

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
rcbobsvf@aol.com

NOVEMBER 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



Inside this issue: Cover Photo by Charlie Beverson of Bill Hemple Fokker DR-1 @ OEAF Event

SVF Field Cleanup	OEAF Awards	President Report
Seafire	OEAF Photos	Minutes
Battleship Island	SVF MEMBERS Photos	Treasurer- Birthdays
Best In The West	TURKEY FLY IN FLYER	
Warbirds/ Rockies	The Most Honored Photograph	Much More....
Pulse Jets are Back!!	Great VIDEOS	<u>November 6, 2013 SVF MEETING</u>
D. Pits about thrash (AGAIN)		



THE PRESIDENTS CHANNEL

Frank Moskowitz

NOVEMBER 2013 SLOW ROLL PRESIDENTS LETTER

Welcome to Novembers Slow Roll. I hope everyone had a great October.

By the time you read this article, you should have all received your membership dues in the mail. I urge you all to not wait until the last minute to renew. Your membership dues allow us to continually upgrade the field and keep it clean and a safe place to fly.



On Saturday October 26th, we had a field cleanup day. Over 20 members showed up with rakes, chainsaws, weed eaters, shovels, saws and all kinds of maintenance tools. If you have been to the field since last week you would have seen the results of all that labor. Bushes and high grass have been cut down and the field was dragged to remove low lying brush. Looks really good. I thank all those members who gave up their Saturday morning. Since we had so much fun doing this cleanup, we will more than likely make it a periodic event.

You have probably heard lots of comments about the proposed "Central Pilot Station". Some pro and some con. The main purpose of this proposal was to improve communication and safety amongst multiple pilots that are flying together. At this time it is still in a discussion stage. We will set up a test for this concept and see how it works. Using caution tape or something similar, we will rope off the area were pilots should stand. Some members that do not want to make this change are basing their decisions from lack of knowledge. If we just test it out and see how it works you might have a different opinion. Having the pilots grouped together in a central location improves safety and communication between pilots. This layout has been used with great success at several events at SVF over the last couple of years. Let's at least give it a try and see how it might work. I thank you in advance for your support on this.

Our next SVF event will be the **Thirteenth Annual Electric Turkey Fun Fly**. That will be a one day only event on Saturday November 16th. All proceeds are donated to the Wounded Warrior Project. Please contact the CD - John Geyer 602-810-1767 jegeyer@centurylink.net for more information.

Please join us for our next club meeting Wednesday November 6th at Deer Valley Restaurant. 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

SVF MEETING NOVEMBER 6 @ 7:00 P.M.



Sun Valley Fliers Club Meeting Minutes – 10/2/13

The meeting was called to order at 7:03pm by **John Geyer** (Frank was out of town on business). There were 27 members in attendance.

John introduced the executive and the board of directors in attendance.

Guests:

- **Dave Urban**

New Members:

- None

New Solo Pilots:

- **JB Bowers**
- **Ralph Joksch**

Secretary's Report

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

Treasurer's Report - Gene Peterson

- We spent \$ this month on porta potty, trash, and door prizes. Deposits were ~\$ and we have \$ in the regular account.
- Renewal notices will be going out soon
- The Treasurer's report was accepted.

Safety Officer Report - Ken Justice/Frank Seminara

- No safety issues to report.
- There are a couple of good safety articles in Model Aviation including a safety in the shop article that you might want to check out.
- Ken brought in a bunch of apparel and is doing pre-orders on jackets. Contact Ken for your SVF apparel needs (hats, T-shirts, polo shirts, jackets, etc)

Old Business:

- We have lots of mosquitoes at the field these past couple of weeks. Bring some repellent with you when you come out to the field.
- The SVF Members Only Fun Fly is Nov 17th has been cancelled.

