile Square was the busiest RC park I ever saw, and quite possibly the busiest in the US. I say "was," because it was closed to model flying some years ago.

The runway was an abandoned WW II military airfield, the RC part 2,000-feet long. There were 12 pilot stations, and on good weather weekends it was not unusual to have 50 or 60 fliers at the field and all 12 stations "hot" at the same time. One particular distraction incident remains clear in my memory although it took place more than 20 years ago.

A good friend of mine did a lot of teaching. When newbies came to fly for the first time, they were usually directed to George to get them on the buddy box and start learning. One Saturday, George called me over just before starting a beginner's engine.

"Don, before I get this fellow on the buddy box, you take his transmitter. After takeoff, I'll trim mine, then turn it over to you to get his box trimmed out so he won't have to struggle with it." I agreed, and after George made a couple of circuits said, "Okay, Don, you take it and trim his box."

I had control of the model for perhaps a hundred yards when we heard someone scream, "HEADS UP!" followed by the unmistakable sound of a model under full power and, even without seeing it, could hear it was coming toward us.

Naturally, we ducked and a split second later the airplane crashed hard on the pavement three or four yards from our feet. As soon as we realized we had not been hit, our attention turned back to the model we were test flying. This happened to be at a moment when almost all the other stations had models in the air at the same time. The sky looked and sounded more like a swarm of large bees than a model flying field.

Scanning the air for our model, George yelled, "I've got it!" quickly followed by, "No, that wasn't it; I think it's that one!" The sun was at the point where most of the airplanes in the air appeared to be almost silhouetted against the sky and were hard to distinguish from each another in the flock on the far side of the circuit.

George repeated the phrase two or three times over the next 15 seconds, until it was obvious that none of the models were ours and that it was apparently gone into Never-Never Land out of sight somewhere beyond the trees in the distance. There was nothing to do but hand the owner's transmitter back to him, tell him we had no idea where his model had gone, followed with a heart-felt apology. Understandably, the fellow was somewhat bewildered and heartbroken, having no idea such a bizarre thing could happen. However, this story does have a happy ending.

About a half-hour later, while the owner was packing up his gear to leave, a van bearing the logo of a gas station/auto repair shop came driving up. The driver got out, picked "our" model, totally unblemished, out of the back and asked, "Does this belong to someone here?"

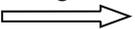
After we got control of our astonishment, he explained: He and another mechanic were working on a car when one of them looked up in time to see the model, propeller stopped, rolling up quietly into an empty service bay. One exclaimed, "Where the (bleep) did that come from?" By then, several had gathered around, and one commented that a lot of such models were flown at Mile Square Park, a couple miles distant, so they decided to give it a try. Obviously, the plane, perfectly trimmed by George, had flown the distance, run out of fuel and glided to a stop, just yards from a busy street.

I realize the above sounds totally unbelievable, but I was there.

There is also a good lesson hidden in that incident. The last time I looked, a couple of lines in the AMA rule book clearly state that each model should have the owner's name, address, and phone number somewhere on or in it. This is a rule that is rarely taken seriously.

The second incident of distraction disaster took place back in the 1990s after I had moved back to Texas and was living in a small town near Austin. A friend from out of state was visiting, expressed curiosity about RC flying, and I, anxious to show off, said, "Hey, I have permission to fly models at our little local airport. C'mon ... I'll show you how these things work!"

I took my favorite, a big 1.20-powered aerobatic model. As I was putting the wings on, getting fueled up and ready to go, I was being a smart guy, explaining how everything worked. My friend stroked my ego with admiring comments. I started the engine, taxied to the takeoff spot, shoved the throttle full forward, broke ground and started a great climb-out. What happened next wasn't pretty.

Continue 

*continued*

### ON THE SAFE SIDE

Almost immediately, the model became uncontrollable, trying to roll from side to side. Within another two or three seconds it rolled on its back, diving straight into the pavement. I was stunned. We went over, picked up the wreckage and took it back to my van. I took the wings off, commenting lamely that the only thing I could think of was radio interference, which I had never experienced at that field.

