

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



IMAA Chapter 782

President—Frank Maskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Jim McEwen
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APRIL 2013

*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*



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SVF MEETING April 3, 2013 @ 7:00 P.M.



THE PRESIDENTS CHANNEL

Frank Moskowitz

April 2013 Slow Roll Presidents Letter

Welcome to the April 2013 Slow Roll. I hope you had a chance to visit the field during our **Annual Phoenix RC Helicopter Fun Fly**. As expected, **Eric Stevens** did a great job as CD running the Fun Fly safely. The weather was great for the entire event. Pictures and event results can be found in this edition of the April Slow Roll. I want to sincerely thank **Loren Counce, Neil Banyai and Bob Purdy** who unselfishly gave up their personal time to help in this event. Be it kitchen or general help, the club always needs membership involvement during an event. The income generated by these events helps keep our club moving forward. Coinciding with this event was the One Eighth Air Force Spring Scale Fly-in which took place at the Arizona Model Aviators Club. I'm sure many of you attended and enjoyed that event as well. Pictures and results are in this edition of the Slow Roll.

Sun Valley Fliers Club Elections. Yes it's that time of year again. Nominations for candidates to run for SVF Officer & Board of Director Positions will be conducted during our April 3rd meeting. Any member can nominate another SVF member from the floor at the April meeting as long as the nominee is present and is willing to run. In other words they must accept the nomination. There will be five openings for the Board of Directors. All officers are up for re-election since their terms are for one year at a time. If you would like to a part of how this club is run, you might want to come to the April 3rd meeting and find out the latest. The actual elections will take place at our May 1st meeting so please put this date down in you calendars so you can be there and vote. . **You can submit your ballot at the meeting, or you can submit a valid proxy, which is a legibly signed ballot. If we can't read your signature (we don't know who you are) then the vote will not count. A ballot will be made available to the membership via an email attachment to the membership. Print it, sign it and either mail it in to our PO Box or bring it to the meeting on May 1st.**

You must be at the meeting to cast a vote. Or you will be required to submit a valid proxy, which is a legibly signed ballot. If we can't read your signature (we don't know who you are) then the vote will not count. A ballot page will be available to the membership via this Slow Roll. Print it, sign it and either mail it in to our PO Box or bring it to the meeting on May 1st. *Editor: Something is mention in the Treasurer report about proxy voting.*

That's it for now. See you at the field!

Please join us for our next club meeting Wednesday April 3rd at Deer Valley Restaurant. We 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

ATTENTION SVF MEMBERS

Breaking News...

For some thirty (30) years there has been a gentlemen's agreement between the Officers & Board members of the Sun Valley Fliers and the Officers & Board members of the Arizona Model Pilots Society to allow club members to fly at the other club's field when their home field had an event that precluded everyday model flying. This has always loosely been known as the "SVF-AMPS reciprocal agreement".

I regret to report that following an incident at the AMPS field involving a Sun Valley Flier member and the Vice-President of the AMPS club, the AMPS Officers and Board of Directors have chosen to ***unilaterally cancel*** the reciprocal agreement. This means that Sun Valley Flier members are no longer welcome to use the AMPS facility when there is an event at the SVF field that precludes everyday general model flying.

The only exceptions are (1) if Sun Valley Flier members hold dual membership, i.e., are also paid AMPS members in good standing, or (2) when an SVF member is ***invited*** to fly at the AMPS as a guest, the inviting AMPS member must accompany the SVF guest to the AMPS field, and the AMPS member must agree to be responsible for insuring the SVF guest flies and conducts himself in accordance with all AMPS rules.

The specific details of the incident are not clear at this time and the SVF member involved has not yet taken the opportunity to discuss his side of the incident with SVF officials, although we do know the name of Sun Valley Fliers member involved.

Please insure that you discuss this information with other SVF members who may not have read this breaking news flash in the Slow Roll. It could prevent someone the embarrassment of being turned away from the AMPS field when a closed field activity is taking place at the SVF field.

Mike Peck



Sun Valley Fliers Club Meeting Minutes March 6, 2013

The meeting was called to order at 7:02pm by Frank Moskowitz. There were 31 members in attendance. Frank introduced the executive and the board of directors.

Frank thanked the folks for attending/helping at the pattern contest. Unfortunately it was only one day as Sunday was too windy to fly.

Guests:

- Pete Warenski who is in town visiting from Chicago.

New Members:

- Paul Brown who submitted his application tonight.
- John Russell who has just relocated to the area from the Chicago area and submitted his application.

New Solo Pilots:

- Bill, William, and Sean Marhevka were not present to receive their solo certificates.

Secretary's Report – Jim McEwen

- The minutes of the February meeting were accepted as published in the Slow Roll.

Treasurer's Report - Gene Peterson

- Missing from the March issue of the Slow Roll was the non-renewed list (aka "deadbeat" list). There are about 65 people on the list which will be published in the April issue.
- As of tonight, we have 245 paid members.

Safety Officer Report - Ken Justice/Frank Seminar

- No new incidents or issues since last month.
- The two LiPo fire sand buckets have been positioned at the field. Please keep the lids on the buckets to keep any rain out. If you use one, please let Ken/Frank know so they can replenish the sand.
- Ken has club apparel if you are interested.
- The Spektrum DX7 transmitter antenna replacement instructions are incorrect. If you need to replace your antenna, please send it back to Horizon for free replacement.

