

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Frank Maskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Jim McEwen
Editor—Bob Purdy K9JNB
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FEBRUARY 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*

IMAA Chapter 782



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SVF MEETING FEB. 6, 2013 @ 7:00 P.M.



THE PRESIDENTS CHANNEL

Frank Moskowitz

February 2013 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 Administrative Action Schedule, our members were to review the 2012 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 and comment if necessary at our February 6th club meeting.

The 2013 CAMAC calendar is out with the following SVF location events posted for February and March:

- Pattern Contest is Saturday and Sunday February; 23th and 24th
- Helicopter Fly-In is Friday, Saturday and Sunday; March 22nd – March 24th

Check our website www.sunvalleyfliers.com for the entire 2013 CAMAC event calendar. CAMAC stands for "Central Arizona Modelers Advisory Council". Be sure to write down the above mentioned event dates on your calendars so you'll know which weekend days our field is closed to general membership flying. We will be asking for your help as usual to support kitchen, parking and gate duties. Please volunteer some time if possible.

Historically we get lots of out of town pilots for some of the events and they like to practice on the Friday before the event. Please be courteous and allow the pilots there time slot.

Now I would like to describe a rather unpleasant bit of news that occurred at Sun Valley Fliers. I thank Mike Peck for his contribution in describing the following occurrence:

Just before Christmas in 2012, one of our Sun Valley Fliers members had an unfortunate incident with a full size airplane that was flying toward the Deer Valley airport. Our member was flying his model in a climbing attitude when he was warned by both his caller and another individual at the field that a full size airplane was in the vicinity of the flying site. Our safety rules require that all SVF model pilots follow "see and avoid" procedures when full size airplanes are spotted in the vicinity of the flying site, and that means our member should have immediately reduced the altitude of his model and flown away from the full size airplane. Regrettably, our member continued to climb his model, failing to comply with the "see and avoid" procedure, and the pilot of the full size airplane reported that the model reached an altitude that was above the full size airplane. This incident resulted in the Deer Valley Tower notifying the Phoenix PD, who then immediately dispatched two officers to our field. The officers reminded me that we could easily be shut down if this continues.

Our member was asked by letter to appear at the January 7, 2013 SVF Board of Directors meeting to discuss the incident and his actions. Our member chose instead to send a written explanation to the Board of Directors, which was given due consideration by the Board. The Board of Directors did not find our member's written explanation of his actions to be acceptable or justifiable, **and voted to revoke his flying privileges at the SVF flying site and expelled the member from the Sun Valley Fliers club.**

All Sun Valley Fliers radio controlled model aircraft operators have a responsibility to operate their model in a safe and reasonable manner that does not endanger the life, health, or well-being of other individuals, and furthermore minimizes the risk of damage or destruction to the property of others and/or the SVF club. SVF members that are privileged to operate large, heavy, or very fast model aircraft are expected to hold them-

continued

to hold themselves to an even higher safe and reasonable operating standard, since those kinds of models are more noticeable and/or have a higher risk of doing harm.

Our flying site is within the Class D airspace of the Deer Valley airport, and the FAA controls the airspace that we are presently allowed to share with full size airplanes. It is critical that all SVF members understand and comply with our **“see and avoid”** procedures and that we keep our models away from full size aircraft at all times. Each member needs to have a spotter while they are flying to notify the model pilot when full size aircraft are seen in the vicinity of the field and to help the model pilot fly in a direction away from and below the full size airplane. We must insure that we do not harm full size aircraft or their occupants, that we do not operate our models in a manner that causes concern to those flying full size aircraft, and that we do not become a problem user of the national airspace in the eyes of the FAA. **If we fail to do this, we are certain to lose our flying site, our club, and our ability to continue to fly and enjoy radio control model aircraft.**

As our membership grows and new faces appear, we all need to insure that our field maintains its stature as the safest, 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 6th 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

Highlights from Club Corner

We are starting a new year and perhaps it is time to do a “reset” to some old habits and start out fresh in 2013. Perhaps we have read of new ideas but never really followed up on them. It was just too easy to sit them in the corner of our mind to gather dust. Let me dust off a few of them we have previously talked about in the last few years.

Make it a point to attend more club meetings. New ideas pop up and you may meet some new friends. Get out to the flying field a little more often. You may also want to volunteer to join a work group to keep the place in tip-top shape.

Be more active in your club flight training program. If you do not have one, you may want to be proactive in getting one started.

Club social events strengthen the bond between club members and their spouses.

Get down to your local hobby shop; introduce yourself and your club. Invite the owners to a club meeting or do some buddy boxing if they have not flown before. Remember, it is the hobby shops best interest to see your club thrive.

Make your club known to local officials. It can pay dividends down the road.

Be visible to the public. Put on a simple mall show. Put a float together and march in a local parade.

Hand out flyers, maps, and candy for the kids. Smiles, warm handshakes, and model airplanes are a great mix for public relations.

Remember, this article is just a dusting off, not a total housecleaning job. Pick a task or two that you feel comfortable with and go make it happen. It's fun to be proactive and see something positive happen because of your input.



Sun Valley Fliers Club Meeting Minutes Date, January 2, 2013

The meeting was called to order at 7:01pm by **Frank Moskowitz**. There were 22 members in attendance. Frank introduced the executive and members of the board of directors.

Guests: None

New Members: None

New Solo Pilots: None

- **Jim McGrath** passed away on Dec 29th, 2012. Frank has copies of his biography at the front table including funeral information.
- An award was presented to **Ken Justice** – Safety Officer for his dedication and service.

Secretary's Report – Jim McEwen

- The minutes of the December meeting were accepted as read (there was no Slow Roll published in January).

Treasurer's Report - Gene Peterson

- 208 members have renewed as of today (out of 302). Renewals are coming in.
- The deadbeat list will be published in the March Slow Roll.
- Gene reported the balances in the account.
- The December report was accepted as read.
- Gene gave notice of his intent to resign from the Treasurer's position as of the end of his term.

Safety Officer Report - Ken Justice/Frank Seminara

- Ken was approached regarding people not observing the traffic pattern (as determined by the wind) or not calling out their intentions. Please follow the traffic pattern and loudly declare you intentions especially for take-off and landing.
- There was an incident regarding not following the See and Avoid Rule. The Board will be addressing this issue at the upcoming meeting.

Old Business:

- There are new trash cans and they work really well. The lids are easy to lift and will lock in place. Please use them and help keep the club clean.

New Business:

- This is the time for our annual review of the club safety rules, the constitution and bylaws, and event schedule.
 - Rule #2 will be updated to indicate you should wear your badge. Rule #4 will be updated to reflect the engine test area (which will be built soon).
 - The AMA came out with new documents regarding flying First Person View or GPS controlled flight. If you perform this type of flight, please ensure you are familiar with the rules/requirements of these documents.
 - The constitution and bylaws haven't changed since 2004. Copies are provided to new members and Gene can email members a pdf copy upon request.
 - The possibility of membership voting via email will be discussed at the upcoming Board meeting.
 - The CAMAC schedule is currently at Rev C. Earlier revisions have a typo indicating that the helicopter event and the 1/8 Air Force event are both at Cave Butte on the weekend of 23-24 March. The 1/8 AF event is at actually at the AMA field in Mesa.
- Volunteers are needed to work the gate and kitchen at Winter Warbirds. Please contact **John Geyer** or **Tony Quist**.
- On Sunday Jan 20th, there will be the second starter scale event.