New Business:

- Email was sent out describing a proposal for a central flight station instead of the separated stations we have now. The board is seeking feedback on this proposal and there was an extensive discussion and questions. Members are encouraged to read the presentation and email reply to the board.
- OEAF Fly In at Adobe Mountain Park (AMPS) on Oct 19-20. **The Electric Fun Fly will be at SVF on Nov 16th to support the Wounded Warrior program.**
- The 25th AZ Jet Rally is at Superstition on Nov 14-17 (Thurs-Sun)
- There is a float fly at Lake Mary (Flagstaff). Go to the Flagstaff Flyers website for more info.
- **Mike Peck gave a briefing on John Deacon's status. John will be unable to complete his term as a member of the board.**

Community Awareness – John Geyer

- The Electric Fly-In will now be donating the Wounded Warrior program.

Door Prize Winners:

- **Craig Demarcus** – Cessna 310 foamy, **John Mullins** – Lead weight and servo, **Bernie Frank** – Kicker & glue
- **Russ Thomas** – Servo, **Bob Hass** – Glue & kicker, **John Wanner** – Glue & kicker, **Jim Talmadge** – Epoxy
- **John Russell** – Robart retracts, **Dan Bott** – Zona saw, **Gene Peterson** – Zona saw, **Steve Myers** – B&D retracts
- **John Olejniczak** – Tarantula charge lead

50/50 – John Olejniczak

Show & Tell:

- None

The meeting adjourned at 7:57pm.

Respectfully submitted by, *Jim McEwen* - Secretary

\$ TREASURERS REPORT \$ with *Gene Peterson*

TREASURERS REPORT November 2013



Member ship dues notices are coming back. Thanks to all who have renewed early. The General account was getting a little low from all the maintenance projects this summer....Please let me or Mike know if there is a problem with your renewal. Couple of members moved into the elite "Senior" group If you are sponsoring a Junior and that person is not an immediate family member, you might want to check to see that the renewal gets sent back as it would go to the Junior Member with the address we have on file. ...

We have the Stickers In for your 2014 AMA card so we are mailing them out as we get renewals in. Wear your AMA card on your person with the SVF Sticker on it for identification. We have plastic "holders" available that will clip on your person, neck strap, hat or wherever you would like to display it. Plastic holders are available at the General Membership meeting and at the field. There is a box on the transmitter impound with some holders in it. We are unable to mail them anymore and the Post office says it needs a \$1.42 stamp to mail a "hand stamp type envelope".

Thanks to Mike Peck to has taken over the Membership rolls and is doing the lions share of the work on the renewals this year. Great Job Mikee.....peckster1@msn.com .

Thanks to all who helped on the field cleanup October 26. Thanks to Tony for organizing it. Place looks great. Have a nice November flying and see you at the field.

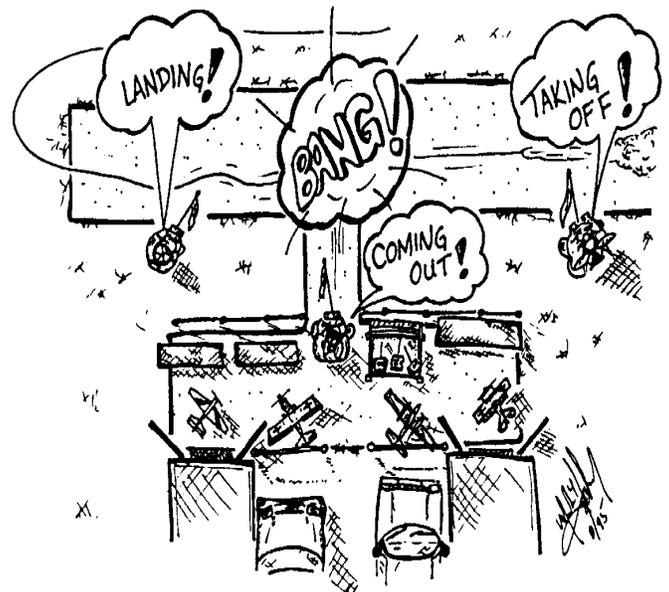
Regards **GENE PETERSON, TREASURER** AZ49er@cox.net **602-579-0925**

