



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974



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

## MAY 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*

**IMAA Chapter 782**

**Inside this issue:** Cover Photo by Joe Balabon .... SVF Ballot...Candidates Speak...Scalemaster report.....Toledo RC Show.....B-52 Story....**SVF Pilots Hall of Planes.....**Prez report...Minutes.. B'Days & **Treasurer Report .....**SVF Members photos....From the Pits.....Videos.....*Much more, enjoy!*



John Deacon 1912 Blackburn

# **THE PRESIDENTS CHANNEL**

**FRANK MOSKOWITZ**

**MAY 2010 SLOW ROLL PRESIDENTS LETTER**



Welcome to May's Slow Roll.

I'd like to start out by reminding everyone to please vote in the upcoming election. This will take place during our May 5<sup>th</sup> club meeting. Ballots will be available at the meeting and a sample ballot showing whose running is 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 same positions at this election. Four of our existing board members terms are up. All four of them are re-running. All of our club Officers and Board members have done an outstanding job and it a pleasure to work alongside them. These are the folks that make Sun Valley Fliers the best RC flying club in Arizona. When making your decision on voting for a new club officer or BOD, remember to consider that persons past involvement with the club. Have they been active at all our events, have they offered positive comments to help us move forward as a club. The Officers and Board of Directors helps shape our future growth in this valley and is quite an important job. Use good judgment on your selections.

**Our weather station went through its first maintenance update. The anemometer (wind meter) was replaced. Thanks to Cole Cunningham for his work on modifying the pole to allow future maintenance. And thanks to the other members who assisted Cole in the process. Remember you can access the weather stations data on your smart phone. I can give you the web address if desired.**

Our next club meeting is **Wednesday May 5<sup>th</sup> at 7:00 pm. This is our annual elections meeting.** If you want to eat I suggest you arrive no later than 6:00 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

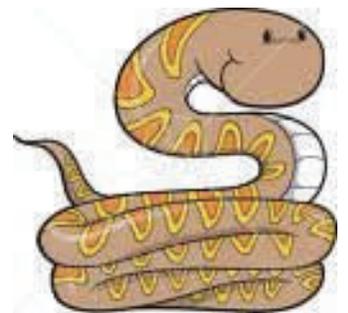
The Club meetings get better every month. For added fun we have show and tell. We will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it.

Have fun out there!

*Frank Moskowitz*

**President**

**SVF ELECTION MEETING MAY 5,  
2010 AT 7:00 PM @ D V AIRPORT**



**BEWARE!**

A rattlesnake has been spotted at the field.



## Sun Valley Fliers Club Meeting Minutes Date April 7, 2010

The meeting was called to order at 7:03pm. By President Frank Moskowitz.

43 people in attendance.

**Guests:** Welcome Guest, **Kirk Welch**.

**New Members:** welcome to our new members **Mr. Jim Ball, Richard Layne, Bill Gioia**, Thanks for joining.

**New Solo Pilot:** **Mr. Steve Myers** a student of Bill Heuermann earned his solo rating, congratulation.

**Secretary's Report:** Rusty Fried. Voted and approved as published in Slow Roll.

**Treasurer's Report:** Gene Peterson. Not in attendance.

**Safety Officer Report:** Joe Balabon. We talked about our bee problem.

As of this meeting we have 303 paid members for the year of 2010.

### Old Business:

1. Rusty talked about the IMAC event, it was very successful with 40 pilots participating. We made about \$1300.00 in profits for the club. Rusty Fried and Tony Quist ran one of the best IMAC events we ever had. Many thanks to all who helped make the IMAC event a huge success.

2. The 1/8af guys gave out some of the awards from the last event @ the AMA field. There were 90 pilots in attendance with approximately 150 airplanes. They had thousands of spectators in attendance. Our SVF members did a great job bringing home the wood; **Vincent DiFabbio** won 3<sup>rd</sup> place in best military flight, **Ronald Long** won best in multi engine aircraft, Ron also won 1<sup>st</sup> place in the people's choice. **Tony Quist** won 3<sup>rd</sup> place in people's

3. choice and 1<sup>st</sup> place in best military flight. Both **Howard Kennedy and Jerry Wright** did a fantastic job with the event.