Old Business:

- Howard Kennedy gave a summary of the Gunsmoke Scalemasters qualifier. The weather was perfect. There were 30 contestants. Bob Frey won the Advanced class, Jay Steward was second in Expert. John Geyer was third in Pro-Am Pro, John Deacon and Derek Micko were first and second, respectively, in Pro-Am Sport.
- Rusty Fried was the CD of the recent pattern event. We made \$267 overall. Tony Quist and Mike Smith spent 4 hours each as field spotters. John Geyer, Loren, and Ron Thomas volunteered for Sunday but flying was cancelled.

Business:

- Eric Stevens is the CD of the upcoming helicopter event (March 22, 23, and 24). We need people to man the gate (Saturday 23rd) and help in the kitchen. The field will be closed for general flying all three days.
- The 1/8 AF event is also this March 22-24 but at Superstition Airpark.
- Five of the board members and the Executive will be up for election. Nominations will be done at the April meeting and the election will be held during the May meeting.

Community Awareness – John Geyer

- John hasn't heard back from the boy scouts so it looks like that event will not happen this spring.
- Gene will get the check for the Boys and Girls Club to John at the board meeting next Monday and John will deliver the check next week.

Door Prize Winners:

- Howard Kennedy – gallon of fuel, Charlie Beaverson – fuel, Bruce Bretschneider – 3 cell LiPo 2200mah battery
- Wayne Layne - 4 cell LiPo 2200mah battery, John Deacon – trim iron, John Russell - assorted heat shrink
- Pete Warenski – foam rubber

50/50 – Pete Warenski

Show & Tell:

- None

The meeting adjourned at 7:34pm.

Respectfully submitted, *Jim McEwen* - Secretary

\$ TREASURERS REPORT \$ with *Gene Peterson*

TREASURERS REPORT April 2013



March was a busy month, but a little slower month is planned for April. No events at SVF so should be lots of spring flying.

The Non-Renewed List is out and published in this Slow Roll. Not to late to renew if you haven't. We finished at 257 members after the renewal process. Lost 57 members this year. A few more than last year. Guess the economy is still getting to the Flying Hobby. We have a few new members that have joined since March 1. **Paul Brown, Johnnie Russell and John Williams.** Go introduce yourself if you see them at the field or General Membership Meeting.

April General Membership Meeting will bring "Nominations for Board of Directors and Officers". If you would like to run for the board or an officers position, that would be the time and place to do it. We'll be electing 4 Board Members and 4 Officers.

May will bring the Elections and this year we hope to get the Proxy votes in by getting our club into the 21st century. This will entail the use of "EMAIL" 27 members do not have an email account with us, so these people will receive a ballot by mail. **Once the member gets the email ballot he has to fill it out and mail it in or hand it in signed with a legible signature.** The rest will get the ballot by email.

Have a nice spring month of flying. New gate is installed so it's good again.

Regards **GENE PETERSON, TREASURER**

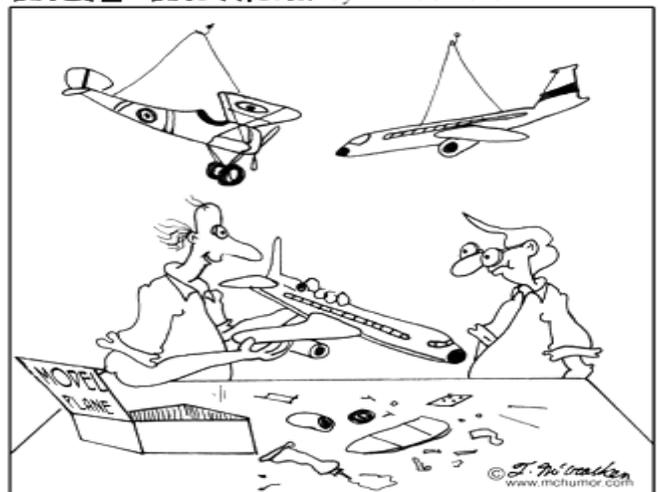
Az49er@cox.net

602-579-0925

APRIL 2013 SVF Birthday Boys

First name	Last name	Member type	Dob
David	Maytag	Regular	04/01/1966
Noah	Spencer	Junior	04/02/1999
Mark	Krogulski	Regular	04/05/1975
Bill	Heuermann	Senior	04/06/1937
Joe	Schmitt	Senior	04/06/1939
Jonathan	Reeter	Regular	04/06/1970
Wayne	Layne	Regular	04/07/1962
Thomas	Clark III	Senior	04/09/1946
Frank	Gaff	Senior	04/11/1941
David	Linne	Senior	04/11/1941
Paul	Goldsmith	Senior	04/13/1947
Jeffry	Holmquist	Regular	04/13/1983
John	Olejniczak	Senior	04/15/1925
Lynn	Babcock	Senior	04/15/1945
Nate	D'Anna	Regular	04/18/1951
Evan	Baltman	Junior	04/18/2000
Richard	Hanson	Senior	04/18/1946
Dan	Jacobsen	Inactive	04/21/1963
Robert	Bayless	Regular	04/21/1950
Gerhard	Gallifant	Regular	04/25/1963
Ronald	Long	Inactive	04/25/1964
Al	Asendorf	Senior	04/25/1938
Bill	Stiving	Regular	04/26/1966
Dean	Bird	Regular	04/29/1964

MCHUMOR.COM by T. McCracken



SVF Oh I forgot List!!