Community Awareness – John Geyer

- John was contacted by the Boy Scouts. Apparently the Eagle and Life Scouts have special meetings with presentations aimed at older kids. We will likely make a presentation to them in the future and potentially have them out to the field for some buddy box time.

Door Prize Winners:

- **Frank Seminara** – gallon of fuel, **Lorne Counce** –fuel, **Bob Bayless** –fuel, **Bob Purdy** – gallon of fuel

50/50 – Eric Stevens

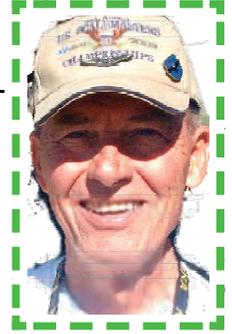
Show & Tell: None

Past President and long-time member **John Wisniewski** will be moving to a retirement home in Georgia during the spring. John thanked the club membership for all the enjoyment he's had over the years in the hobby. The meeting adjourned at 7:47pm.

Respectfully submitted, *Jim McEwen* - Secretary

\$ TREASURERS REPORT \$ with *Gene Peterson*

TREASURERS REPORT February 2013



The renewals are coming in slow but sure but thought I'd share with you the numbers. We show as of Feb 1 that we have 304 members. Also as of this date we have 226 renewed for 2013. I'd be real happy if we get 25 more during Feb, but the prospect doesn't look real good at this time. Losing 50 or so is pretty usualy, but 75 is not. **End of Feb, (March Newsletter) we publish the "not renewed list" and that sometimes gets a few more to remember.**

So.....if you haven't renewed, get it in. If you don't remember, email me or call and lets "find out".

You might see a new trash pick up service and Potti Service vendor coming to our field. Some new company called and said they bought out our current vendor. He stated the name but I didn't get it. He said same rules and costs so nothing to worry about.....We'll see how that goes..... Hope we get some more sunny days, like the weekend we had for the Winter Warbirds and Starter Scale Masters. Pattern Contest coming this month.

Go 49ers.....

Regards **GENE PETERSON, TREASURER**

Az49er@cox.net

602-579-0925

FEBRUARY 2013 SVF BirthDay Boys

First name	Last name	Member type	Dob
Michael	Peck	Regular	02/02/1948
Mike	Dolan	Regular	02/04/1956
Barry	Kutzen	Senior	02/05/1943
Edward	Schaber	Senior	02/06/1934
Alexis	Corral	Regular	02/06/1961
Walter	Tessier	Senior	02/08/1936
Scott	Curtin	Regular	02/11/1954
Richard	Shogren	Senior	02/13/1934
Kurt	Sowle	Regular	02/13/1967
Josh	Fivecoat	Regular	02/15/1980
Tommy	Lee	Regular	02/21/1972
Dan	Crum	Senior	02/22/1945
Jim	De Veuve	Senior	02/23/1922
Greg	Frohreich	Regular	02/24/1950
Cameron	Markwart	Junior	02/24/2000
Richard	Clark	Senior	02/26/1929
Tom	Guca	Senior	02/26/1942
Craig	Larrivee	Senior	02/26/1942
Otto	Maytag	Junior	02/26/1998
Eric	Stevens	Regular	02/27/1969
Dennis	Lamb	Senior	02/27/1941

MCHUMOR.COM by T. McCracken



"I borrowed Timmy's model plane to crop dust the garden."

MCHUMOR.COM by T. McCracken



"There's really no need for confusion. Page 95, section 33, paragraph L clearly explains ..."

SVF

THE 32nd ANNUAL
**SUN VALLEY R/C
CHAMPIONSHIP**

AT
CAVE BUTTES DAM FLYING SITE
PHOENIX, ARIZONA

FEBRUARY 23 & 24, 2013

**SPORTSMAN MAY USE TUNED PIPE
AND ANY TYPE OF AIRPLANE, UP TO
15 LBS. ENTRY FEE FOR SPORTSMAN
IS \$30.00.**

**ENTRY FEE: INTERMEDIATE, ADVANCE
MASTERS, F3A IS \$40.00. MAKE CHECK
PAYABLE TO: SUN VALLEY FLIERS
C/O RUSTY FRIED.**

**Registration 7:30 to 8:00 AM Pilots meeting 8:00 to 8:15 AM Flying
starts 8:30 AM**

Lodging: Make your Reservations now, Don't Wait!

Sponsored by SUN VALLEY FLIERS

CD Rusty Fried Days (602) 540-3991

E-mail: completemarine02@Gmail.com

See SVF web site www.sunvalleyfliers.com for direction to field

VIDEOS and Websites Links

Click on to view video, website

Bob Hoover Project

2:47

http://www.youtube.com/watch?v=Jnd35vilKDY&feature=player_embedded

Super Sabre

6:33

http://www.youtube.com/embed/YrsB_t5iWT4?feature=player_detailpage

IN DOOR FLYING

2:55

<http://vimeo.com/54932747>

Qanta Connie Super Constellation Takeoff

:46

http://www.youtube.com/watch?v=dExlu488bM4&feature=player_embedded

WWII aircraft reassembled & hung in a museum

5:51

http://www.liveleak.com/view?i=0e3_1357341202

Boeing: Lights out

2:08

http://www.boeing.com/Features/2012/10/bds_champ_10_22_12.html

Sailplane Grand Prix in the Andes

13:40

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

Triple Tree Aerodrome

9:53

<http://www.youtube.com/watch?v=n76L9icJwWY>

Warbirds over the Rockies

5:11

<http://www.youtube.com/watch?v=wiJS7UQriwc>

AMA EXPO

2:26

http://www.youtube.com/watch?v=_xRDE-HVOAY

AMA EXPO XMTRS

<http://www.youtube.com/watch?v=y9jaugilBIQ>

AMA EXPO P-51

1:27

http://www.youtube.com/watch?v=My4ZqyZI_d4

AMA EXPO DR-1

4:49

<http://www.youtube.com/watch?v=wqJewBe2VPI>

AMA EXPO BRUCE JENNER

9:19

<http://www.youtube.com/watch?v=1kF7qzvARrM>

AMA EXPO MAXFORD

4:56

<http://www.modelaviation.com/expo2013maxfordbooth>

AMA EXPO NITROPLANES

5:26

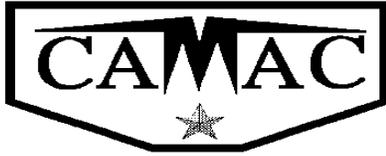
http://www.youtube.com/watch?v=_io4iNdArRU

SVF Website Buy & Sell items.

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

My thanks to those who passed this info on.