### New Business:

1. Upcoming elections:

**Tony Quist** is the head of the nomination committee.

**There will be no internet voting.** The membership can either vote by paper ballot at the election meeting or a paper ballot mailed or given to any club officer; however they must be signed and dated.

**Nominees for board are:** **Charles Beverson, Craig Guest, Ron Long, Lou Pfeifer Jr. Joe Balabon**

There were no nominations from the floor.

2. Joe Balabon asked why we had event back to back and it was explained that the SVF has to fit into regional calendars not just our and CAMC's calendar.

3. **It was asked from the floor why we haven't had a May auction? Because no one person wants to do such an event. Editor, the help is there but we need several people to be the AUCTIONERS.**

4. Community Awareness: There was no activity for the month.

**50/50 Draw:** \$45.00 won by Bob Wainman, (Call him for a loan)

**Show & Tell:** None.

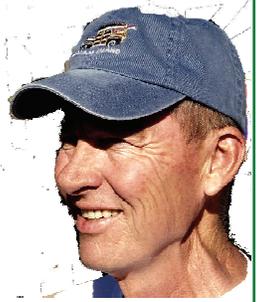
**Door Prized:** **Shirt- Bill Heuermann, Shirt- Dennis Sudding, Shirt- Lou Pfeifer, Shirt- Lou Pfeifer Jr, Shirt- Jim Ball, Shirt- John Olejniczak, Fuel- Bob Wainman, Fuel- Karl Kohnke, Hat- Ron Long, Hat- Jerry Wright**

Meeting adjourned: 7:40pm

*Rusty Fried, Secretary*

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

TREASURERS REPORT APRIL 29, 2010



“Wow” should be the title of this script. We have several things to “wow” about. First, we have the club elections coming up at the next meeting (May 5<sup>th</sup>) and while we have always allowed proxy votes and it is in our by-laws, we have never had any as long as I can remember. Maybe we would get one or two in the mail, about a week after the elections. So this year with the added communications of “email” where we posted the ballot on the web site, and emailed everyone to please vote if you can’t make the meeting, we so far at this writing, have 40 ballots. That’s just great. Plus you may have seen some action at the field where candidates have passed out ballots and at the recent 1/8 AF club meeting. Lots of action this year. plus we still have the General Membership meeting to go. WOW.

We are up to 307 members at this writing, and that’s another WOW. There is a list in this **GREAT** Newsletter somewhere of all the new members signed up in 2010. If you see any of these people at the field or the meeting, welcome them. Our club is growing and these people bring in new ideas and suggestions and most important new friends.

Weather Station has been repaired and thanks to Cole’s engineering and a new brace, our station is now a lot more maintainable. We do have the capability to check the station on your “Smart Phone”. Web address is kind of tough but let me know if you need it. Good news is the wind is being measured again, bad news is that there is sure a lot of wind to measure lately.

H

Regards,

*Gene Peterson, Treasurer*

## APRIL SVF BirthDay Boys

First name	Last name	Member type	Dob
Jay	Tenison	Regular	05/02/1949
Robert	Vogel	Regular	05/03/1958
Richard	Polkinghorn	Senior	05/06/1943
Thomas	Hickey	Regular	05/06/1963
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
Brian	O'Meara	Regular	05/16/1948
Michael	Mriss	Senior	05/18/1944
Bob	Wainman	Regular	05/19/1947
Cal	Sutton	Regular	05/19/1965
Sami	Salem	Regular	05/20/1977
Paul	Clifton Jr.	Regular	05/22/1964
Tomas	Perez	Regular	05/23/1965
Thomas	Firth	Senior	05/26/1925
Bud	Tillack	Senior	05/26/1930
Andrew	Darling	Regular	05/26/1942
Scott	Okerstrom	Regular	05/27/1957
Virgil	Marchis	Junior	05/31/1991