Al Asendorf
Rick Baltman
Evan Baltman
Brad Beedy
Joe Carter
Jeff Clarke
Luke Dicksion
Carey Dicksion
Darren Dugan
Ward Emigh
Robert Farmer
Thomas Firth
Josh Fivecoat
David Fortuin
Greg Frohreich
Joseph Giammarino
John Gibson
Tim Godsey
Russel Gundlach
Curtis Hannay
Jeffry Holmquist
Dan Jacobsen
Christian Kasprowic
Jeffrey Koch
Barry Kutzen
Tommy Lee
Jane Lee



John Lowther
Ernie Mack
John Mangino Sr.
Joey Marranta
Michael Marranta
Ron Marshall
Lloyd Mason
Wesley Mason
Tony Mastrangelo
Danny Mattox
Ken Moore
Dave Morales
Mark Morris
Tim Nelson
Paul Nelson
Arturo Ortega
Allen Palles
Bill Powers
Jonathan Reeter
Ryan Riveras
J D Sanchez
Warren Segal
Richard Shogren
Scott Stemen
Mitch Tauber
Robert Vogel
Dustin Young



FROM THE PITS

With D. Pits

Being a long time member I would like to give my opinion on our field surroundings. Plain and simple "It's a MESS!" What happen when we had a field day that the members came out and pitch in to clean it up. They came out with their rakes, shovels and even weed whackers and did a great job in a short time because that many members came out. What happen to those field days?? B.S.

Dear B.S., Good question and I also remember those field days. We did have Sheriff Joe men come out and they did a great job, the girls, never again. Now that we have the infield paved all we would have to do there is blow away the loose stones from under the tables. Also a lot of weeds are coming up that would need attention. Some of the poles in the parking lot needs some attention also. So maybe we have some funds in the treasury to provide this type of maintenance. Yet it would be nice to have a member field clean up day. Only when the weather is cool.

Thanks B.S. for your input and maybe you'll get an answer soon.

By the way does B.S. stand for,oh never mind!

SVF *FLIGHTLINE SAFETY*



Welcome to the April 2013 “*FLIGHTLINE SAFETY*”! It looks like spring is in full swing...the winter weather behind us! Our winter seasonal Members and friends will soon be saying “Good-bye”, leaving us behind as they head “home”...leaving us to deal with our summer heat! “*Beware of the bite, rattlesnake season slithers in*”, as the old saying goes! Please be aware that this is “prime time” to start seeing rattlesnakes around our area...peaking during July and August when the new-born baby Western Diamondback rattlesnakes are out in full swing. This is when most of the 150-200 annual bites are reported in Arizona, followed by mid-March and April. So be on the lookout!

With so many of our members flying “Electrics”, I would like to review battery safety again. I’m sure by now most of you have noticed the two red 5 gallon buckets or “LiPo fire extinguishers” I have placed at the field on the north side of the Ramada. I had one of our members ask me about them last week...and their proper use. If you should experience a LiPo battery fire, the best way to extinguish a LiPo fire is to remove the oxygen by way of smothering it. So take the bucket “fire extinguisher” to your battery and pour the sand onto it, extinguishing the fire. Remember, A, B, C classed fire extinguishers should not be used on a LiPo battery fire! Only a D class one (Combustible metals...“D” for dynamite, like the LiPo battery can be!) should be used. And definitely DO NOT use water! At the end of this article, you will see a current Fire Extinguisher classification chart, according to the NFPA 10: Standard for Portable Fire Extinguishers, 2010 edition. Take a look-see to refresh your memory.

While on the electric topic, please be aware of the safety procedures while arming or working on your electrics. Remove your prop(s) while programming in your shop or at the field. Keep your digits and limbs along with loose clothing or jewelry away from the props while arming. Even with using the Tx safeguards in most modern-day transmitters, things can happen, especially while programming! Ask me... I know first-hand! I now have an electric B-17 (72.5” w.s.) and while setting it up and programming in my shop, I removed the 4 props. How some-ever...at the field the other day, I needed to change something in the programming. Keep in mind that I have and use 3 means of preventing arming thru my Tx. But while changing ONE program item, somehow they were by-passed and I bumped the throttle stick ever so slightly...and the 4 props came alive. Luckily (and observing my own “preaching”), I and no one else was in front of the B-17 because it moved forward!!! So if you are doing any “arming” or maintenance on an electric, remove the prop(s), even if it’s doing something that we think “won’t take but a second to do”...or take the aircraft to the flight station before “arming” or plugging in those LiPo batteries!

Well that’s it for this month’s article...“short and sweet”! For the most part, everyone seems to be doing a great job of keeping safety in mind! **THANK YOU ALL!!!** We are here to enjoy this fun hobby and the camaraderie of sharing time at the field with each other...no matter what part of this hobby we enjoy. Whether you fly electrics, nitro, gas, scale, pattern, IMAAC, 3-D or Jets, we are very fortunate to have a facility like we have at Sun Valley Fliers. **Let’s all look out for each other and work together, so we can safely enjoy our hobby at OUR field now....and into the future!**

Contact me if you need SVF Merchandise. Mike Smith and I are still working on a solution for our Winnermate Jackets. It’s too late for this year...but hopefully we will have a solution long before our fall season arrives. I hope to be ordering some new SVF Polo-style shirts soon...so stay tuned!

Stay hydrated...it’s a “DRY HEAT” and remember...“**Safety Is An Attitude**”!

And Safety IS everyone’s responsibility!