AEROMODELING ACTIVITIES 2013 CAMAC CALENDAR OF EVENTS REV B 1-07-13

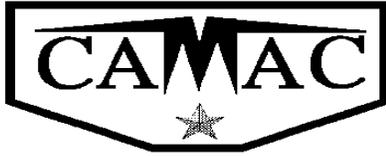
<u>EVENT</u>	<u>LOCATION</u>	<u>HOSTED BY</u>	<u>DATES</u>
WINTER WARBIRDS FLY-IN	CAVE BUTTES PARK	SVF	JAN 18,19
SUPERSTITION CHALLENGE IMAC CONTEST	SUPERSTITION FIELD	EVA	JAN 19, 20
STARTER SCALE CONTEST	CAVE BUTTES PARK	SVF	JAN 20
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 19,20,21
ARIZONA ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 24,25,26,27
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 26,27
SOUTHWICK STUNT (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	FEB 16
WATTS UP ALL ELECTRIC FLY-IN	TUCSON (TRCC)	TRCC	FEB 16,17
PRESIDENTS CUP (free flight)	ELOY	PMAC	FEB 17
SVF PATTERN CHAMPIONSHIPS	CAVE BUTTES	SVF	FEB 23,24
SOUTHWEST CLASSIC SOARING CONTEST	SCHNEPH FARMS	CASL	FEB 23,24
GUNSMOKE (USSMA QUALIFIER)	SUPERSTITION AIR PARK	1/8 AF	MAR 1,2,3
TUCSON JET RALLY	TUCSON MODELPLEX PARK	TIMPA	MAR 8, 9,10
MARCH MADNESS COMBAT	ESTABAN PARK	CACLC	MAR 15,16,17
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 19,20,21,22,23
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	MAR 22,23,24
ST. PATRICK'S DAY (free flight)	ELOY	PMAC	MAR 16
CACTUS CLASSIC IMAC CONTEST	SUPERSTITION FIELD	EVA	MAR 23,24
1/8 AIR FORCE SCALE FLY-IN	SUPERSTITION AIR PARK	1/8 AF	MAR 23,24
WINGS OVER ARIZONA	SUPERSTITION AIR PARK	AMA	APRIL 13,14
WINGS OVER THE DESERT WARBIRD FLY-IN	TUCSON (TRCC)	TRCC	APRIL 20,21
I-10 CHALLENGE (free flight)	ELOY	PMAC	APRIL 21
MAY-FLY	CAM FIELD SEDONA	CAM	MAY 4,5
SUPERSTITION PATTERN CLASSIC	SUPERSTITION AIR PARK	AMA	MAY 4,5
HOT STUFF (free flight)	ELOY	PMAC	MAY 18
BEAT THE HEAT FLY-IN	FLAGSTAFF (LEUPP RD)	FF	JULY 20,21,22
FALL KICK-OFF (free flight)	ELOY	PMAC	SEPT 15
GHOST RIDERS (free flight)	ELOY	PMAC	OCT 19
1/8 AIR FORCE SCALE FLY-IN	ADOBE MOUNTAIN PARK	1/8 AF	OCT 19,20
CARRIER PLUS XVI SCALE, 36 SPEED	FESTIVAL FIELD	CACLC	OCT 26,27
RED FLAG COMBAT (Control Line)	ESTABAN PARK	CACLC	NOV 1,2,3
AMA FALL AUCTION	SUPERSTITION AIR PARK	AMA	NOV 2 (8:00 AM)
ELECTRIC FUN FLY	CAVE BUTTES	SVF	NOV 16
ANNUAL TIMPA GIANT SCALE FLY-IN	TUCSON MODELPLEX PARK	TIMPA	NOV 9,10
ARMED FORCES MEMORIAL (free flight)	ELOY	PMAC	NOV 10
25 TH ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 14,15,16,17
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 30, DEC 1
ARIZONA FREE FLIGHT CHAMPIONSHIPS	ELOY	PMAC	DEC 7,8

Latest updates of this CAMAC Calendar and other Arizona aeromodeling activities may be found at: www.flycamac.com
See flying site location descriptions and host club contact information below on next page or at: www.flycamac.com

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



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 480-982-4873; AMPS (Arizona Model Pilots Society) ph 623-551-3997; ARCS (Arizona Radio Control Society) ph 623-385-2113; CACLC (Central Arizona Control Line Club) ph 602-944-8557; CAM (Central Arizona Modelers) ph 928-634-1616; CASL (Central Arizona Soaring League) ph 623-910-8756; EVA (East Valley Aviators) ph 602-803-6852; FF (Flagstaff Flyers) ph 928-526-0039; 1/8 AF (One Eighth Air Force) ph 480-948-8513; PMAC (Phoenix Model Airplane Club) ph 480-460-1366; SMF (Scottsdale Model Flyers) ph 480-970-8464; SWRCF (Speed World RC Flyers) ph 623-975-1793; SWRMA (Southwest Regional Modelers Assoc) ph 480-839-8154; SVF (Sun Valley Flyers) ph 602-579-0925; TIMPA (Tucson International Modelplex Park Assoc) ph 520-299-0593; TRCC (Tucson Radio Control Club) ph 520-237-9468; YA (Yuma Aeromodelers) ph 406-781-7233 CAMAC ph 480-948-8513

Club Websites:

Arizona Model Aviators (AMA):	www.azmodelaviators.com
Arizona Model Pilots Society (AMPS):	www.ampsrc.com
Arizona Radio Control Society (ARCS):	www.arcs1.com
Central Arizona Control Line Club (CACLC)	www.controllinecentaz.com
Central Arizona Modelers (CAM)	www.camodelers.com
Central Arizona Soaring League (CASL)	www.CASL.net
East Valley Aviators (EVA)	www.eastvalleyaviators.org
Flagstaff Flyers (FF)	www.flagstaffflyers.com/
One Eighth Air Force (1/8 AF)	www.oef.org
Phoenix Model Airplane Club (PMAC)	http://freeflight.org/PMAC/
Southwest Regional Modelers Association (SWRMA)	http://aalmps.com/swrintronu.htm
Speed World RC Flyers (SWRCF):	www.speedworldrcf.com
Sun Valley Fliers (SVF):	www.sunvalleyfliers.com/
Tucson International Modelplex Park Assoc. (TIMPA)	www.TIMPA.org
Tucson Radio Control Club (TRCC)	www.tucsonrcclub.org
Yuma Aeromodelers (YA)	www.yumaaeromodelers.com

Central Arizona Modelers Advisory Council

www.flycamac.com

Academy of Model Aeronautics

www.modelaircraft.org/



CHARTERED

CENTRAL ARIZONA MODELERS ADVISORY COUNCIL

WINTER WARBIRDS

SVF just completed Winter Warbirds. This was a new event for our club. We had 32 flyers from Arizona, California, Nevada, and Texas. We were blessed with great weather for flying all three days. This event was a Fun Fly for Friday and Saturday. Sunday was a one day scale contest for newcomers to judged flying. 15 pilots participated in the Sunday contest.

Award Winners

Static

pre WW2 Jay Steward (Helldiver) , WW2 Bryan McLarty (Val)

Post WW2 Frank Kelly (OV-10 Bronco)

Best of Show Chad Veich (Hellcat)

Flying awards

Best Jet Barry Hou F-22

Best Electric Rick Marshall P-47

Best Formation Flight Doug Anderson and Kenny McSpadden

Realistic Flight Dave Shoffner BVM EDF F-86

Scale Contest

Pro/Am Sportsman 1st Derek Micko 2nd John Deacon 3rd Ron Petterec

Pro/Am Pro 1st Tony Quist 2nd Cole Thornton 3rd John Geyer

Sponsors

Smart-Fly, Desert Aircraft, Jersey Modeler, Southwest Hobbies, and Tower Hobbies.