## Sun Valley Fliers New Members 04/29/2010

Jim Ball	Regular
Curt Bennink	Regular
Jordan Bruno	Junior
Peter Bruno	Regular
Robert Farmer	Regular
Vern Franklin	Regular
Gregg Gardner	Regular
William Gioia	Regular
Ken Giordano	Regular
Stephen Hanrahan	Regular
Ramey Hayes	Senior
Richard Layne	Regular
Donavan Lewis	Regular
Ernie Mack	Regular
Bryant Mack	Junior
Virgil Marchis	Junior
Cameron Markwart	Junior
James McGinnis	Regular
Mike Milner	Regular
John Mullins	Regular
Stephen Myers	Regular
Brian O'Meara	Regular
Dagley Reeves	Regular
Dan Smith	Regular
Brett Smith	Regular
Cal Sutton	Regular
Jay Tenison	Regular
Jay Tenison. Jr.	Regular
Andrew Wartenberg	Junior
Tim Wartenberg	Junior

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## Board of Directors Candidates

Hello Sun Valley Fliers Club Members,

My name is [Craig Guest](#) and I am announcing my intent to run for office on the board of directors for the Sun Valley Fliers. Since I probably have not met you at the field or other events I think it would be good for you to know who I am.

I live in Anthem Arizona with my wife Erin and two boys Connor and Brandon. We have lived in AZ for 12 years. I am 43 years old and own and operate a restaurant company The Craig and Craig Food Group. We currently have three concepts. Two in Anthem and one in Woodburn Oregon. My work experience mainly in the last 27 years has been restaurant operations. I have a great deal of experience dealing with the public and managing operating finances. I take great pride in what I do because we have such a small growing company and we wish to take on more concepts in growing areas of Arizona and other states. Our people make our company great. I enjoy flying rc and started at age 13 and now I am enjoying flying with my oldest son Connor who is 10. I recognize how valuable our club is to the members and to outside organizations. We truly have the best place to fly in the state! And it is because of your elected people the club continues to increase membership size and outside involvement with the community. I encourage you to go to a club meeting. Knowledge is power and knowing how our club operates is important to our members. My goal as a board member is to help strengthen our club in membership and also keep it a great place to fly. I will be a voice for our membership to express ideas to other board members and officers to promote our club in a responsible manner. I have had the pleasure of meeting some of you at the field and some of the club meetings. I am always available for conversation either at the field or by cell. Please consider me when you vote and if you would like to know more about me just call (602)697-3516

Until then enjoy the spring and great flying weather!

Best Regards,  
Craig Guest

Fellow Members, my name is [Ron Long](#). I would like to express my intent to run for a position on the Sun Valley Fliers Board of Directors. I wanted to take this time to introduce myself to all those who do not know me. I am 45 years old, married, and a current business owner in greater phoenix metro area. My company is On Demand Courier Services II Inc. We deliver Mortgage, Legal, Title and Engineering Documents. We are a valley wide Co. and deliver between 200 to 500 deliveries per day. I joined the Sun Valley Flyers club a little over 3 years ago. I have been very active in the club from the time I have joined. I am running for this position on the board so that I can be the voice for our members on events, improvements, general rules, and overall improvement of the field. I fly many RC scale turbine aircraft models at our field. Currently the Mibo A-10 twin is my jet of choice. It is a 1-5:8 Scale model. I have helped with various improvements to the field with many others I might add. The latest improvement that I was part of was the generator added to provide members with power at the field. It is my hope and goal that with more events and good management of our resources we will be able to improve the SVF field even more for a better place to enjoy our hobby. I hope that this little blog offers those of you that do not know me a little insight on what I am all about. See you at the next club meeting. Thank you for your time, and your vote!

Ronald R Long

Hi, My name is [Lou Pfeifer](#) and I am running for a board position. I have been a member for almost 5 years now and I have given my time to help this club in several events . For the members that know me you know I am always trying to help others as well as to help the club. For the members who do not know me ask around and I am sure the guys will tell you that this is indeed true. I ask for your vote because I would like to be more involved with the decision making in this club and be able to bring new ideas to the club and it's members. I try and make EVERY meeting if possible so I can be involved in these decisions. With this said I would ask for your vote so I can make a difference. If you have any other questions fell free to call me at 602 206 7565 on my cell.