NOVEMBER 2013 SVF BirthDay Boys

First name	Last name	Member type	Dob
Jim	Brewer	Senior	11/01/1938
Nathan	Cooper	Regular	11/01/1980
Michael	Spandau	Regular	11/02/1966
Lou	Pfeifer, SR.	Senior	11/04/1929
Neil	Banyai	Regular	11/05/1962
Austin	Goodwin	Senior	11/06/1945
William	Byers	Senior	11/08/1928
James	Goessling	Senior	11/08/1946
Bruce	Solie	Regular	11/08/1951
Peter	Jones	Senior	11/09/1942
Jim	McEwen	Regular	11/09/1963
Craig	Demarcus	Senior	11/10/1943
Robert	Jones	Senior	11/12/1927
Dane	Clark	Junior	11/12/2000
John	Gerhardt	Regular	11/15/1957
Wayne	Baker	Regular	11/15/1956
Gino	Pirelli	Regular	11/16/1976
Lou	Roberts	Senior	11/17/1933
Charlie	Beverson	Lifetime	11/18/1945
Dale	Newnham	Regular	11/18/1962
Michael	Smith	Regular	11/22/1952
Bob	Hass	Senior	11/25/1940
Howard	Kennedy, Jr.	Senior	11/26/1939
John	Hawbaker	Regular	11/27/1952
Ron	Stephens	Inactive	11/27/1943
Val	Roqueni	Senior	11/28/1947
Tony	Quist	Regular	11/29/1963
John	Deacon	Senior	11/29/1940



"PERSONALLY, I DON'T BELIEVE ALL THOSE STORIES YOU HEAR ABOUT FANATICISM IN THIS HOBBY" ...



Electric Turkey Fly-In
S
V
F



S
V
F

To support the
Wounded Warrior Project

Thirteenth Annual

Electric Turkey Fly-In

November 16, 2013

Hosted by the Sun Valley Fliers

Cave Butte Park, Phoenix AZ

All Electric Aircraft Welcome

Power Available at the Field

Phantom Judged Fun Events

Raffles, Trophies, and Prizes

Vendors welcome!

Lunch

AMA Sanction 13-2034

AMA License Required

www.sunvalleyfliers.com

Landing Fee \$25

For More Information:

CD John Geyer – 602-810-1767 or jegeyer@centurylink.net

Sun Valley Members Do Good! A Clean Sweep!



Anyone who has flown recently had to notice how fast the weeds have overgrown around the runway. We have had a difficult time finding a reliable landscaper to maintain our grounds. Everyone we hired seemed to flake out eventually. So the Board of Directors decided to have a membership field clean up on Saturday Oct 26.

This is our field and we need to keep it in nice condition. We are a nonprofit club not a business. It is important that the members take ownership in the club.

We were able to clean up the weeds around the runway, take down the trees growing to the east of the runway and Gene dragged the perimeter for two hours. We had 25 members show up to put in two hours of hours work. I am very pleased with the turnout. Your efforts are appreciated. The following people came out to support our field

Airplane crew; Mike Dolan, Howard Kennedy, Wayne Layne, John Wanner, Bill Heuermann, John Russell, Red Meyer, Richard Wilde, Frank Moskowitz, Mike Smith, Bob Purdy, Ray Fulks, Caleb Tennet, Derek Micko, John Geyer, Gene Peterson, Charlie Beverson, Mike Peck, Ken Rhoads, and Bob Jones

Heli crew; Scott Curtin, Neil Wallis, Dick Polkinghorn, and Brett Crowther



SVF *FLIGHTLINE SAFETY*



Welcome to the November 2013 "**FLIGHTLINE SAFETY**"! The summer's heat is just a memory as we are now enjoying some very nice weather in which to fly our aircraft and helis! This is also the time we are enjoying the influx of our winter visitors and seasonal flyers. So be sure to welcome back our familiar friend's faces along with some new faces to our club!