I unbolted the wing, lifted it off and reached to disconnect the aileron servo leads from the receiver and found I didn't have to. In my eagerness to impress my friend and basking in the glow of his comments, I had never connected them.

Having been a full-scale pilot for decades and thousands of flying hours in addition to years of flying RC, I truly believe this was the single, solitary time in either that I never checked for full movement of all the controls before takeoff.

We should never, ever be complacent about safety, no matter what the level of our experience—novice or expert.

### **Aviation Quotes**

- “The only time you have too much fuel is when you're on fire.”
- “Blue water Navy truism: There are more planes in the ocean than submarines in the sky.”
- “If the wings are traveling faster than the fuselage, it's probably a helicopter—and there fore, unsafe.”
- “When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.”
- “Without ammunition, the USAF would be just another expensive flying club.”
- “What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.”



**John Geyer presenting the proceeds of the SVF Electric Fun Fly to Brad and Lorianna of the Boys and Girls Club.**

## IT WAS A FORTRESS COMING HOME (Great Story)

They Could Hear It Before They Could See it

By Allen Ostrom

They could hear it before they could see it!

Not all that unusual in those days as the personnel at Station 131 gathered around the tower and scattered hardstands to await the return of the B-17's sent out earlier that morning.

First comes the far off rumble and drone of the Cyclones. Then a spec on the East Anglia horizon. Soon a small cluster indicating the lead squadron.

Finally, the group.

Then the counting. 1-2-3-4-5... ..

But that would have been normal. Today was different! It was too early for the group to return.

"They're 20 minutes early. Can't be the 398th."

They could hear it before they could see it! Something was coming home.

But what?

All eyes turned toward the northeast, aligning with the main runway, each ground guy and stood-down airman straining to make out this "wail of a Banshee," as one called it.

Not like a single B-17 with its characteristic deep roar of the engines blended with four thrashing propellers. This was a howl! Like a powerful wind blowing into a huge whistle.

Then it came into view. It WAS a B-17!

Low and pointing her nose at the 6,000 foot runway, it appeared for all the world to be crawling toward the earth, screaming in protest.

No need for the red flares. All who saw this Fort knew there was death aboard.

"Look at that nose!" they said as all eyes stared in amazement as this single, shattered remnant of a once beautiful airplane glided in for an unrealistic "hot" landing. She took all the runway as the "Banshee" noise finally abated, and came to an inglorious stop in the mud just beyond the concrete runway.

Men and machines raced to the now silent and lonely aircraft. The ambulance and medical staff were there first.

The fire truck....ground and air personnel... jeeps, truck, bikes.....

Out came one of the crew members from the waist door, then another.

Strangely quiet. The scene was almost weird. Men stood by as if in shock, not knowing whether to sing or cry.

Either would have been acceptable.

The medics quietly made their way to the nose by way of the waist door as the remainder of the crew began exiting. And to answer the obvious question, "what happened?"

"What happened?" was easy to see. The nose was a scene of utter destruction.

It was as though some giant aerial can opener had peeled the nose like an orange, relocating shreds of metal, plexiglass, wires and tubes on the cockpit windshield and even up to the top turret. The left cheek gun hung limp, like a broken arm.

One man pointed to the crease in chin turret. No mistaking that mark! A German 88 anti-aircraft shell had exploded in the lap of the toggler.

This would be George Abbott of Mt. Labanon, PA. He had been a waist gunner before training to take over the bombardier's role.

Still in the cockpit, physically and emotionally exhausted, were pilot Larry

deLancey and co-pilot Phil Stahlman. Navigator Ray LeDoux finally tapped deLancey on the shoulder and suggested they get out. Engineer turret gunner Ben Ruckel already had made his way to the waist was exiting along with radio operator Wendell Reed, ball turret gunner Al Albro, waist gunner Russell Lachman and tail gunner Herbert Guild. Stahlman was flying his last scheduled mission as a replacement for regular co-pilot, Grady Cumbie. The latter had been hospitalized the day before with an ear problem. Lachman was also a "sub," filling in for Abbott in the waist.