Thank you  
Lou Pfeifer

# 2010 SVF BALLOT

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

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

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

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

**Board of Directors:**

(Vote for five)

- \_\_\_ **Craig Guest**
- \_\_\_ **Charlie Beverson (incumbent)**
- \_\_\_ **John Geyer (incumbent)**
- \_\_\_ **Ron Long**
- \_\_\_ **Dan Jacobsen (incumbent)**
- \_\_\_ **Louis Pfeifer**
- \_\_\_ **Joe Balabon**
- \_\_\_ \_\_\_\_\_(write-in)

**Current Board of Directors**

- Charlie Beverson '08-10**
- Bruce Bretschneider'08-10**
- Dan Jacobsen '08-10**
- John Geyer '08-10**
- Mike Peck '09-11**
- Howard Kennedy '09-11**
- Ron Thomas '09-11**
- Greg Frohreich '09-11**
- Eric Stevens '09-11**

# SVF PILOTS HALL OF PLANES



## Info on John Deacon Monoplane

*The airplane is a 1/4 scale model of the 1912 Blackburn Monoplane. The original was made in England and is still flying with the Shuttleworth Collection at Old Warden - a 98 year old machine! It is flown in the summer evenings when weather permits (you always have to say that in England!).*

*The model was made from scratch and has a Laser 70 four-stroke glow engine, which turns a 14x4 prop. Radio is Spektrum 2.4Ghz and it has wing warping.*

*The maiden flight attempt without the warping was a failure, the model side-slipping into the ground. This was half expected with the rudder not working too well due to the lack of dihedral. Three pulleys were mounted in the appropriate positions and warp cables fitted, driven by a Hitec 1/4 scale HS700BB servo, the second and subsequent flights proving most successful.*

*It flies at scale speed (very slowly!) due, no doubt, to the fact that it weighs 9 lb and has 11 sq ft of wing! Unfortunately, of course, this precludes flying in any sort of wind, but that also is scale as the full-size cannot fly in such conditions either!*

*I had always fancied building the aircraft one day as it was so different from the usual run of early airplanes, so when I ran across a plan for it I just had to build it. All the ribs are built up from strip on a jig, which contributes to the light weight and the structure is covered in Natural Solartex with a spray coat of polyurethane varnish. Rib stitching is dummy made with small lengths of very thin copper wire and covered with torn strips of Solartex. It makes for a realistic reproduction of the taping on the full-size. The king post is aluminum tube with a turned down nut in the end to accept the 4-40 screw holding the landing wires. Fittings on the landing gear skids hold the flying wires. It takes only five minutes to assemble the model for flight.*

**John Deacon**

## Report on the Southern California US ScaleMasters Qualifier

*By Mike Peck*

On April 9, five Sun Valley Fliers members left Phoenix heading to Hemet, California, for the ScaleMasters qualifier contest being held that Friday, Saturday, and Sunday. The drive is about 300 miles and usually takes around 5 hours, but we stopped in Blythe for a “quick” breakfast and spent more time than we had planned joking and shooting the breeze.

We arrived at the Hemet Model Masters flying site a little after noon and immediately took the airplanes out to assemble them for static judging. **John Geyer had brought his electric Fokker D-VII, Austin Goodwin had a Fairchild PT-19, Bob Frey brought his Republic P-47 Thunderbolt, Howard Kennedy had his new Hawker Hurricane, and I took my old P-51D Mustang.** All of us got in a practice flight Friday afternoon (in a stiff wind), except Howard, who had to make a quick trip to the local hobby shop to replace a leaking air fill valve in his Hurricane’s retract lash-up.

Saturday morning dawned a bit cooler than we had expected and it was somewhat hazy, too, but the first flying round kicked off as advertised, at 9 AM sharp. Curtis Kitteringham was the contest director, and while he runs a very laid back contest, he likes to start things on time. He had announced he wanted to fly three competitive rounds on Saturday and two more on Sunday, instead of just the usual two rounds each day. With 16 registered pilots in the contest, and three flightlines, that was entirely reasonable, and we welcomed the opportunity for more competition flights. Curtis also tried out some new flight rules, which made the pilots’ and judges’ tasks a little easier than the classic method of flying & judging maneuvers, and the change was well-received by most of the pilots. Those of you who may be interested in the technical aspects of those changes, you can talk with any of the five of us at your leisure for additional details.

**Howard Kennedy** had the buzzard luck this trip. His KMP Hurricane had received the high static score in open class, and he was flying very well in the first round until it came time to land. The Hurricane was on a normal controlled full-flap final approach until it was time to flair and grease the big bird in. For some still-unknown reason, the aircraft did not respond to the up elevator command for that final flair, and ended up dropping the remaining three feet or so, ripping the landing gear out of the wing, and bending the gear struts beyond our ability to repair them at the field. Poor Howard was out of commission for the rest of the event. The rest of us completed our three rounds without incident on Saturday.