Ken Justice

Your SVF Safety Officer

next page

Types of fire

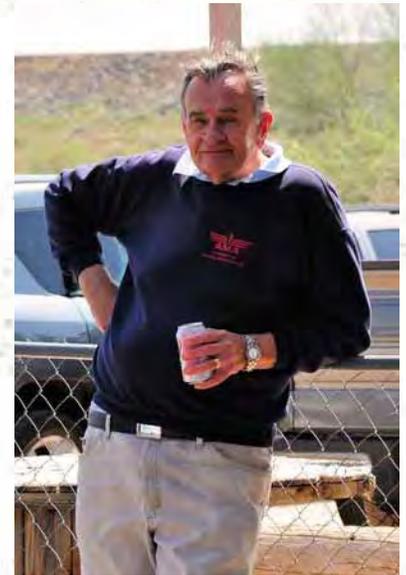
There are six different types or classes of fire, each of which has extinguishers to tackle the specific types of fire. Newer fire extinguishers use a picture/labeling system to designate which types of fires they are to be used on.

	Colours						
Type:		Fires involving wood, paper, textiles etc.	Fires involving Flammable Liquids, petrol oil etc.	Fires involving Flammable gases, butane, propane etc.	Fires involving burning metals eg magnesium	Fires involving electrical equipment	Fires involving cooking oils and fats.
Water		✓	✗	✗	✗	✗	✗
Foam		✓	✓	✗	✗	✗	✗
Dry Powder		✓	✓	✓	✗	✓*	✗
M28 / L2		✗	✗	✗	✓	✗	✗
Co2		✗	✓	✗	✗	✓	✗
Wet Chemical		✓	✗	✗	✗	✗	✓

Thanks for reading! Remember to attend our SVF Member Meeting, Wednesday April 3...Come early (around 6 or so) if you want to eat Dinner! April is your Officers and Board Members nomination meeting followed by the May 1st Member Meeting, where you can VOTE for the nominees.

Ken

Helicopter Event @ SVF





DEAF FLY IN



One Eighth Air Force Scale R/C Fly-in Final Awards Report



Award/Place

Pilots Name

Aircraft

Best Military

1st Place

Greg Thomas

P-47

2nd Place

Mike Middleton

Bearcat

3rd Place

Norm Redenshek

Bearcat

Best Civilian

1st Place

Ron Marshall #

Alexander Bullet

2nd Place

Mike Peck #

Piper J-3

3rd Place

John Mangino #

Cessna 182

Best Biplane/Multi-Wing

1st Place

Bill Powers #

Fokker D-7

2nd Place

Jay Steward #

F6-C Hawk

3rd Place

Don Thorson

Waco

Best Multi-Engine

1st Place

Bob Ruff

Skymaster

2nd Place

Rick Powers

B-25

3rd Place

Rick Huerta

P-38

Best Jet Flight

1st Place

Brian O'Mera #

Cougar

Best Golden Age Flight

1st Place

Ron Norris #

Percival Mewgull

Pilots' Choice

Keith Hedge

Navion

People's Choice

1st Place

Wayne Layne #

Euro Fighter

2nd Place

Kenny Rhodes

Pilatus Porter

3rd Place

Brian O'Mera #

Cougar

Best Flight

Chad Veitch

Harvard

(most scale/realistic)

Smacked Ass

JJ Mangino

Cessna 310

Vinnie DiFabio #

Mig 21

Commander's Choice

Paul Sheffield

AG-Wagon



Represents SVF Member. Some of them are shown here.



SVF PILOTS HALL OF PLANES

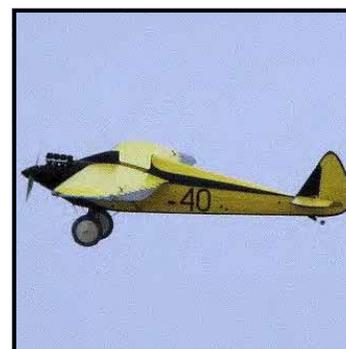
John Geyer

Church Mid-Wing 1/4 Scale



The airplane is a scratch-built 1/4 scale Church Mid-Wing.

80 inch wingspan, 1200 sq in wing area, 11 pounds, Balsa, ply and spruce using the scale structure, Covered with Sig Koverall and painted with the Stits Poly Fiber paint system, Full rib stitching and taping, Scale cable control system with 18 turnbuckles on the controls and bracing wires, E-Flite Power 60 Motor with E-Flite 60 amp ESC and Turnigy 6 cell 5000 mAh Li-Po batteries.,16x10 APC electric prop gives max power of 50 amps and approximately 1100 watts



GUNSMOKE

March 1-3, 2013



The SVF Secretary Photos

GUNSMOKE
TUCSON JET RALLY



SVF MEMBERS PHOTOS



Kingman Airport (Arizona)

The Kingman Airport was originally built as a [World War II United States Army Air Forces](#) training field. Between 1942 and 1945, the U.S. Army Air Forces acquired approximately 4,145 acres in Mohave County outside of Kingman, Arizona and established the **Kingman Army Airfield** and associated Kingman Aerial Gunnery School training facilities in 1942.

Kingman Army Airfield was established as a training base for Army Air Force aerial gunners. In addition to the main base, the Kingman Ground to Ground Gunnery Range and Kingman Air to Air Gunnery Range was located about six miles north of the present city limits of the City of Kingman. From this point, the former practice gunnery ranges extended northward approximately 31 miles, generally following the Hualapai Valley. To support the training at the main facility, [Yucca Army Airfield](#) operated several emergency landing strips.