I would like to thank

Loren Counce, Charlie Beverson, Frank Moskowitz and Bob Purdy for their work in the Kitchen. Ken Rhoads, Bob Purdy, Howard Kennedy, Ron Petterec, John Nanson, John Geyer, Ken Justice, Ken Scott, Derek Micko, Bill Heuermann, and Jay Steward for their work on the gate. There may have been more that I missed.

Jay Steward, Mike Peck for clean up before the event.

John Geyer and Mike Peck for assisting me all weekend.

Tony Quist



WINTER WARBIRDS January 18-20, 2013





WINTER WARBIRDS January 18-20, 2013



Starter Scale Contest Report

On Sunday, January 20th, the Sun Valley Fliers hosted their **second** one-day Starter Scale contest featuring the two new US ScaleMasters classes of Pro/Am Sportsman and Pro/Am Pro. This event was conducted in conjunction with Tony Quist's Winter Warbirds scale fly-in, which ran on Friday and Saturday followed by the Starter Scale contest on Sunday. This format enabled the SVF to have both the warbird fly-in and the contest under the same AMA sanction, and it was planned that way hoping that the scale fly-in participants would also be interested in competing in the Starter Scale contest. Pilots who had paid to fly in the Winter Warbird fly-in did not have to pay a separate entry fee to fly in the Starter Scale contest. All others paid a nominal \$20 to fly in the Starter Scale contest.

Pro/Am Sportsman is a class for pilots who are inexperienced in scale competition flying, and any scale or semi-scale model is welcome, regardless of how it is powered, what it is constructed out of, who built it, or what size it is. The Pro/Am Pro class is a truly open class for anyone who wants to fly in scale competition regardless of their previous experience or what kind of scale model they are flying. Both classes only require a picture of the full size aircraft that is modeled, and the color and markings of the model do not have to match the picture of the real thing.

Starter Scale events are intended to offer any AMA licensed pilot an easy introduction to scale competition flying in a low pressure, laid back contest environment. You can fly an electric foamie, a turbine powered jet, or anything in between if it is a model of a full size man-carrying aircraft that actually flew.

We had a total of 15 entries in Starter Scale, twelve of which had been entered in the Winter Warbirds event. Eight competitors flew in the Pro/Am Sportsman class, seven competed in the Pro/Am Pro class, and we flew two full rounds on Sunday. Austin Goodwin, the upcoming Gunsmoke ScaleMasters Qualifier contest director was on hand encouraging Starter Scale pilots to join him for the qualifier which will be held on March 1-3, 2013 at the Arizona Model Aviators field in Mesa. Both Starter Scale classes will be flown at the Gunsmoke Qualifier and contestants in the two Pro/Am classes can become qualified to fly at the US Scale Masters Championships event to be held at the Alameda Naval Air Station, in Northern California in October of this year.

Many thanks to the judges that worked the Starter Scale contest, including Bob Bayless, Eric Stevens, Kent Walters, and our US ScaleMasters Association national chairman, Bernie Boland. We also had a lot of help from SVF members and the One Eighth Air Force crew handling registration, security, entry gate control, caller duties, and the kitchen food concession. **Special thanks go to Tony Quist, Howard Kennedy, John Geyer, Jay Steward, John Deacon, Bill Powers, Bob Frey, Charlie Beverson, Loren Counce, Frank Moskowitz, John Nanson, Kenny Rhoads, Austin Goodwin, Bob Purdy, Ken Justice, Gene Peterson**, and the other unsung helpers who worked in the background to make both of these events a complete success. I also want to give Miss Autumn Boland a huge thank you for handling the computer scorekeeping & score runner duties.

And now, the Starter Scale contest results:

Pro/Am Sportsman

1st Place: Derek Micko, Me-262 Schwalbe
2nd Place: John Deacon, Dragon Rapide
3rd Place: Ron Petterec, T-34 Mentor
4th Place: Kenny Rhoads, Pilatus PC-21
5th Place: Wayne Lane, F-15 Eagle

Pro/Am Pro

1st Place: Tony Quist, BAE T-1 Hawk
2nd Place: Cole Thornton, P-47 Thunderbolt
3rd Place: John Geyer, EMB 312 Tucano
4th Place: Barry Hou, F-22 Raptor
5th Place: Howard Kennedy, T-34 Mentor

Congratulations to the winners; we hope to see all the contestants at Gunsmoke.

Mike Peck

2nd Scale Contest Photos

January 20, 2013



Lt. Floyd Fulkerson: Ultimate Wingman

By John Dejanovich



There are no great aces without great wingmen and young Lt. Floyd Fulkerson from Little Rock, Arkansas, was one of those wingmen. Although he had four confirmed victories, so he was nearly an ace himself, he sees his primary contribution to the war effort to have been the protection of his lead pilots, some of whom were America's leading aces. During his time with the 475TH Fighter Group in the Pacific, Floyd flew with such notables as Major Richard Bong, Major Tommy McGuire, and even the much-celebrated "Lone Eagle," Charles Lindbergh. Cover the shooter, that's what wingmen do. They protect the shooter from surprise attack. In this role, Fulkerson

helped some of our great aces achieve their successes.

A bomber pilot, but not for long

"At 91 years of age, I'm still living a few miles from where I was born and where I joined up. I was 21 when I finished training on the B-25 Mitchell and was shipped overseas. I arrived in the South Pacific in June 1943, and immediately started flying missions out of Port Moresby in New Guinea including one low-level strafing run on the Japanese airfields at Rabaul. That early in the war, that was an extremely risky endeavor.

"Not long after arriving, and quite by chance, I ran into an old college classmate while visiting Base Ops on a nearby field. My friend, Alec Guerrey, was in an administrative position and involved in the forming of a new P-38 fighter unit. After some catching up on old times, I let it be known that as much as I loved strafing the enemy with the Mitchell, I would rather be dicing it up in a '38.' Alec took my suggestion to heart and set about pushing the right buttons to make my dream a reality."

In another time and place, the probability of making a bomber-to-fighter transfer happen would have been bureaucratically nil. However, in the fast-moving dynamics of front line warfare and thousands of miles from Command Headquarters scrutiny, his friend did some paper-shuffling magic and somehow managed to change Floyd Fulkerson, bomber pilot, into Floyd Fulkerson, P-38 fighter pilot.

A new fighter group with a new airplane

At this point in time, General Kenney had completed the formation of the 475TH Fighter Group. This was Kenney's pet outfit and was comprised of mostly hand-picked personnel. It was built around the revolutionary new Lockheed P-38 Lightning. By the time Fulkerson arrived, the 475th FG had just been organized, trained and deployed at forward bases around Port Moresby.

Fulkerson remembers, "In January 1944, I was 22 years old and was assigned to the 431ST Fighter Squadron. I began my fighter pilot career operating out of Dobodura. From that point on, I would fly combat missions continuously for a year with only an occasional 10-day rest and recuperation break. We ranged as far away as Ceram, Indonesia, all over the New Guinea countryside, the surrounding waters and ultimately to the big shootout in the Phillipines.