Sunday was another cool morning, and we again started on time. This was to be a cloudy day, however, and between the cooler than normal temperatures, the cloud cover, and a moderate wind, we wore our jackets most of the day. Austin Goodwin and I were locked in a terrific battle for flying points. Both our models had identical static points in the advance class and our flight scores see-sawed back and forth within a point or so of each other from one round to the next.

**Bob Frey** had the high static score in advance class and was walking away with first place, posting terrific flight scores until after the end of the fourth round. Bob had noticed his model had some fuel on the inside of the fuselage when he took the airplane apart after flying round three on Saturday afternoon. We could not locate the source of the leak, so Bob decided to fly round four Sunday morning and see if the leaking situation would get any worse. After his fourth round, he took off the wing only to discover the inside of the fuselage was absolutely dripping with fuel. He even had a hard time trying to get the electronics to retract the gear so we could put the plane away in the van. That 4<sup>th</sup> round flight, though uneventful, could have easily cost Bob the airplane. We found out back in Phoenix that Bob’s Dubro fuel tank stopper screw had backed out, causing the tank to leak fuel under pressure at the stopper during flight.

**John Geyer** was doing quite well in the open class. His static score was only one-half a point lower than his main competitor, but this guy was flying an ARF Boeing T-45 turbine in the open class. While John’s flight routine was excellent, the jet had a much easier time in the wind than John’s electric Fokker, and the flight scores likely reflected that difference.

When the dust settled, **Bob Frey, Austin Goodwin, and I** placed 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place respectively, sweeping the trophies in the advance class, and John Geyer had fought his way to a very respectable 2<sup>nd</sup> place in the open class. We could have used some help in the expert class (Kent), and some help in the team scale class (Ward), but all in all, it was a great trip with a lot of fun and camaraderie for all of us.

If you have every thought about competing in a scale contest, this one at Hemet is always fun, and they treat their out-of-town guests extremely well. The judges and contest officials are friendly and helpful, and they demonstrate that they are happy to have you at their event. Pre-registration is a very nominal \$25. Keep it in mind for next year and join the fun and the road trip. *Mike Peck*

# SVF MEMBERS PAGE



*Photos by SVF Members*

Bob Frey 1st Place Advance



## 2010 Hemet, CA Scale Event

Austin Goodwin 2nd Place Advance



Mike Peck 3rd Place Advance



John & Dave Linne



John Geyer 2nd Place Open



Howard Kennedy presenting awards to Ron Long & Tony Quist for flying at the recent OEAF event.

# SVF MEMBERS PAGE



Photos by SVF Members



Good shot Joe! The real size B-17 over SVF field



Somebody got a new camera. Nothing like yours Joe.



Here is Cole repairing the weather vane, no more 100 mph wind. Cole is that finger for fixing your glasses or for Joe B.?



Frank Seminera grinding the concrete bench corners. Thanks Frank.



## Here's another airplane story I just got. Enjoy!

*SVF Editor: Source unknown. Received in my e-mail box, thanks.*

January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out. But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing. "I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot people helping us, and we're very thankful for that." The B-52, Fisher said, "Is the finest airplane I ever flew."



# SVF MEMBERS PAGE



Photos by SVF Members



## **NASM Announces National Tour For Enola Gay** **Famous Airplane Will Fly Again, Thanks To Extensive, Secret Renovation**

ANN April 1st Special Edition: The National Air and Space Museum made a surprising announcement Thursday. In honor of the 65th anniversary of the end of WWII, the NASM staff has been secretly preparing the B-29 Enola Gay to make her air-worthy for a commemorative flight across the United States. The tour will begin in June and run through August. After the tour, the plane will be disassembled into large pieces that will be shipped by a special train from the final tour stop back to the Udvar-Hazy Center, which is at Dulles Airport in Washington, DC. The announcement is being made to enable the warbird community as a whole to modify the airshow schedule so that other WWII aircraft will be able to participate in the historic event.

This will be a one-way trip that will be long-remembered by the warbird and historical community.