Speaking of "friends", asking your "friends" for help is something a wise and experienced modeler might do. So whether you are a very experienced modeler or a 15 year old, just getting into this hobby, be sure to put your "ego" aside and ask for help...most of the time it's the best and "safe" thing to do! A lot of us have been around long enough to know plenty about airplanes and helicopters, but you should also feel very comfortable, as I and others do, with consulting others when needed. Sometimes ego can be an obstacle to safety, such as when pride prevents us from leaning toward the cautious option over the manly "macho" option. The "macho" option can make you the subject of this **Flightline Safety** column

sometime...and not in a good way! It takes a well-adjusted ego to resist the urge or temptation at critical moments. I know I've faced them as I am sure others of you have also. We must make that choice between being prudent and safety-minded or throwing good judgment to the wind with total disregard to following our safety and common sense rules. Staying focused at the field while enjoying visiting with your long-time friends and returning "snowbirds" is important to safely enjoying this hobby. If you are caught up in a conversation and you happen to notice that something isn't quite right with your airframe or powerplant...something you know should keep you grounded for the day, don't let your "ego" interfere with making a prudent decision to pack up your gear for that home-shop repair. Don't worry about what your fellow pilots would say...it's time to wear big boy pants and not ignore that little glitch. Stay and visit...but don't ignore making the safe choice. There is always another day to fly! You don't want to become known as the one that ignores the "signs" and risk hitting your friend's aircraft or worse yet, hitting another person! It's far better to have the reputation of steady judgment and playing it "safe". Pride and ego...make the right choice. Be proud of your accomplishments in building that scale aircraft or successfully flying that new foamy for the first time. But keep the ego in check...for the continued safe enjoyment of our great hobby!

Don't forget to do your "homework" before coming to the field, if you've had that favorite plane sitting in your shop all summer. Be sure to go over the integrity of the airframe, especially the firewall and all attach points. Our summer heat can take its toll on our beloved "toys". Don't allow complacency to set in. Don't be sucked into "it was okay when I quit flying it in May" syndrome. It WILL pop up and bite you! Everyone "has the T-Shirt" from that one!

Speaking of T-Shirts...Contact me if you want any SVF T's, hats or to order one of our spiffy new SVF-logoed jackets. We are putting together a second order for jackets and I hope to have some polo shirts available shortly along with a shirt that Mike Smith believes will be a winner for us....something different. So be sure to send me an email or better yet, give me a call. Leave a message if I'm unable to pick up.

That's it for this month! Be sure to say hello at the field. I don't bite! Enjoy a safe and Happy Thanksgiving!

Stay hydrated...it's the cooler months but it's still "DRY"! Stay engaged and remember..."**Safety Is An Attitude**"!

Safety IS EVERYONE'S responsibility!

Ken Justice

Your SVF Safety Officer





JAN.
10-12
2014

ONTARIO CONVENTION CENTER,
ONTARIO, CALIFORNIA



**ONE-DAY
PASS**

\$10 member
\$12 non-member

GROUP PASSES 10 OR MORE \$8 EACH

**TWO-DAY
PASS**

\$18 member
\$20 non-member

**THREE-DAY
PASS**

\$24 member
\$28 non-member



Hundreds of exhibitors, aviation, and aerospace experts will greet thousands of attendees at the 16th annual AMA Expo in Ontario CA, January, 10-12, 2014, at the Ontario Convention Center.

The three-day AMA Expo provides a "whole family" experience for both experienced modelers and newcomers to the hobby, as well as enjoyment for all in love with flight. The Expo offers the latest products in radio-controlled model aviation, demonstrations, interactive displays, and exploration of intricacies of flying model airplanes, helicopters, rockets, gliders, and more.

WWW.AMAEXPO.COM

FOLLOW US ON TWITTER
@amaexpo

Thank you Castle Creations for sponsoring the AMA Expo lanyards again for 2014!



Do you remember these pulse jets? You can now buy them from Hobby King For \$100. Get those ear plugs out!