"From the beginning I flew the new 'J' series Lightning and I served my entire tour of duty as a member of the 431ST squadron." This was significant because the 431ST was the first to be equipped with the P-38 and would produce a multitude of Aces including the top two American aces, Bong and McGuire. The 431ST, along with its sister squadrons the 432ND and 433RD went on to exceed Gen. Kenney's expectations by a wide margin and former bomber pilot, Lt. Fulkerson, was right in the thick of things. In particular, he witnessed history being made while flying wing on Maj. Bong when he made his last four kills starting on December 7, 1944 over Ormoc Bay in the Phillipines .

Watching the master at work

The mission was to fly top cover for the Leyte invasion and the flight also included number two ace, Maj. Thomas McGuire, and Maj. Jack Rittmayer, an old flying mate from Headquarters. Together they

comprised "Daddy Green Flight" and their assignment was to orbit the landing beach area at about 4,000 feet. It was late in the afternoon and shortly after arriving on station, Bong spotted a Betty bomber making a run on the invasion fleet below. With Floyd as witness, it would become kill number 37. Fulkerson says, "Maj. Bong suddenly rolled out of formation and began a descent. As I watched him, I could see a bomber low on the water in the distance lining up for a run on the landing area. For a second or two, I was angry. As wingman, my job was to cover him during our mission. Combat procedure required him to call out the target location and then initiate his attack. Don't get me wrong, I have great respect for Maj. Bong. He was a very important part of the war effort, but it was my job to cover his six and I didn't want anything happening to him on my watch. I took a quick look around and breathed a little easier: there were no more enemy aircraft in sight. Just the same, I rolled in on his tail and shoved the throttles up to catch him. As I approached, I was a little higher and just behind him, as he began his attack on the Betty. From my vantage point I could see it all quite clearly.

"Richard was a good fighter driver, but his real forte was gunnery. I had a ringside seat and watched a master at work. Approaching to about a 150 yards, he was a little high and behind the bomber, when he snapped off a quick burst. Just that fast, the tail gunner position turned into a shower of metal and glass shards. With no tailgunner to worry about, he moved into about 50 yards and, with about 3 degrees of skid to the left, began to work the left engine area. I could see the hits sparkling, pieces coming away and in seconds smoke began to trail from the engine. I scanned the area again and, as I looked back down, he started rolling the nose of the '38' to the right.

"He methodically stitched through the fuselage and cockpit area on his way to the right engine. It was almost surgical. His aim so precise hardly any of the tracers missed the target. A few seconds burst and the right engine began to disintegrate. Soon the Betty fell off into the sea. In a matter of moments it was over.

"It was a privilege to have flown with him and I treasure the memories but, just the same, later, when we returned to base I gave him a piece of my mind. I even made note of the incident officially, even though he outranked me ... it's mentioned in the squadron history. But, that would come later in the day.

"Just as he rejoined us, a flight of five low-flying Tojos appeared and it was clear that their intent was to dive into troop transports gathered in the landing area. McGuire spotted their approach and ordered Daddy Green Flight to attack and destroy.

Going for broke

"We all broke flight discipline at this point. It was rare, but there was an overriding imperative. The anchored troop transports were naked to a new form of attack we called Kamikaze. En masse we ditched directives and slammed our throttles to the stops.

"We each latched onto a target and I followed mine into the heavy anti-aircraft fire that was boiling up from the vessels trying to ward off attack. It was obviously dangerous, but, I was young and there was no way I was going to let one of those guys hit one of our ships. I kept the power up and got so close behind him that he was all I could see in my windshield. I wanted to get right on his ass. I barely started firing when the Tojo exploded in a fireball and a shower of parts. He was maybe 20 feet high and the water beneath him foamed from debris splashing into it. It happened so fast that all I could do was hang on and fly right through all that stuff. I recall vividly thinking to myself. 'This is it ... I'm done.'"

Seconds later, Floyd found himself in clear air, still flying and just above the waves. Pulling hard, he zoomed back to 3,000 feet where the flight gathered and headed back to base at Dulag Airfield. On the way back, he witnessed Bong knock down another Tojo from a flight of five. McGuire and Rittmayer also bagged one each making for a successful mission.

Once landed and safely tucked into a parking spot, Floyd and several ground crewmen crawled all over his Lightning, fully expecting to find all sorts of damage from flying through the cloud of debris. To their astonishment, there wasn't a scratch. The exploding Tojo hadn't left a mark!

Bong's score kept climbing

"On the 15TH of December on a sweep over Panubulon Island, I was flying wing on Bong when he bagged another Oscar. Covering his six o'clock, I watched as he hit it with a couple of bursts. Pieces

started streaming back and it crashed into the ocean and exploded. This was number 39 for Bong and I officially verified the kill after we landed.

“On the way back to base we flew back over Negros Island where I made a strafing pass on Tanzan Airdrome. Out of the approximately 20 enemy aircraft on the field, I destroyed two Jacks and an Oscar, all three were lined up in a row and in the process of taking off. In addition, I nailed two Oscars that were parked near the far end of the runway.

“That was easily the fastest I had ever flown a P-38 close to the ground and it was quite an experience! I went in at 410mph well aware that Jap ack-ack was very accurate. Even at that speed, half way through the run, they very nearly got me when they shattered my canopy. Bong stayed up at altitude and covered me because the brass had restricted him from strafing. Coming off the run, I chandelled up to Bong’s altitude, assumed the wingman position and we returned uneventfully to Dulag.

Number 40 and history is made

“Two days later, on the 17TH of December, Bong and I were at it again. I had the privilege of covering this great Ace on what would become a history-making sweep over the landing beach on Mindoro Island. At 4:25 p.m. and at about 9,000 feet, Maj. Bong closed on an Oscar and, as I stated in the confirming action report filed back at Dulag. ‘I saw Dick close in on the Oscar from dead astern and fire a short burst which brought pieces from the Oscar. The Oscar turned right and with another burst from Maj. Bong, did a half roll, trailing fire and crashed into the jungle.’ This was the 40TH confirmed kill for Maj. Bong making him America’s ‘Ace of Aces,’ probably for all time.”

For Maj. Bong, the war was over as he was grounded by Gen. Kenney and returned to the states arriving in San Francisco in time for New Year celebrations and an adoring public reception.

Once again, Lt. Fulkerson had done the wingman’s job. As documented, Floyd flew protection and provided confirmation on all four of Bong’s final victories. Of the four members of the historic Daddy Green Flight, which included McGuire and Rittmayer, Lt. Fulkerson would ultimately be the only one to survive the war.

Mission number 124 ½

For Floyd Fulkerson, the war continued and on December 20 he touched another piece of history, although the significance was unknown to him at the time. On that date, flight records indicate he started a combat mission in aircraft serial number 44-23296. As it turned out, this particular aircraft was the 5,000TH Lockheed Lightning produced and being very proud of that contribution, Lockheed painted it a brilliant vermillion red, named it YIPPEE and sent it on tour around the country to push war bonds. With its public relations glamour days behind it, this aircraft was eventually assigned to the 431ST Fighter Squadron at Dulag. The aircraft somehow arrived without fanfare and on this day Floyd flew it into battle, as his normal mount was temporarily out of service. Unfortunately, records indicate an early return to base from some unexplained problem and before the aircraft could be repaired and returned to duty it was involved in a ground crash and was so heavily damaged that it had to be salvaged..