FAA Administrator Randy Babbitt and NASM Director Gen. John R. Dailey, USMC (Ret), made the surprise joint announcement at a news conference at the Udvar-Hazy Center Thursday. The media release indicated Dailey would be talking about the building of another hangar at the Center to house more aerospace artifacts, such as the famous Memphis Belle. That B-17F was recently "recalled" by the USAF Museum from its previous home on Mud Island in Memphis, TN. But instead the media were surprised with the Enola Gay announcement.

The itinerary will take the famous B-29 to some thirteen airports from one coast to the other. Since the B-29 will not be carrying bombs (or an A-bomb like she did in August, 1945), she will be able to make trips of several hundred miles at a time as she works her way across the Nation. Some of the stops are at unlikely places, but because the time of the flight will correspond with part of the summer airshow season, towns that are not on the airshow circuit become logical choices for stops on the tour. The Enola Gay will spend between two and four days at each stop, depending upon the size of the crowds expected, and to give the crew time to rest and maybe do a little fine-tuning and/or tinkering with the B-29.

The stop at Omaha, NE will be special, because the Enola Gay, while designed by Boeing, was one of the 531 B-29 Superfortresses manufactured by the Glenn Martin Aircraft Company in Omaha. Col. Paul Tibbets, her chief pilot, picked her off the assembly line himself, and named her "Enola Gay," in honor of his mother.

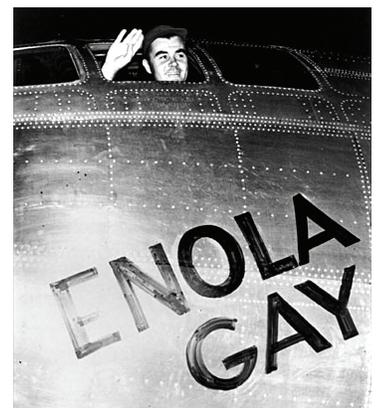
The stop at Salt Lake City, UT will include a special recognition of the crew of the Enola Gay, and every other B-29 crew in the 509th Composite Bomb Group. B-29 pilots trained for their top-secret bombing mission at Wendover Air Force Base (now closed), about 60 miles from Salt Lake City.

The anniversary tour was conceived when the Enola Gay was undergoing a complete restoration that began in the 1980s. Under the orders of the NASM administrators, everything on the Enola Gay was restored to airworthy condition. Wright R-3350 radial engines were test-run in the Garber facility one at a time in 2001, and NASM personnel explained to curious neighbors that the racket the whole neighborhood had heard a few nights in a row was caused by blown mufflers on a rented auxiliary generator that they had to use during a "wiring problem". In all, the restoration crew kept the actual condition of the Enola Gay secret for over ten years.

Exxon Mobil and AeroShell will sponsor the national tour. Exxon has donated all of the fuel and AeroShell will donate the oil, and Enola Gay will need lots of both. "We're proud to be able to give America one more chance to see this flying piece of history," Dailey said. "If it wasn't for this airplane, America might not be the country she is today. Itinerary:

Andrews Air Force Base in DC  
Philadelphia, PA  
Richmond, VA  
Indianapolis, IN  
Lawrence, KS.  
Ft. Leavenworth, KS  
Omaha, NE  
Odessa, TX

Longmont, CO  
Salt Lake City, UT  
Davis/Woodland/ Winters, CA  
Astoria, OR  
Yakima, WA