Sun Valley Fliers Members



O EAF Fly In Event

October 19-20, 2013



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



Award Pilots Name Aircraft

Best Military

1st Place	Chad Veich	Hellcat	
2nd Place	Val Roqueni	FW-190	SVF
3rd Place	Bob Frey	P-47	SVF

Best Civilian

1st Place	Kenny Rhoads	Pilatus Porter	SVF
2nd Place	Paul Scheffield	Piper Pawnee	
3rd Place	Bob Bayless	Tiger Moth	SVF

Best Biplane/Multi-Wing

1st Place	Bill Hemple	Fokker DR-1	
2nd Place	Rick Chitty	Sopwith Pup	
3rd Place	David Farrera	Fokker D-VII	

Best Multi-Engine

1st Place	Rick Powers	OV-10	
2nd Place	Ron Fortune	B-26	
3rd Place	Jim Toutant	B-25	

Best Jet Flight

1st Place	Jim Toutant	A-10	
-----------	-------------	------	--

Best Golden Age Flight

1st Place	Ron Norris	Sparrow Hawk	SVF
-----------	------------	--------------	-----

Pilot's Choice

Paul Schiefeld Piper Pawnee

Peoples Choice

1st Place	Bill Hemple	Fokker DR-1	
2nd Place	Paul Schiefeld	Piper Pawnee	
3rd Place	Kevin Hopwood	Spitfire	

Commanders Choice

Bill Hemple Fokker DR-1

Best Scale Flight

Harvey Michaelson OV-10

Smacked Ass

- 1 Austin Goodwin SVF
- 2 Rick Chitty
- 3 Rob Stanley





Bryant Mack



Dean Bird



Brad Beedy



Ernie Mack

I wanted to provide pictures and results from the "Best of the West At Felix Ranch" IMAC contest that was held October 19th & 20th by the Sun Lakes Radio Control Club. [Our SVF pilots did very well.](#)

Bryant Mack - 1st place in Unlimited

Dean Bird - 1st place in Advanced

Brad Beedy - 1st place in Intermediate

Ernie Mack - 2nd place in Sportsman flying his first IMAC contest

Dean Bird

SVF MEMBERS EXTRAS



SVF Sun Valley Fliers

Down on the Deck with Navy Jets



Hold on to your hats: this video will take you down on the flightline as F/A-18 Super Hornets, T-45 Goshawks, and even a V-22 Osprey tilt rotor take off and land just feet away from the camera. Great video, great music ... you will get chills watching this! Video poster PlaneVideoArt notes, "This video was shot during the 2013 winter photocall where amateur photographers are allowed on base to shoot U.S. Navy aircraft as they train. NAF El Centro is unique in giving civilian photographers access during normal flight operations. The facility has two operating runways. The 9,500-foot (2,900 m) east/west runway handles 96 percent of the traffic. It is equipped with a Fresnel Lens Optical Landing System (FLOLS) at each approach end as well as lighted carrier flight deck landing areas at both ends so pilots can simulate carrier landings."

VIDEO

http://www.youtube.com/watch?v=C8C0RVdcOdM&list=UUwTqpxuREawm_N7RktOKTSg

Reprint from October SR

IN THE PITS WITH *D.PITS*

Hey Pits why can't our members give a little extra effort to help keep our field and the ramada clean? Maybe just maybe they could empty one trash container when they come out to the field? I have at times empty the trash containers when they were full. F.S

Well F.S. that was good of you to empty the trash container. Some members feel that their dues covers this service as if we have a full time member that only has this duty. Hey I'll do it if the Board gives me a free membership. I'll be out there once a week on a Monday! We do pay for the trash dumpster but why pay for the service if its empty all the time. A club is run by members willing to give a little, and I mean a LITTLE effort to help out at times. The club can raise the dues if you feel we should approach the trash removal company to see if they provide that service and how much would it cost?

Now for my beef, when someone CRASHES their airplane it should go in the BIG DUMPSTER!!

Thanks F.S. for your input, is that for Fail Safe??