The Gunnery Ranges were used to train gunners in air-to-air firing techniques. Five target flight lines and two auxiliary landing fields were established within this range. Initially, gunnery trainees fired at targets towed along these target flight lines. This technique did not provide a sufficient quality of training and other training techniques were tried. One of the first tried was to place a gun camera on the machine gun and instead of firing bullets the camera would record the gunners sight picture whenever the trigger was pulled. In this situation, instead of aiming at a towed target sleeve, P-39 and P-63 aircraft were used as targets. Another technique tried involved the use of frangible bullets which were fired at specially armored versions of the P-39 and P-63s. This was called Operation PINBALL.

On 7 May 1943 the facility was officially named the Kingman Army Air Field. The base continued to grow and change with many new squadrons being added to the base and some of the existing ones combined. The host unit at Kingman Field was the **460th AAF Base Unit**. Training units were as follows:

- 1120th Flexible Gunnery Training Squadron
- 1121st Flexible Gunnery Training Squadron
- 1122d Flexible Gunnery Training Squadron
- 1123rd Flexible Gunnery Training Squadron
- 334th Aviation Squadron

The 1120th and the 329th merged with the 328th to become the **328th Flexible Gunnery Training Group**. The 1122nd, 537th, and 538th were consolidated to form the **1123rd Flexible Gunnery Training Group**. The 1121st became the 329th. The 536th and the 760th Flexible Gunnery Training Groups were added to the list. Also assigned to the B17 fighting groups was the **31st Altitude Squadron**, training for operations at high altitude.

Kingman Army Air Field was set up to handle two classes of about 200 students at any one time. During 1943, the policy was to have a class fire 1,200 rounds per student for one week on the Kingman Air to Air Gunnery Range (week five of the training cycle) and then move to Yucca AAF and have them fire 1,000 rounds during the second week.

Initially, the ammunition used was .30 caliber. As the .50 caliber machine gun became available, the use of the .30 caliber was slowly phased out. The [P-39](#) and [P-63](#) aircraft, used as targets, were normally equipped with a 37mm cannon. When the aircraft was in use as a target, this cannon was supposed to be removed and a light replaced it which would signal the gunners when hits were scored on the aircraft. During the latter part of the period this range was operational, the policy was that the gun camera missions were flown on this range and the live fire missions were flown on the Yucca Air to Air Range.

On 22 April 1944 the Kingman Army Air Field was consolidated and the host unit was redesignated as the **3018th Army Air Force Base Unit**. Each of the units on the base became subdivisions of 3018th. During 1944 the 3018th was one of the top training schools in the United States.

The war ended on both fronts in 1945. With peace in the world there was no further need for a gunnery school - or for the airplanes that carried the guns. That year saw the base gradually wind down to a stop. On 15 November 1945, the property was declared surplus, and between 1946 and 1950 the various parcels were returned and leases cancelled.

After the war, the [Reconstruction Finance Corporation](#) established five large storage, sales and scrapping centers for [Army Air Forces](#) aircraft. These were located at: [Albuquerque AAF](#), [New Mexico](#), [Altus AAF](#), [Oklahoma](#), Kingman, Arizona, [Ontario AAF](#), [California](#) and [Walnut Ridge AAF](#), [Arkansas](#). A sixth facility for storing, selling and scrapping Navy and Marine aircraft was located at [Clinton, Oklahoma](#). Estimates of the number of excess surplus airplanes ran as high as 150,000. Consideration was given to storing a substantial number of these. By the summer of 1945, at least 30 sales-storage depots and 23 sales centers were in operation. In November 1945, it was estimated a total of 117,210 aircraft would be transferred as surplus.

Between 1945 and June 1947, the RFC, War Assets Corporation and the War Assets Administration (disposal function of the RFC was transferred to WAC on January 15, 1946, and to the WAA in March 1946) processed approximately 61,600 World War II aircraft, of which 34,700 were sold for flyable purposes and 26,900, primarily combat types, were sold for scrapping.

War Assets Administration came to KAAF to set up Sales & Storage Depot 41. Depot 41 was to sell of the base buildings and equipment. Not only that, it would store aircraft from the Army Air Force. It is estimated that approximately 10,000 warbirds were flown to Kingman in 1945 and 1946 for storage and sale. Some sources report the number to be over 11,000. It is reported that at least 100 of the 118 [B-32 Dominator](#) heavy bombers built were flown there, many straight from the assembly line.

Most of the transports and trainers could be used in the civilian fleet, and trainers were sold for \$875 to \$2,400. The fighters and bombers were of little peacetime use, although some were sold. Typical prices for surplus aircraft were:

[BT-13](#) \$450

[P-38](#) \$1,250

[AT-6](#) \$1,500

[A-26](#) \$2,000

[P-51](#) \$3,500

[B-25](#) \$8,250

[B-17](#) \$13,750

[B-24](#) \$13,750

[B-32](#) \$32,500

VIDEO <https://www.youtube.com/watch?v=1TJk1jqzjYU>

Many aircraft were transferred to schools for educational purposes, and to communities for memorial use for a minimal fee. A Boy Scout troop bought a B-17 for \$350.

General sales were conducted from these centers; however, the idea for long term storage, considering the approximate cost of \$20 per month per aircraft, was soon discarded, and in June 1946, the remaining aircraft, except those at Altus, were put up for scrap bid.