DeLancey made it as far as the end of the runway, where he sat down with knees drawn up, arms crossed and head down. The ordeal was over, and now the drama was beginning a mental re-play.

Then a strange scene took place.

Group CO Col. Frank P. Hunter had arrived after viewing the landing from the tower and was about to approach deLancey. He was physically restrained by flight surgeon Dr. Robert Sweet.

"Colonel, that young man doesn't want to talk now. When he is ready you can talk to him, but for now leave him alone."



Sweet handed pills out to each crew member and told them to go to their huts and sleep.

No dramatics, no cameras, no interviews. The crew would depart the next day for "flak leave" to shake off the stress. And then be expected back early in November. (Just in time to resume "normal" activities on a mission to Merseburg!)

Mission No. 98 from Nuthampstead had begun at 0400 that morning of October 15, 1944. It would be Cologne (again), led by CA pilots Robert Templeman of the 602nd, Frank Schofield of the 601st and Charles Khourie of the 603rd.

Tragedy and death appeared quickly and early that day. Templeman and pilot Bill Scott got the 602nd off at the scheduled 0630 hour, but at approximately 0645 Khourie and pilot Bill Meyran and their entire crew crashed on takeoff in the town of Anstey. All were killed. Schofield and Harold Stallcup followed successfully with the 601st, with deLancey flying on their left wing in the lead element.

The ride to the target was routine, until the flak started becoming "unroutinely" accurate.

"We were going through heavy flak on the bomb run," remembered deLancey.

"I felt the plane begin to lift as the bombs were dropped, then all of a sudden we were rocked by a violent explosion. My first thought - 'a bomb exploded in the bomb bay' - was immediately discarded as the top of the nose section peeled back over the cockpit blocking the forward view."

"It seemed like the whole world exploded in front of us," added Stahlman.

"The instrument panel all but disintegrated and layers of quilted batting exploded in a million pieces. It was like a momentary snowstorm in the cockpit."

It had been a direct hit in the nose. Killed instantly was the toggler, Abbott. Navigator LeDoux, only three feet behind Abbott, was knocked unconscious for a moment, but was miraculously was alive.

Although stunned and bleeding, LeDoux made his way to the cockpit to find the two pilots struggling to maintain control of an airplane that by all rights should have been in its death plunge. LeDoux said there was nothing anyone could do for Abbott, while Ruckel opened the door to the bomb bay and signaled to the four crewman in the radio room that all was OK - for the time being.

The blast had torn away the top and much of the sides of the nose.

Depositing enough of the metal on the windshield to make it difficult for either of the pilots to see.

"The instrument panel was torn loose and all the flight instruments were inoperative with the exception of the magnetic compass mounted in the panel above the windshield. And its accuracy was questionable. The radio and intercom were gone, the oxygen lines broken, and there was a ruptured hydraulic line under my rudder pedals," said deLancey.

All this complicated by the sub-zero temperature at 27,000 feet blasting into the cockpit.

"It was apparent that the damage was severe enough that we could not continue to fly in formation or at high altitude. My first concern was to avoid the other aircraft in the formation, and to get clear of the other planes in case we had to bail out. We eased out of formation, and at the same time removed our oxygen masks as they were collapsing on our faces as the tanks were empty."

At this point the formation continued on its prescribed course for home - a long, slow turn southeast of Cologne and finally westward.

DeLancey and Stahlman turned left, descending rapidly and hoping, they were heading west. (And also, not into the gun sights of German fighters.) Without maps and navigation aids, they had difficulty getting a fix. By this time they were down to 2,000 feet.

"We finally agreed that we were over Belgium and were flying in a southwesterly direction," said the pilot.

"About this time a pair of P-51's showed up and flew a loose formation on us across Belgium. I often wondered what they thought as they looked at the mess up front."

"We hit the coast right along the Belgium-Holland border, a bit farther north than we had estimated. Ray said we were just south of Walcheren Island."