That's it from D.Pits



Photo taken on 10-31-2013

Swap Meets

The Casa Grande RC Flyers will hold monthly swap meets at the club field. Join us the 2nd Saturday of each month starting on November 9, 2013 at 9:00 AM for a monthly swap meet. Non-member guests wanting to set up a space at the swap meet pay a \$5.00 table fee. Spectators are always welcome to visit for free. Flying and table space is free to our membership. Non-member AMA pilots may also fly but a landing fee is required and AMA card must be shown. Remember the 2nd Saturday of each month and come out and join us! The last swap meet for the season will be Saturday April 12, 2014. Directions to the club field can be found on the club web site.

www.CasaGrandeRCFlyers.com

Seafire - Great Airplane Story

While Sarah Hill and I were taping the first Central Missouri Honor Flight special in the Ozark Hangar at Columbia Regional Airport in January 2009, I noticed Jim Cooper working on a plane in the corner of the hangar. I love airplanes and this sight piqued my interest.

The corner was enclosed by plastic from floor to ceiling and inside sat a plane, wings folded toward the ceiling and a paint job that left more to be desired. It was the Seafire XV - one of only a handful still in existence. As soon as I saw the plane and learned a few facts about it, I knew I wanted to do a story on it and follow Cooper through the rest of the restoration process.

Cooper had already been working on the Seafire for nearly a year and half by the time we met, but there was still plenty of work that had to be done. I started shooting that night and throughout the next year and half, whenever Cooper would move to a different stage in the restoration, he'd call and I would head to the hangar to shoot video. I didn't shoot every part of the process, but tried to capture the big ones ?cleaning the plane, painting, revealing the paint job, testing the landing gear, testing the engine and of course the first flight.

After 10 trips to the airport, 130 miles and nearly 6 hours of video, it was time to start the editing process. Once all the video was in the system, I spent 14 hours typing the details from of every sound and interview captured in the video. That log was essential in writing the story. I needed to know exactly what was said in order to organize everything into a story that would hopefully hold people's interest. After I had a rough script written, I began to edit the video. After about 15 hours in the edit bay tweaking every little audio and video cut, then re-tweaking them, I was finally finished. Nineteen months later. It was a tough job picking the best four minutes from six hours of video, but in the end, I think I accomplished what I set out to do."

Shows the workmanship involved in a vintage plane restoration. The guy's other hobby is restoring and building from scratch wooden musical instruments.

VIDEO

<http://www.youtube.com/v/TneYPcyGbbY&autoplay=1&rel=0>



Battleship Island

Gunkanjima ("Battleship Island") is one of the world's most well-known "ghost towns." Originally developed as a seabed coal mining facility, more than 5000 people inhabited the island at the peak of its prosperity. The last inhabitants left in 1974, and today the island remains uninhabited. Using a radio-controlled helicopter equipped with a Sony's Action Cam, we took some aerial footage of this breathtaking deserted island to serve as a record for generations to come.

VIDEO

<http://www.youtube.com/watch?v=73B5Dv0aNJM>

The Most Honored Photograph



Doesn't look like much, does it? But, depending upon your definition, this photograph, a team effort by 9 men, is the most honored picture in U. S. History. If you want to find out about it, read on. It's an interesting tale about how people sometimes rise beyond all expectations.

It takes place in the early days of World War II, in the South Pacific, and if you're a World War II history buff, you may already know about it.

The Screwed Up Pilot

First, let's get this out of the way. Jay Zeamer wasn't a photographer by trade. He was mostly a wanna-be pilot. He looked good on paper, having graduated with a degree in civil engineering from MIT, joining the Army Air Corps, and receiving his wings in March, 1941. He was a B-26 bomber co-pilot when World War II started.

His classmates all rapidly became lead pilots and squadron leaders, but not Jay. He couldn't pass the pilot check tests despite trying numerous times. He was a good pilot, but just couldn't seem to land the B-26. Landing, from what I've read, was considered one of the more important qualifications for a pilot. Stuck as a co-pilot while his classmates and then those from the classes behind him were promoted, he got bored and lost all motivation.