The tens of thousands of warbirds that had survived the enemy fighter planes and fierce anti-aircraft fire ended up at Albuquerque, Altus, Kingman, Ontario, Walnut Ridge and Clinton.

After the Depot 41 did it's job, the airfield was turned over to Mohave County to be used as an airport for the county.

Kingman Airport and Industrial Park

With the disposal of the military aircraft completed, Kingman AAF was returned to civilian use in 1949. All but a few of the original Kingman Army Airfield buildings have been removed. The property was formerly used as a support facility for aircraft training and has been redeveloped into a civil airport and industrial park. Today, some civilian airliners are stored there and remarketed or recycled into spare parts and into their base metals.

The **Kingman Army Airfield Historical Society** was also established, creating a museum to preserve the field's history with artifacts, photos, and displays. It also includes recognition of all conflicts in which Americans have served.

PHOTOS;

<http://images.google.com/images?hl=en&safe=off&newwindow=1&q=guillotine+kingman+source:life&sa=N&start=0&ndsp=21>
<http://www.jetphotos.net/showphotos.php?offset=0&where=|||||2|||||Kingman Mohave County Airport - KIGM>

SVF MEMBERS PHOTOS



Wing Patching; Easy as 1,2,3

Peter Duszkievicz, Tri-County RC Club, New Jersey

We all have to get to the field and in doing so we always move our airplanes. During the life of a model it will get dinged up a bit, and eventually we all end up poking a hole in the wing, whether it's in the car or hitting a bush. In this article I will demonstrate three easy steps to patch those holes in the wings.

To perform a successful patch on a wing you will need the following:

- Covering iron
- Rubbing alcohol
- Trim solvent or acetone
- #11 blade hobby knife and scissors
- Marker (Sharpie)
- A ruler
- MonoKote to match the patch
- Windex

To understand what we're patching, here are two pictures of the damage that we will fix. Figures 1A and 1B show the type of damage that we're working with.



Figure 1A

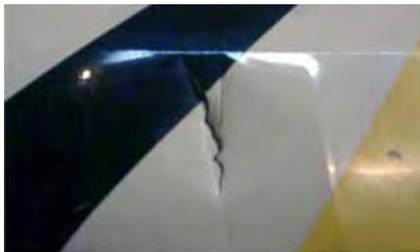


Figure 1B

Clean the surrounding area where the patch will be applied with Windex. For good measure, you may also want to use some rubbing alcohol to wipe down the area, making sure there's no fuel residue on the wing, and to give it a final thorough cleaning.

After you have cleaned the area, use your hobby knife (with a #11 blade) to cut away the damaged area. I typically cut a larger area so the patch is easier to apply and conceal.

In Figure 2A I have cut out a square from leading edge to the main spar and from one rib to the other. In Figure 2B I drew a straight line where I would overlap a patch instead of cutting from rib to rib. The reason I did this is to minimize the work for diagonal strips that are shown (black and yellow), mostly because I was out of yellow MonoKote.



Figure 2A



Figure 2B

The final step is to apply the patch. Before you start cutting your patch, turn on your trim iron so it gets hot and it's ready for you to use. When cutting your patches cut them large enough so that it overlaps at least 3/8 of an inch. This will ensure that the patch does not shrink when you iron it on or

hit it with a heat gun. I typically do not use a heat gun just for that reason. Remember patience here will pay off with a good repair.

When I apply the patch, as in Figure 3A or 3B, I spray a towel down with Windex and wipe it onto the wing around the border. The wet Windex helps to position and keep the patch in place as I begin to heat it with the iron. When I did the repair shown in Figures 1B, 2B, and 3B, I applied the white patch first. Hint, you always want to patch with the lightest color first so that the darker colors do not bleed through the lighter ones.

After placing the patch, I begin to iron it on into place as follows:

First tack each corner just before the edge of the patch. You should here the sizzle of the wet Windex. As it bubbles, move the iron forward towards the edge of the patch. Do this step for each corner.

Then using the iron, tack the patch at each center between the four corners. Work the iron towards each corner, and then out towards the edge of the patch. Do this for each side of the patch. Finally, after all the edges are sealed, gently run the iron over the patch itself. Start at the center and move out to either edge. Heat control is key here not to get wrinkles or excessive shrinkage of the patch. Do this until the patch is nice and taught.

An optional step—necessary for the patch in Figure 3B—is to apply any trim to match the original pattern. In the example shown I used black MonoKote trim (the peel away kind) and trim solvent to apply it. Alternatively you may use iron-on covering by applying trim solvent to the area where trim will be applied and then placing the trim on top of it. The wet trim solvent will allow you to work out any air bubbles, but you have to work quickly. Once the trim piece is in place I go over it with an iron set at a lower heat setting to ensure it's tacked on properly.

If you performed the steps correctly, the patched areas should look like the ones in Figure 3A and 3B.



Figure 3A



Figure 3B

SVF MEETING APRIL 3, 2013
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AIRPORT

Your SVF Friday Photos



How to Add Skirts to Your Retracts

Do you have an airplane and installed set of retracts, but don't like the look of those bare wire struts? Adding skirts can reduce the ugliness of those wires.

I found a simple solution to the problem of adding skirts that requires very little adjusting and what adjusting there is, is easy!

The bill of materials includes:

A piece of 1/64- to 3/32- inch thick plywood (or basswood) big enough to cut out two skirts. I used 1/64 inch on my .60 size airplane and 3/32 inch on my larger models.