Five days later, on Christmas Day 1944, Lt. Floyd Fulkerson flew his 125th, or as he calls it “Mission 124 ½” and final, combat mission. And it was a big battle. The target was the huge flight complex at Clark Airfield as well as the many surrounding airfields in the Manila area. Heavy bombers were brought in to pound the airfields and all the Allied fighters that could be mustered were thrown into the event. An excited Lt. Fulkerson climbed into his trusty old mount, emblazoned with nose art reading Who’s Next ... ? and flew toward the target zone. The Japanese threw approximately 70 fighters into the melee. The battle quickly turned into a free-for-all, making it a fighter pilot’s dream with targets everywhere.

“I homed in on a pair of Jacks making a run on a box of B-24s. Pulling behind the second one, I hit him with a 25-degree deflection shot and he spun off toward the jungle and exploded on impact. I immediately kicked in a little left rudder, lined up the leader and started chewing on him with the 50s. Taking hits he started a shallow turn to the right and I pulled tighter raking through the wing root and cockpit area. As chunks flew out, he rolled left and headed down trailing smoke. Moments later, I watched him crash into the jungle below and explode.”

One more victory and Floyd would officially join the ranks of the Aces. With the mission and his per-

sonal goals in mind he bore in on his third target and violated one of the most fundamental rules of aerial combat: in his excitement and ambition he ran off and left his wingman.

“Looking around for more action, I found number three aircraft crossing right to left in front of me and just about the same altitude. I kicked the big twin fan to the left, and, just as I lined him up, tracers started passing to my right and I began taking hits in the tail. I could hear the shells hitting and I could feel the aircraft shudder. Those booms taking hits were like a tuning fork sending me the news. I slammed the nose down and went to full throttle and dove off to escape. I soon outdistanced them and they turned back to the fight. Once free, I looked around for my wingman who was nowhere to be seen. As I maneuvered and glanced around I thought I could see spray trailing from the tail area.

“Very soon my worst fears were realized. They had punched holes in my radiators, which were located in the booms. Both engines were heating up rapidly. The good news: my airplane was flying just fine. The bad news: I was a long way from home and it was plain to see that Who’s Next...? wasn’t going to carry me home. As the temp needles headed toward the pegs, I spotted what looked like a suitable place to set her down so I banked and headed that way. Hopefully, I had found a place where the Japanese wouldn’t be waiting to greet me.”

The landing site turned out to be a rice paddy about 50 miles north of Manila and near the town of Santa Maria. He brought the big fighter down in the paddy in a controlled manner but, took a nasty hit at the far side of the field when the aircraft slammed into a dirt embankment. The impact was hard enough that it cracked two of Floyd’s vertebrae. As he wiggled from the wreckage, the remains burst into flames. Lucky for him Philippino guerrillas had witnessed his plight, rushed to his aid, and spirited him away to the mountainous jungle before the Japanese arrived.

A fighter pilot with the guerillas

The next five weeks were spent evading the Japanese as a guest of the guerrillas, who quickly passed word back to U.S. authorities that he was at least alive and well. After an initial three weeks of healing and with communication again provided by the guerillas, he linked up with two O.S.S. agents. One from Laramie, Wyoming, and one from Pennsylvania. One night in mid-January 1945, along with these two men, he participated in a late night commando mission north of Manila.

Hidden by darkness, they slipped behind Japanese lines intent on destroying a railroad bridge that was crucial to the Japanese defense of that area. Using dynamite, they successfully dropped the span and faded away into the jungle. For this heroic ground activity, Lt. Fulkerson, Army Aviator was awarded a Bronze Combat Star by the U.S. Army.

Later in the month, with the aid of a plow animal borrowed from a farmer, he cleared a landing strip in the jungle from which he was eventually plucked by an Army L-5. With the construction of “Fulkerson Airfield” and his self -arranged rescue, his war ended—V-J Day came before his damaged back could heal.

After the war ended and there was time to address things left undone, Lt. Fulkerson was awarded a Silver Star by the United States Navy for his action while braving anti-aircraft fire and saving naval personnel from the Kamikaze attack at Ormoc Bay, December 7, 1944. This was one of the rare instances where an Army Air Force member received a Silver Star from the U.S. Navy.

Remembering famous friends

Today, when asked about his thoughts on some of his fellow fliers, he responded “Bong, was not as good a performance flyer as the very best but, he was fearless and hands down the best shooter I’d ever flown with. His marksmanship was phenomenal.

“Maj. Thomas McGuire was an excellent squadron commander. He was even handed and careful to be fair and treated everyone equally. He was a confident leader in combat and the best pilot I ever flew with. I enjoyed flying with him because he was so good. He was also one helluva poker player”

As to what happened to Tommy McGuire on his final, fatal mission, Fulkerson says, “Knowing him personally, having flown with him often, knowing how ambitious he was, knowing how superbly he could handle a P-38, knowing how badly he yearned to become Ace of Aces, in my opinion, in his eagerness and self assuredness ... I believe he simply reached too far.”

“Charles Lindbergh was a prince of a guy. He was cordial, sophisticated, and knew more about airplanes than anyone I’ve ever met. He freely shared his knowledge to improve our flying and showed us how to extend the range our aircraft. Even though we were all basically kids and he was a middle-aged legend, he didn’t wear his fame on his sleeve. I felt comfortable in his presence and enjoyed talking to him.”

Even though Floyd is now 91 years old, his memories of these men and these events are sharp and easily recalled. To him, Bong and McGuire are still 24 years old and he sees them in their prime. He can hear their voices excited in combat and over beers at the Dobo “Club 38.” He can hear those Allison’s firing up at dawn. Smell the gunsmoke in the cockpit. Close his eyes and fly through an exploding airplane. This he can do while we never can. It is only through the words of Floyd Fulkerson’s rapidly disappearing generation that we can hear history as told by those who made it. Their kind will not come again.

Test Flying a New RC Airplane

All too often pilots—knees rattling and fingers shaking—taxi a new model out to the runway and begin what turns out to be a disaster. Rather than calmly analyzing feedback from the model, there is a flurry of stick yanking and jerking and a crash.

Successfully testing a new model is more of an attitude than anything else. It requires calm analysis by reading what the airplane is trying to tell you and a good dose of planning ahead.

The planning ahead part involves being sure you have taken all the preliminary steps while building or assembling the model to make sure the engine is properly mounted, fuel lines are free of kinks, that the correct CG is there, the engine is tuned in, and myriad other small details that it takes for a model to fly well. A good carpenter will measure three times and it follows that the details of an airplane should be checked three times as well.

How many times have I seen the fuel line to the engine connected to the vent line instead of the pickup line? How many times have I seen the lack of a screw to hold a servo arm in the servo, or gas engines/mufflers bolted on without using thread lock? It’s a good idea, once the model is finished, to go back through the manual and read and check each step of the construction/assembly process. Check and check again. For added comfort, enlist the aid of another builder to critique your work.