Things came to a head when co-pilot Zeamer fell asleep while his plane was in flight. Not just in flight, but in flight through heavy anti-aircraft fire during a bombing run. He only woke when the pilot beat him on the chest because he needed help. His squadron commander had him transferred to a B-17 squadron in Port Moresby, Papua New Guinea where he was allowed to fly as a fill-in navigator and occasionally as a co-pilot. He was well liked and popular — on the ground. But no one wanted to fly with him.

Zeamer finally managed to get into the pilot's seat by volunteering for a photoreconnaissance mission when the scheduled pilot became ill. The mission, an extremely dangerous one over the Japanese stronghold at Rabual, won Zeamer a Silver Star – despite the fact that he still hadn't qualified to pilot a B-17.

The Eager Beavers

Zeamer became the Operations Officer (a ground position) at the 43rd Air Group. Despite his lack of qualification, he still managed to fly as a B-17 fill-in pilot fairly often. He had discovered that he loved to fly B-17s on photoreconnaissance missions, and he wanted to do it full-time. There were only three things standing in his way: he didn't have a crew, he didn't have an airplane, and oh, yeah, he still wasn't a qualified pilot.

He solved the first problem by gravitating to every misfit and ne'er-do-well in the 43rd Air Group. As another pilot, Walt Krell, recalled, "He recruited a crew of renegades and screwoffs. They were the worst — men nobody else wanted. But they gravitated toward one another and made a hell of a team."

The plane came later. An old, beat-up B-17, serial number 41-2666, that had seen better days was flown into their field to be scavenged for spare parts. Captain Zeamer had other ideas. He and his crew decided to rebuild the plane in their spare time since they weren't going to get to fly any other way. Exactly how they managed to accomplish their task is the subject of some debate. Remember, there were so few spare parts available that their 'plane' was actually brought in originally to be a parts donor.

But rebuild it they did. Once it was in flying shape the base commander congratulated them and said he'd find a new crew to fly it. Not surprisingly, Zeamer and his crew took exception to this idea, and according to Walt Krell the crew slept in their airplane, having loudly announced that the 50 caliber machine guns were kept loaded in case anyone came around to 'borrow' it. There was a severe shortage of planes, so the base commander ignored the mutiny and let the crew fly – but generally expected them to take on missions that no one else wanted.

The misfit crew thrived on it. They hung around the base operations center, volunteering for every mission no one else wanted. That earned them the nickname The Eager Beavers, and their patched up B-17 was called Old 666.

The Eager Beavers: (Back Row) Bud Thues, Zeamer, Hank Dominski, Sarnoski (Front Row) Vaughn, Kendrick, Able, Pugh.



Once they started flying their plane on difficult photoreconnaissance missions, they made some modifications. Even among the men of a combat air station, the Eager Beavers became known as gun nuts. They replaced all of the light 30 caliber machine guns in the plane with heavier 50 caliber weapons. Then the 50 caliber machine guns were replaced with double 50 caliber guns. Zeamer had another pair of machine guns mounted to the front of the plane so he could remotely fire them like a fighter pilot. And the crew kept extra machine guns stored in

the plane, just in case one of their other guns jammed or malfunctioned.

As odd as all this sounds, the South Pacific theatre in the early days of World War II was a chaotic area scattered over thousands of miles with very little equipment.

Having a plane with an apparently nutty crew who volunteered for every awful mission not surprisingly made the commanding officers look the other way.

Buka

In June, 1943, the U. S. had secured Guadalcanal in the southern Solomon Islands. They knew the Japanese had a huge base at Rabual, but were certain there were other airfields being built in the Northern Solomon Islands. They asked for a volunteer crew to take photographs of Bougainville Island to plan for an eventual invasion, and of Buka airfield on the north side of the island to assess for increased activity there. It was considered a near-suicide mission — flying hundreds of miles over enemy airspace in a single, slow bomber. Not to mention photoreconnaissance meant staying in level flight and taking no evasive action even if they were attacked.