Two wheel collars

Two screws and nuts (size depends on wheel collar size)

Two hinges

Two wood screws

Picture 1 shows the assembled parts. Note that the retract motor in the picture is an electric one, and I was able to use one of the screws in the retract to mount the pivot hinge.

The hinge is held to the skirt with a small wood screw. Use a wheel collar that is large enough to slide up and down the strut; no fancy wiring or hinges are necessary. Also, adjusting the length of the screw allows the skirt to lie as flush as possible to the wing just by lengthening or shortening the screw. The nut is used to hold the screw to the skirt.

If you are using Rhom-Air retracts, there are no mounting screws available on them. The hinge must then be glued to the wing.

Picture 2 shows the finished installation.

Ralph Doyle, Spirits of St. Louis R/C Flying Club, Inc., Missouri



Class of 2012 Online!

The biographies for the 2012 AMA Model Aviation Hall of Fame inductees are now available online.

Established in 1969, the AMA Model Aviation Hall of Fame honors those men and women who have made significant contributions to aeromodeling.

The Academy of Model Aeronautics is proud to announce the Class of 2012. Each of these men has gone above and beyond in the name of aeromodeling and we are delighted to have them receive the honor they deserve.

You can read biographical information on all of 2012 inductees by visiting www.modelaviation.com/halloffame2012.

Congratulations to all and thank you for everything you have done for AMA and model aviation!



[Turbine Powered Biplane at Florida Jets](http://www.modelairplanenews.com/blog/2013/03/26/turbine-powered-biplane-at-florida-jets-wvideo/)

VIDEO

<http://www.modelairplanenews.com/blog/2013/03/26/turbine-powered-biplane-at-florida-jets-wvideo/>

Model Airplane News contributor Rich Uravitch was on scene and he covered the event for our upcoming July 2013 issue. As for this impressive aircraft, Rich says:

“Goetz Vogelsang flew a slick looking model that, at first glance, makes you ask “why”? It’s an aerobatic, all composite, turbine-powered BIPLANE! It’s called the “*Quantum*” and he describes it as “a Christen Eagle on steroids.” I’m still not totally convinced of its esthetic qualities, but the performance is remarkable and a “mono” conversion makes it a single winged sport jet in minutes! Neat concept, certainly will appeal to the biplane purists out there!”



ME-262

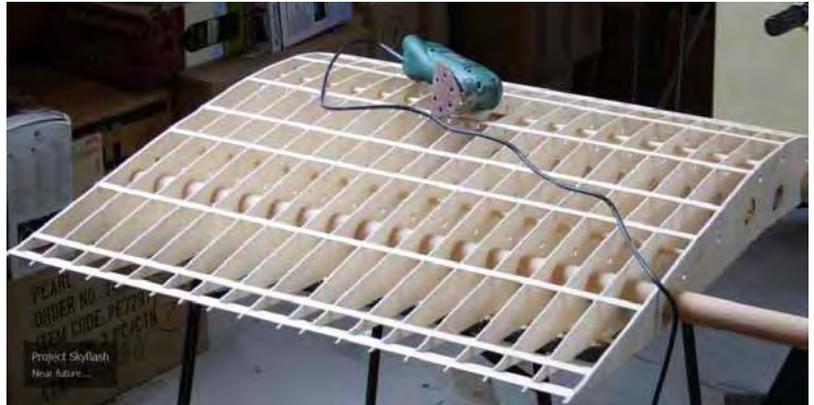
From Jerry Wright

Ladies and gentlemen, I am extremely pleased to announce that, after nearly two decades in development, a fully operable Messerschmitt 262 will be making its North American debut at Scottsdale Airport from April 12th to the 14th as part of the Wings of Freedom tour sponsored by the Collings Foundation. The ME 262 recently completed its FAA flight testing and certification after years of incredibly meticulous work by Sanders Aeronautics. As you may know, my father devoted many years of his life in pursuit of rebuilding the ME262 and transforming thousands of pieces of metal into a fully-functioning aircraft. In 2008, my father turned over the heavy lifting to the Collings Foundation, an organization dedicated to organizing and supporting living history events that enable Americans to learn more about their heritage through direct participation. The Collings Foundation was able to guide the ME 262 through the final stages of restoration, and is making this historic aircraft available to the public. In this spirit, I invite you to join us on the tarmac in April to experience the ME 262 alongside a P-51, B-17 and B-24 as the Wings of Freedom tour comes to Arizona. Please share this announcement with anyone who may be interested in experiencing the world’s first fighter jet, especially WWII veter-



[On a wing and a prayer ...](#)

Yes, you're seeing that right. This inventor has strapped on a wooden, built-up wing and turbine jet and is taking a little test-flight to check things out. He appears to be using an RC surface radio for control. You can see his wing and power pack in the taxi test video, and then the first test-flight video below. At least he has a helmet on; it's always good to put safety first!



VIDEOS http://www.youtube.com/watch?v=Gv-GJngJUD8&feature=player_embedded#!

http://www.youtube.com/watch?v=6k9-UCQULqE&feature=player_embedded

Has Flying Gotten Boring for You?

I have always advertised our sport/hobby as a good place to build and fly in a wholesome, safe environment. While I stand by my statement, I believe it is important to put it in the proper perspective.

Perhaps friends and family are higher on the importance scale than doing a perfect rolling circle or inverted spin. Leading a balanced life while making positive contributions to our society should be placed near the top of the importance scale as well. Every individual has different categories that add value and satisfaction to his or her life.