Then, when you taxi out for takeoff, you will know that everything is as it should be and that you haven’t forgotten some important detail. If you are a pro, you may be able to put the model together in short order because you know what to look for and take care of the details almost automatically. But, if you are a bit less than an expert, take your time and don’t worry about how long it takes. Be meticulous.

If you’ve taken care of the details ahead of time, there really shouldn’t be any surprises to catch you off guard and most likely the model is going to fly just fine. The pros refer to the model’s first flight as a trim flight. They don’t consider it as a “test flight.” They know the model is going to fly and it only becomes a matter of trimming it.

If you are flying a model with a low power-to-weight ratio, fly level for a few seconds immediately after takeoff to build up flying speed. If the model climbs, apply a little down elevator, if it turns one way or the other, make the necessary corrections, but by golly don’t start yanking sticks around. Chances are the model isn’t going to be very far out of trim anyway. When you get to altitude, then begin correcting with the trim buttons on your transmitter.

The first flight is a culmination of your having taken care of all the little details and, if you are confident in your work, there is no need to panic. So taxi out, relax, take a deep breath and line up for takeoff, check your control movement one last time, and after that, “just fly the damned airplane.”

Bob Wilson ,Macon Aero Modelers, Franklin NC

SVF *FLIGHTLINE SAFETY*



Welcome to the February 2013 “**FLIGHTLINE SAFETY**”! Can you believe it’s February already?! We’ve had some crazy weather but some great RC flying weather has been mixed in there as well. It’s been a busy start to the New Year for me! And as a club, we have already had SVF’s first “Winter Warbirds” which included the second Starter Scale event. Tony Quist, John Geyer and Mike Peck did an outstanding job with these events, along with the folks that participated in them! Everyone seemed to have a great time and was very “**Safety**” conscious! If by chance you haven’t already, be sure to read our President’s Letter this month. The Board Of Directors had to deal with an incident that had some very serious “**Safety**” ramifications dealing with our “See and Avoid” rule and a full-scale aircraft. Please don’t underestimate the seriousness of this incident, as it relates foremost to “**Safety**” or to the very existence of our SVF RC field!

Okay, enough said! There are a lot of faces around the field, this time of year! Be sure to put on a smile and say hello to each other...which also includes being sure to call out your intentions loudly enough so EVERYONE on the flight stations can hear you. Be sure to fly the depicted pattern, performing maneuvers north of the runway, not over it! Give yourself and your fellow fliers that added margin of “**Safety**” by complying with our field Safety Rules. By the way, as Frank noted, this time of year is a good time to review the AMA and our SVF Safety Rules. Knock that ‘rust’ off.

During the Winter Warbirds event, we had one EDF Jet have an “inflight emergency” when his LiPo battery pack started smoking. The pilot was able to get the plane down successfully and a crewmember ran to the plane and removed the smoldering pack...just before it totally erupted into flames! The aircraft was saved and the crewmember was okay as well. By the time you are reading this, look at the north area of the Ramada, in the middle of both the east and west wings. On the ground you will find, by a post, a Red 5-gallon bucket with play sand in it. These two buckets will be our field’s “LiPo Fire Extinguishers”. It’s a fact that sand is the best agent to smother out a LiPo fire. So please look for these, just in case you should need to use one! And please keep the lids on them.

Well, that’s it for this month. A reminder, do some “full-scale” like preventative maintenance on all of your aircraft including looking at those often over-looked prop nuts, batteries, etc. We will have more fliers at the field. Again, it’s a very good time to **review our Field and Safety Rules**. Be sure to say hello, with a smile! And don’t forget to Preflight your aircraft and yourself, including correct flight control movement...BEFORE taking off!!!

Contact me if you need SVF Merchandise, including our SVF jackets. They are special order only!

Stay hydrated, even in our cooler, DRY weather and remember...“**Safety Is An Attitude**” and...**Safety IS everyone’s responsibility!**

Ken Justice
SVF Safety Officer

SVF MEMBERS PAGE

Photos by SVF Members



Charlie Beverson congratulating Mike Dolan on getting his turbine license



SANTA (Bob Bayless) doing his best in helping families with their pets to make the holidays cheerful. *Well done Bob!*



Good idea??



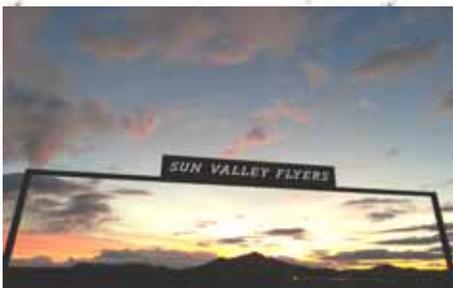
Dan Smith



Abe & Cage, thumbs up on maiden flight



Dan Blackwell



SVF MEMBERS PAGE

Photos by SVF Members



1/3 scale Sopwith PUP Balsa USA kit, Zenoah G-62.



Bill Pearse



Bryant Mack



SVF field. Thanks MJ

January 27, 2013



10 Steps to a Quick Cold Start Phoenix WX on January 13, 2013, Hi@ 48 Low@ 27

While it may not yet be as frigid as it seems in the photo above, the frost is definitely on the pumpkin! As the weather turns colder, it's a good time to revisit some cold-engine starting techniques. Have some tips for flying in colder conditions? Leave them in the comments section!

1. Turn on your transmitter and receiver.
2. Fully open the throttle.
3. Watch for fuel in the line and cover the throttle opening with your finger. Firmly grip the propeller, and rotate it until the fuel is just up to the carb. Don't flip it! Now turn the prop over—twice, if it's warmer than 50 degrees F; three times, if it's colder—to prime the engine.
4. With the glow plug disconnected, flip the engine over six to eight times.
5. Close the throttle and move the trim to fully up. This should open the throttle barrel a little more. The throttle should be about 1/4 open.
6. Grab the prop firmly, and rotate the engine until it passes through the compression part of the stroke. You should feel the engine "kick." If it does, it will now start on the first or second flip. Always use a chicken stick or electric starter for starting. If the engine doesn't start, flip the prop a few times with the glow plug disconnected, and try again. If it doesn't kick now, choke it one more time with the throttle fully open, flip the prop a few more times, reposition the throttle, light the glow plug, and try again.
7. If, when your engine starts, it just revs up and quits, turn the high-speed needle valve 1/2 turn counterclockwise to open it, and try again. Repeat this if necessary.
8. If the engine starts, slows down and quits, and if a lot of smoke comes out of the exhaust, turn the high-speed needle valve clockwise to make the mixture leaner, 1/4 turn at a time. Restart the engine.
9. When the engine has started, hold the throttle partially open, and let the engine warm up for at least one minute before making the final adjustments.
10. Most engines are harder to start when they're hot. To start a hot engine, draw the fuel up to the carb, but don't choke or prime it. Open the throttle to 1/4. Flip the prop hard. Use an electric starter, if you have one available.