Still in an area of ground fighting, the plane received some small arms fire. This gesture was returned in kind by Albro, shooting from one of the waist guns.

"We might have tried for one of the airfields in France, but having no maps this also was questionable. Besides, the controls and engines seemed to be OK, so I made the decision to try for home."

"Once over England, LeDoux soon picked up landmarks and gave me course corrections taking us directly to Nuthampstead. It was just a great bit of navigation. Ray just stood there on the flight deck and gave us the headings from memory."

Nearing the field, Stahlman let the landing gear down. That was an assurance. But a check of the hydraulic pump sent another spray of oil to the cockpit floor. Probably no brakes!

Nevertheless, a flare from Ruckel's pistol had to announce the "ready or not" landing. No "downwind leg" and "final approach" this time. Straight in!

"The landing was strictly by guess and feel," said DeLancey. "Without instruments, I suspect I came in a little hot. Also, I had to lean to the left to see straight ahead. The landing was satisfactory, and I had sufficient braking to slow the plane down some. However, as I neared the taxiway, I could feel the brakes getting 'soft'. I felt that losing control and blocking the taxiway would cause more problems than leaving the plane at the end of the runway." That consideration was for the rest of the group. Soon three squadrons of B-17's would be returning, and they didn't need a derelict airplane blocking the way to their respective hardstands.

Stahlman, supremely thankful that his career with the 398th had come to an end, soon returned home and in due course became a captain with Eastern Airlines. Retired in 1984, Stahlman said his final Eastern flight "was a bit more routine" than the one 40 years before.

DeLancey and LeDoux received decorations on December 11, 1944 for their parts in the October 15 drama. DeLancey was awarded the Silver Star for his "miraculous feat of flying skill and ability" on behalf of General Doolittle, CO of the Eighth Air Force. LeDoux for his "extraordinary navigation skill", received the Distinguished Flying Cross.

The following deLancey 1944 article was transcribed from the 398th BG Historical Microfilm. Note: due to wartime security, Nuthampstead is not mentioned, and the route deLancey flew home is referred to in general terms.

TO: STARS AND STRIPES  
FOR GENERAL RELEASE

AN EIGHTH AIR FORCE BOMBER STATION, ENGLAND - After literally losing the nose of his B-17 Flying Fortress as the result of a direct hit by flak over Cologne, Germany on October 15, 1944, 1st Lt. Lawrence M. deLancey, 25, of Corvallis, Oregon returned to England and landed the crew safely at his home base. Each man walked away from the plane except the togglier, Staff Sergeant George E. Abbott, Mt. Lebanon, Pennsylvania, who was killed instantly when the flak struck.

It was only the combined skill and teamwork of Lt. deLancey and 2nd Lt. Raymond J. LeDoux, of Mt. Angel, Oregon, navigator, that enabled the plane and crew to return safely.

"Just after we dropped our bombs and started to turn away from the target",

Lt. deLancey explained, "a flak burst hit directly in the nose and blew practically the entire nose section to threads. Part of the nose peeled back and obstructed my vision and that of my co-pilot, 1st Lt. Phillip H.

Stahlman of Shippenville, Pennsylvania. What little there was left in front of me looked like a scrap heap. The wind was rushing through. Our feet were exposed to the open air at nearly 30,000 feet above the ground the temperature was unbearable.

"There we were in a heavily defended flak area with no nose, and practically no instruments. The instrument panel was bent toward me as the result of the impact. My altimeter and magnetic compass were about the only instruments still operating and I couldn't depend on their accuracy too well. Naturally I headed for home immediately. The hit which had killed S/Sgt. Abbott also knocked Lt. LeDoux back in the catwalk (just below where I was sitting). Our oxygen system also was out so I descended to a safe altitude.

"Lt. LeDoux who had lost all his instruments and maps in the nose did a superb piece of navigating to even find England."

During the route home flak again was encountered but due to evasive action Lt. deLancey was able to return to friendly territory. Lt. LeDoux navigated the ship directly to his home field.