# SVF MEMBERS PAGE



Photos by SVF Members



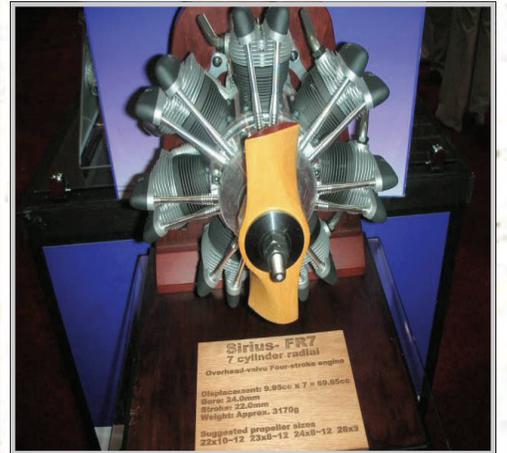
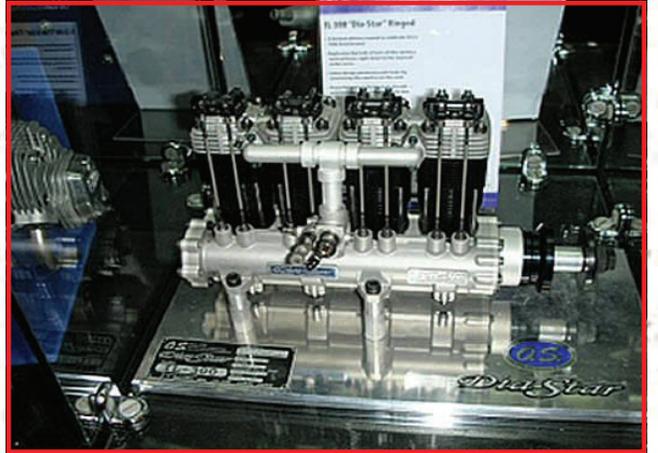
# 2010 TOLEDO RC SHOW



# 2010 TOLEDO RC SHOW



# 2010 TOLEDO RC SHOW



## FROM THE PITS

*With D. Pits*

Hi D.Pits, what is it with all these lawn chairs at the field? I was out there after a windy day and they were all over the place. Can the club just dump them. It starting to look like a dumping grounds for old lawn furniture members don't want anymore. M.J.

Hello M.J. Boy you are so right! What I'm not crazy about is those folding canvas chairs that get blown around the area. But things are better now M.J. as the club got rid of all those white plastic chairs and some others that I wouldn't want to sit on.

We can thank the SVF Board of Directors or *CHAIRman* of the board for purchasing several sturdy folding chairs that are at the field now. I have enclosed a photo of the new chairs.

Please SVF members don't bring out your furniture, etc. from home to leave at the field. If its high dollar stuff let me know firsthand, OK.

Thanks M.J. ( More Junk?) for calling this to my attention. D. Pits



## VIDEOS and Websites Links

Click on to view video, website

**Blue Angels@ 4:50**

[http://www.youtube.com/watch\\_popup?v=W6tB8Lf7YoU](http://www.youtube.com/watch_popup?v=W6tB8Lf7YoU)

**Red Bull Glider Feat@ 2:49**

[http://www.youtube.com/watch?v=58L3m0dqVDY&feature=player\\_embedded#](http://www.youtube.com/watch?v=58L3m0dqVDY&feature=player_embedded#)

**Aircraft Carriers in the Pacific@ 8:15**

<http://www.youtube.com/watch?v=9dR3h2HdnBQ>

**Nitroplanes at Toledo@ 3:00**

<http://www.youtube.com/watch?v=sXGvaQ7xiV4>

**Space StationTour@ 6:52**

[http://www.youtube.com/watch\\_popup?v=H8rHarp1GEE](http://www.youtube.com/watch_popup?v=H8rHarp1GEE)

**B-24 Factory-info@ 7:04**

<http://www.youtube.com/watch?v=iKlt6rNciTo>

**Nat'l Air&Space Museum Photos**

<http://www.cdsg.org/forums/viewtopic.php?t=320>

**lwo Jima Photos**

<http://picasaweb.google.com/7thfighter/lwoJima?>

[authkey=Gv1sRqCIW06db\\_6oth&feat=email#slideshow/5299163150448181842](http://picasaweb.google.com/7thfighter/lwoJima?authkey=Gv1sRqCIW06db_6oth&feat=email#slideshow/5299163150448181842)