SVF Meeting Feb. 6 @ 7 P.M.
DV Airport



We are a designer and manufacturer of Low Cost CNC hot wire foam cutter for cutting wings, RC models, logos etc. Please take a look at our site www.rcfoamcutter.com
We also have a website giving free advice to RC Fliers Enthusiasts on how to build their own hot wire foam cutters: www.8linx.com

9th Annual Arizona Electric Festival

Jan. 24-27, 2013



Andrew Jesky Arizona Electric Festival 2013 Thursday 5:20
http://www.youtube.com/watch?v=R3Rjw5W8HEY&feature=player_embedded

Arizona Electric Festival 2013 Cloud Busting Saturday 2:08
http://www.youtube.com/watch?v=ErFY8Wced1Q&feature=player_embedded

Arizona Electric Festival 2013 Sunday 6:46
http://www.youtube.com/watch?v=9Cqp1V9ddoo&feature=player_embedded





Super Constellation Biggest ARF ever?

VIDEO 6:01

http://www.youtube.com/watch?v=H2n7siP1Oc0&feature=player_embedded

It's a new year; don't you deserve a new plane? How about a giant-scale airliner ARF that's guaranteed to wow the crowd? This 4-engine, 169-inch-span plane comes covered in Oracover and has a bolt-on, two-piece wing for easier transport and field setup. Don't think you can fit the 157-inch-long fuselage in your trailer? No worries: it comes in two pieces! Other features include a set of heavy-duty air retracts, scale spinner, scale nose gear door and functional lights. You'll need four O.S. GT-33 engines, 20 servos and 9-channel radio. Available from the Australian [World Hobbies](#), the Phoenix Super Constellation is available in the Qantas red and white scheme as well as in blue and white and costs approximately \$4800. Order now; delivery time can take up to 3 months!



Supersonic Scale: RC Concorde

VIDEO 2:55

http://www.youtube.com/watch?v=2ZeGyIHqo7M&feature=player_embedded

The full-size Concorde set world speed records, flying from New York to Paris in less than half the time of conventional airliners. This huge twin-turbine version was recently flown at Panoramaflytag 2012 in Ohlsdorf, Germany, where it impressed onlookers with its speed and performance. Thanks to YouTube's Klaus Enser for posting this video!

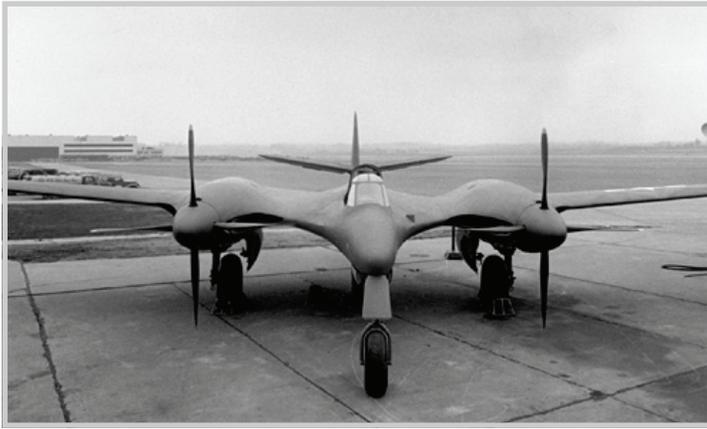


70 Planes in 30 Seconds

VIDEO

<http://vimeo.com/54658957#>

Want to catch 70 planes flying into San Diego International Airport but don't want to sit four hours while they do it? Then you'll enjoy this short video by professional filmmaker Cy Kuckenbaker shot a few weeks ago on Black Friday. It's a fascinating look at just some of the numerous arrivals typical at SAN, the second busiest single-runway commercial service airport in the world and also known as Lindbergh Field. The video even has a little treat for aviation buffs at the end.



Did McDonnell design the world's first stealth aircraft ... before Pearl Harbor?

By Steve Pace

Founded by James S. McDonnell in 1939, the McDonnell Aircraft Corporation (McAir) became a major supplier of fighter aircraft to the U.S. Navy and U.S. Marine Corps. Yet its first fighter-type offerings—Models 1 through 5, were presented to the U.S. Army Air Corps (now U.S. Air Force). Among these was the Model 2A which McAir referred to as: “Interceptor—Pursuit [with] Continental Engines.”

The U.S. War Department approved USAAF contract number W535-AC-21218 on October 29, 1941, for two McDonnell Model 2A airplanes that were designated XP-67; USAAF serial numbers 42-11677 and 42-111678. This was USAAF Materiel Command Project MX-127 (MX meaning Materiel, Experimental)—a follow-on to MX-16 or the McDonnell Model 2 that did not proceed.

The XP-67 was completed on November 29, 1943, and pre-flight ground tests were initiated. During a high-speed taxi test on December 8 at Lambert Field in St. Louis, not one, but both of its engines caught fire. Repairs were made and for safety reasons, the airplane was subsequently trucked to the larger, less populated Scott Field near Mascoutah in Illinois for flight-test activities. Freelance test pilot Edward E. (Ed) Elliot who had made the first flight of the Curtiss XP-40 had been hired to flight-test the XP-67. And on January 8, 1944, he took the XP-67 into the air for its first time. However, after only six minutes of flight, he was forced to land the airplane due to engine problems. Further repairs ensued and two test flights were successfully flown but on flight number four on February 1, 1944, the engines were purposely over sped and most of their main and rod bearings scorched so badly that the engines had both ground to a halt and an emergency landing was quickly made.

The airplane was trucked back to St. Louis to await new engines because its original engines were now thoroughly trashed. With replacement engines installed flight-test number five was flown on March 23, 1944. In April, USAAF test pilots took over and during April and May another five test hops were flown. Additional flights were flown but ongoing engine problems and lack of advertised performance sounded the death knell for the XP-67. And on September 13, all parties decided the program should end—on October 24, 1944, the program was cancelled outright. The second XP-67 airplane (42-11678)—only about 15% finished, was cancelled before it was completed. McAir proposed a number of P-67 variants culminating with its Models 16 and 16A—P-67D and P-67E, respectively. However, none of the P-67 offerings proceeded.

The XP-67 was powered by two liquid-cooled, turbo-supercharged inverted vee Continental XI-1430-17R/-19L engines of 1,350 rated horsepower each (about 1,050hp actual). Maximum speed reached was 405mph at 25,000 feet. It was 44 feet, 9-1/4 inches long, 15 feet, 9 inches high with a 55 foot wing-span; gross takeoff weight was 22,114 pounds.

In the final analysis, the wing-body-blend shape of the XP-67 was strictly for aerodynamic purposes to achieve the highest speed possible in level attitude flight (400+mph)—not to evade radar detection by any means. Nevertheless, the shaping of the XP-67 was similar to numerous later designs that extolled the virtues of low observability.



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www.florence-aero-modelers.org

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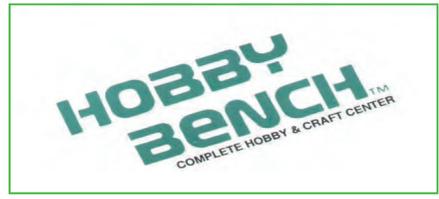
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This Month Issue 2-2013

Starting a new year & I hope you will like some of the SR changes. The rains are gone so get out to the field. 

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

Maybe we'll have some input on the SVF contest.

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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