Although the plane was off balance without any nose section, without any brakes (there was no hydraulic pressure left), and with obstructed vision, Lt. deLancey made a beautiful landing to the complete amazement of all personnel at this field who still are wondering how the feat was accomplished.

The other members of the crew include:

1. Technical Sergeant Benjamin H. Ruckel, Roscoe, California, engineer top turret gunner;
2. Technical Sergeant Wendell A. Reed, Shelby, Michigan, radio operator gunner;
3. Technical Sergeant Russell A. Lachman, Rockport, Mass., waist gunner;
4. Staff Sergeant Albert Albro, Antioch, California, ball turret gunner and
5. Staff Sergeant Herbert D. Guild, Bronx, New York, tail gunner.

Originally printed in 398th Bomb Group Remembrances

< [http://webmail.aol.com/Research/Books/index.html#anchor Remembrances](http://webmail.aol.com/Research/Books/index.html#anchor_Remembrances) >

October 15, 1944

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# SVF MEMBERS PAGE



Photos by SVF Members

## Having a Birthday Party for Marty Jones



# SVF MEMBERS PAGE



*Photos by SVF Members*



Grading the road GSA



Get your float planes/boats out!



## ARIZONA AIR SHOWS & VICINITY

**MARCH 20-21 TUCSON, AZ AERO SPACE-ARIZONA DAYS DAVIS-MONTHAN AFB**  
**MARCH 27 MCAS YUMA, AZ**  
**MAY 15-16 CHINO, CA PLANES OF FAME AIR SHOW**  
**JULY 26-AUG.1 OSHKOSH, WI EAA AIR VENTURE 2010**  
**AUGUST 28 VALLE, AZ VALLE AIRPORT "Thunder Over the Coconino"**  
**SEPTEMBER 15-19 RENO, NV RENO AIR RACES**



In the early pages of this newsletter it was mention where you can stick/place it! So we took some photos to show you where to STICK IT!



**A 4 minute video of the AMA EXPO**

<http://www.youtube.com/watch?v=lmkqX4dqfzc>

**Buy, Sell, Wanted**

No its not EBAY but our own SVF web site Buy/Sell page. Take a look now to see what is there. Go to <http://sunvalleyfliers.com/classifieds/classifieds.htm>

**ELECTRIC FLIGHT EXPO @ UNIVERSITY OF PHOENIX STADIUM**  
**MARCH 12-14th 2010**  
**WWW.EFEXPO.COM**

**SVF MEETING FEBRUARY 3, 2010 AT 7 P.M.**

# WINGS OVER ARIZONA 12-5&6-2009



# 14<sup>th</sup> Annual Phoenix RC Helicopter Fun Fly

February 26<sup>th</sup>, 27<sup>th</sup> & 28<sup>th</sup>, 2010  
Phoenix, Arizona

Located at the Sun Valley Fliers club field  
Open Flying, Contests  
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AMA Sanctioned Event # 10-0202  
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Night flying on Saturday night

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Easy access to highways, hotels and dining.

**Well known Pilots attending include Jason Krause and more**

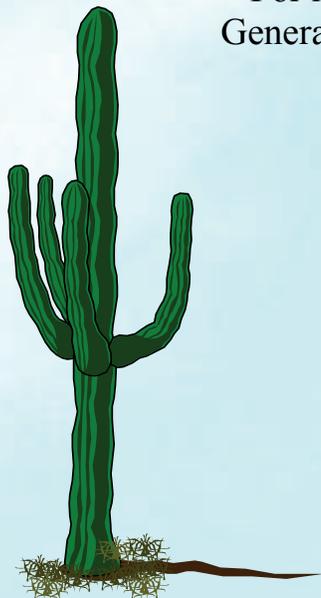
**Sponsored by the Arizona Rotary Modelers Society and the Sun Valley Fliers**

Event opens at 8:00am Friday with registration.  
Pilots meeting each day

For mailed information packet containing additional details,  
General agenda, map to flying site and area motels call or write.