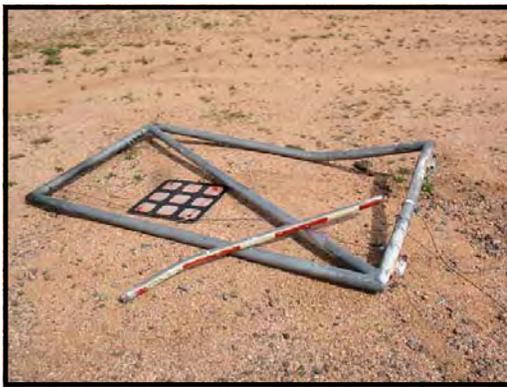
Model aviation can be the glue that helps us add value to those things we hold dear and are of the highest importance. Taking a grandchild to the flying field or club meeting might just spark an interest in the child that adds an element of bonding between the youth and grandparent.

It doesn't have to be a child. It could be a coworker or neighbor who could benefit from the new glue in the friendship. In my case, when I go to a club meeting or to a flying field, I spend a great deal of time just chatting with folks. The conversations do not have to be centered on model aviation. They could be directed to social issues as well as domestic or foreign subjects. If one keeps the conversations constructive, it can be a great relationship builder.

Model aviation, in addition to flying and building, can be the mechanism for bringing folks together and creating good relationships. Isn't it lucky for us to have a hobby like ours that gives us the power to better our lives

Jim Wallen, sjwallen@tde.com

What's Wrong In These Photos?



VIDEOS and Websites Links
Click on to view video, website

PAV-1 1:46
<http://pal-v.com/>

FPV glider to space and back 6:01
<https://www.youtube.com/watch?v=rpBnurznFio>

ME-262 Info
http://www.sandersaircraft.com/restoration_me262-collings.asp

We Remember 6:00
<http://youtube.googleapis.com/v/RU1oB8sGyYM>

The Jockstrap Raiders 19:06 Funny
<http://vimeo.com/59376506>

Virtual Cockpit Tour
<http://www.nationalmuseum.af.mil/virtualtour/cockpits.asp>

People vs Winter 3:12
<http://www.tastefullyoffensive.com/2013/01/people-vs-winter.html>

Aircraft of the Shuttleworth Collection 60:00
<http://www.youtube.com/watch?v=bV7nFXhL8QY>



SVF Website Buy & Sell items.
<http://sunvalleyfliers.com/classifieds/classifieds.htm>

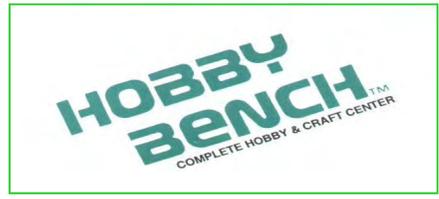


My thanks to those who passed this info on.

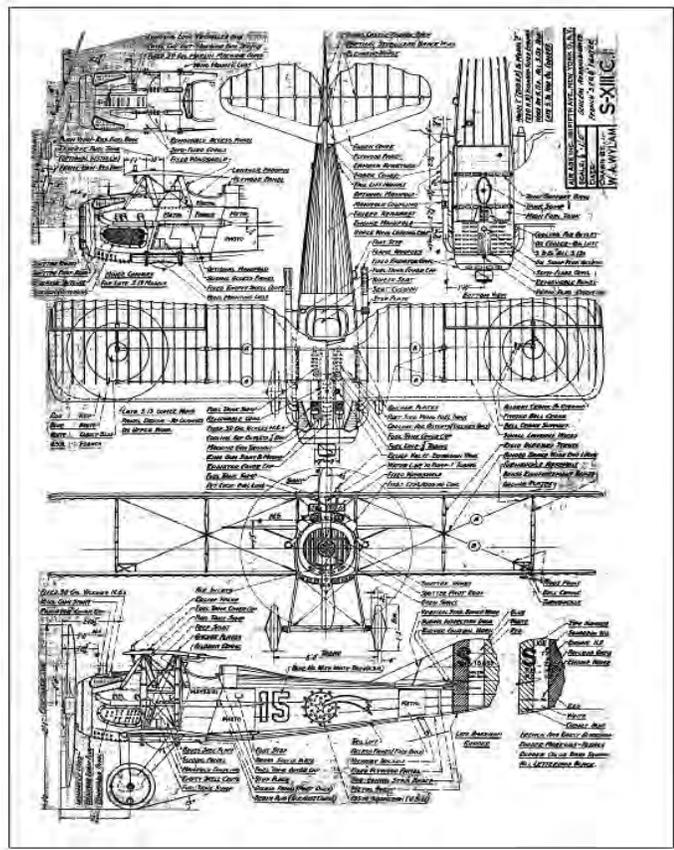


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This Month Issue 4-2013

Well the Heli and OEAF Events are over with. We do have photos on those events. The gate is repaired. Did someone forget his key??? Make sure to view the videos.

Some good VIDEOS to watch. *GOOD stuff in this issue, MORE photos, so enjoy!* Send those articles and photos in and for the **SVF HALL of PLANES.!** Remember to **ZOOM the PDF page to see more.**



Next month Issue

A quite month, nothing going on. Nap time?

Would you like to be notified when the **SLOW ROLL** new issue is available? Give Gene your e-mail address. AZ49ER@COX.NET

Hope you will enjoy it. Bob
rcbobsvf@aol.com



THE SLOW ROLL



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