**Need to know more about electric flight. Go to this site.**

<http://www.watflyer.com/forums/showthread.php?t=18521>

**SVF Website Buy & Sell items**

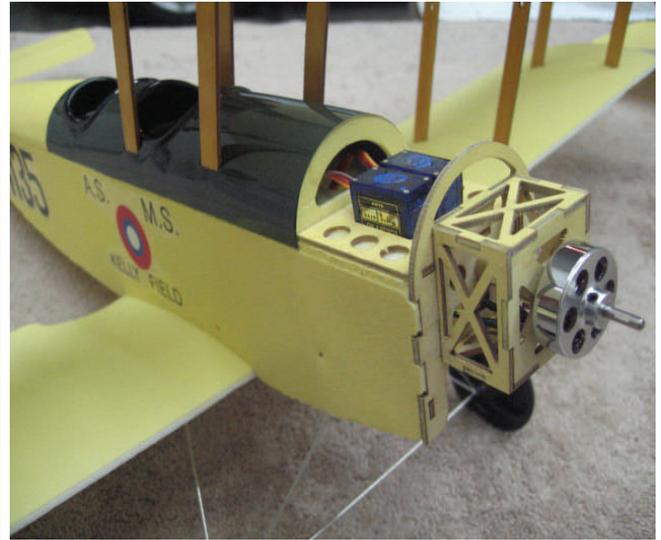
<http://sunvalleyfliers.m/classifieds/classifieds.htm>

**Have a good WEBSITE / VIDEO that you would like other SVF members to see. Let me know and we'll put it in. Please make the VIDEOS MAX at 10 minutes.**

# SVF PILOTS HALL OF PLANES



It's a Great planes Electrify PLUMA. Wingspan: 32.5" Wing Area: 518 sq in Weight: 8.4 - 9.5oz [Wing Loading](#): 22.sq ft Length: 38" I used a Lazertoyz Blue wonder motor with their 10 amp speed control 3 9gram digital servos and a 3 cell 500 m/a lipo battery



## Snow Bird Ron Peterec aircraft

They are the Great Planes Electrify Jenny. The motor, speed control, receiver, servos was all purchased at [lazertoyz.com](#) for about 50.00 for each plane. Nice kit to build. I also put a light kit in ea.

## TIPS & TRICKS

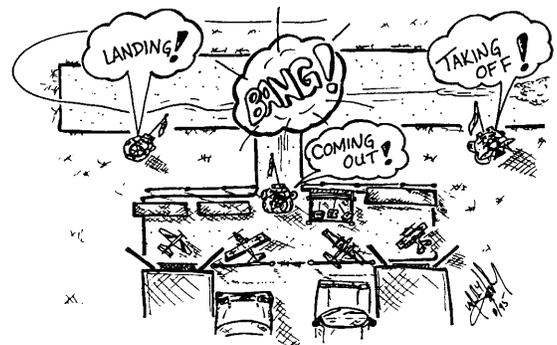
The first tip is from Bill Womble who is repairing his Hangar-9 P-51D: Bill needed to repair a few cracks in the balsa skins of his airplane's wing near the root rib. He removed the flap servo, and re-aligned the pieces of balsa. Bill then reinforced the area by laying a piece of fiberglass drywall tape, adhesive side to the balsa, over the cracked area and drizzled CA onto the balsa and tape. This made a quick, effective repair.

The second tip is from an anonymous source: If you need an air scoop, use a portion of a plastic spoon. Glue it to the wing or fuselage, fair it in, and paint it to match the structure. Looks great!

Third tip: When repairing Coroplast airplanes, it is essential that all oils are removed from the surfaces to be glued. One method is similar to that used in repairing balsa airplanes—wipe down the surfaces with a degreaser, then wipe again with alcohol. This will remove 99% of the oils and glue will adhere to the surfaces. The best glue to use is a contact cement such as 3M's Super 77.

Fourth tip: The best way I am aware of to prevent your landing gear wheels from falling off the axles is to thread the axle and fix the wheel with an aircraft (self-locking) nut. It will not fall off!

—From Flightplan, Flight Masters Model Airplane Club, Fort Smith Arkansas



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

**Next month Issue**

If you got something going let me know. Be the SR field reporter, great job and good benefits, like free fresh air.

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

[AZ49ER@COX.NET](mailto:AZ49ER@COX.NET)

Hope you will enjoy it. Bob [rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

**This Month Issue**

Don't forget to vote for SVF Officers. Only 2 P.H.O.P. this issue. Lets see some more!  
Toledo show was good as told by friends.

Send those articles and photos in!

Remember to ZOOM the PDF page to see more.



# 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.**



## Board of Directors

- Charlie Beverson '08-10
- Bruce Bretschneider'08-10
- Dan Jacobsen '08-10
- John Geyer '08-10
- Mike Peck '09-11
- Howard Kennedy '09-11
- Ron Thomas '09-11
- Greg Frohreich '09-11
- Eric Stevens '09-11



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