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Tel. (480) 502-6745

E-mail: [e\\_stevens@cox.net](mailto:e_stevens@cox.net)  
Or visit <http://www.phoenixfunfly.com>



# SVF MEMBERS PAGE

## The Heliport



**PHOTOS BY ERIC STEVENS**

**SNOW ON THE PEAKS**

# SVF MEMBERS PAGE



*Photos by SVF Members*



**THAT'S IT!  
PHOTOS, DO WE HAVE  
PHOTOS, YES A LOT OF  
THEM FOR THIS SLOW ROLL  
ISSUE. THIS MIGHT BE THE  
BIGGEST ISSUE YET.  
THANKS SVF MEMBERS  
FOR THOSE PHOTOS.  
I HOPE WALT CAN UPLOAD  
IT TO THE WEBSITE.**



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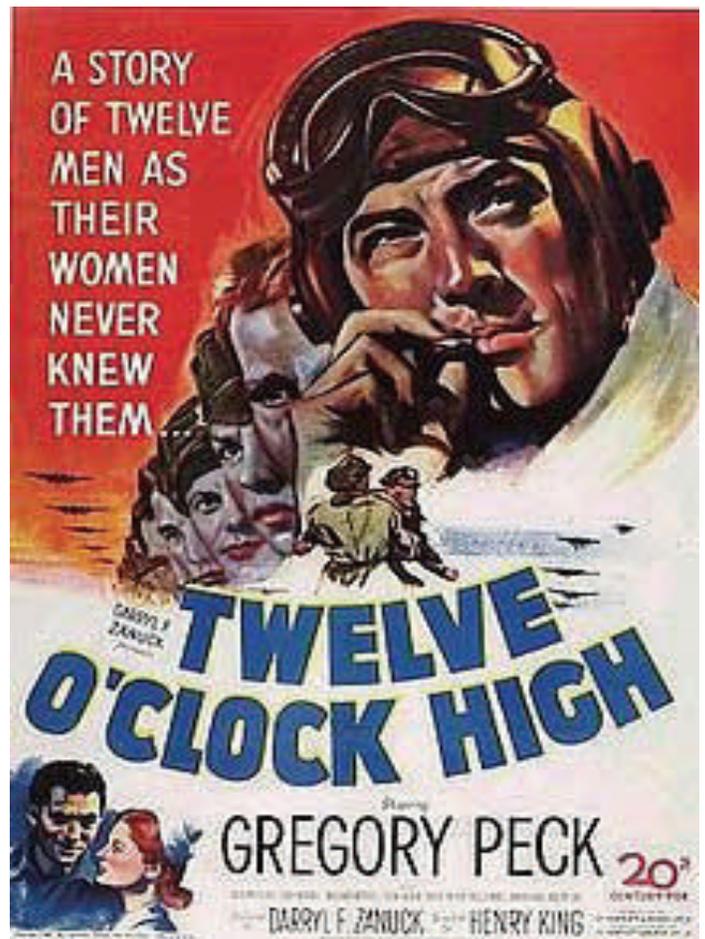
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**Next month Issue**

***YEP! It's a NEW YEAR and its up to you members AGAIN. Its your newsletter. Send it in!***

If you got something going let me know. Be the SR field reporter, great job and good benefits, like free fresh air. Maybe we can throw in some Hot coffee. We'll give you a Hat and gloves too! See you then.

Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.

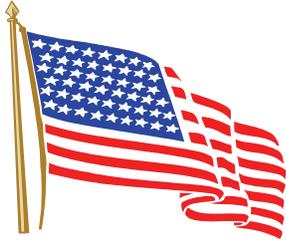
**This Month Issue**

Welcome to 2010 a new year for the SVF Club.

Lots of good stuff this issue and many photos, thanks to those SVF members that sent them in. Check that CAMAC calendar for your favorite events!

Send those articles and photos in!

Remember to ZOOM the PDF page to see



# THE SLOW ROLL

**Club Officers 2009-2010**  
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.**



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