The only crew that volunteered, of course, was Jay Zeamer and the Eager Beavers. One of the crew, bombardier Joseph Sarnovski, had absolutely no reason to volunteer. He'd already been in combat for 18 months and was scheduled to go home in 3 days. Being a photo mission, there was no need for a bombardier. But if his friends were going, he wanted to go, and one of the bombardier's battle stations was to man the forward machine guns. They might need him, so he went.

They suspected the airstrip at Buka had been expanded and reinforced, but weren't sure until they got close. As soon as the airfield came in sight, they saw numerous fighters taking off and heading their way. The logical thing to do would have been to turn right and head for home. They would be able to tell the intelligence officers about the increased number of planes at Buka even if they didn't get photos.

Credit: World Factbook

But Zeamer and photographer William Kendrick knew that photos would be invaluable for subsequent planes attacking the base, and for Marines who were planning to invade the island later. Zeamer held the plane level (tilting the wings even one degree at that altitude could put the photograph half a mile off target) and Kendrick took his photos, which gave plenty of time for over 20 enemy fighters to get up to the altitude Old 666 was flying at.

The fighter group, commanded by Chief Petty Officer Yoshio Ooki, was experienced and professional. They



carefully set up their attack, forming a semi-circle all around the B-17 and then attacking from all directions at once. Ooki didn't know about the extra weapons the Eager Beavers had mounted to their plane, but it wouldn't matter if he had; there was no way for a single B-17 to survive those odds.

During the first fighter pass the plane was hit by hundreds of machine gun bullets and cannon shells. Five crewman of the B-17 were wounded and the plane badly damaged. All of the wounded men stayed at their stations and were still firing when the fighters came in for a second pass, which caused just as the first. Hydraulic cables were cut, holes the size of footballs appeared in the wings, and the front plexiglas canopy of the plane was shattered.

Zeamer was wounded during the second fighter pass, but kept the plane flying level and took no evasive action until Kendrick called over the intercom that the photography was completed. Only then did he begin to move the plane from side-to-side allowing his gunners better shots, just as the fighters came in for a third wave of attacks. The third pass blew out the oxygen system of the plane, which was flying at 28,000 feet. Despite the obvious structural damage Zeamer put the plane in an emergency dive to get down to a level where there was enough oxygen for them men to survive.

During the dive, a 20mm cannon shell exploded in the navigator's compartment. Sarnoski, who was already wounded, was blown out of his compartment and beneath the cockpit. Another crewman reached him and saw there was a huge wound in his side. Despite his obviously mortal wound, Sarnoski said, "Don't worry about me, I'm all right" and crawled back to his gun which was now exposed to 300 mile an hour winds since the plexiglass front of the plane was now gone. He shot down one more fighter before he died a minute or two later.

The battle continued for over 40 minutes. The Eager Beavers shot down several fighters and heavily damaged several others. The B-17 was so heavily damaged, however, that they didn't expect to make the several hundred miles long flight back home. Sarnoski had already died from his wounds. Zeamer had continued piloting the plane despite multiple wounds. Five other men were seriously wounded.

Flight Officer Ooki's squadron returned to Buka out of ammunition and fuel. They understandably reported the B-17 was destroyed and about to crash in the ocean when they last saw it.

The B-17 didn't quite crash, though. Zeamer had lost consciousness from loss of blood, but regained it when he was removed from the pilot seat and lay on the floor of the plane. The copilot, Lt. Britton, was the most qualified to care for the wounded and was needed in the back of the plane. One of the gunners, Sergeant Able, had liked to sit in the cockpit behind the pilots and watch them fly. That made him the most qualified of the crewman, so he flew the plane with Zeamer advising him from the floor while Britton cared for the wounded.

The plane made it back to base. (Britton did return to the cockpit for the landing.) After the landing, the medical triage team had Zeamer removed from the plane last, because they considered his wounds mortal. Amazingly, the one thing on the plane not damaged were the cameras and the photos in them were considered invaluable in planning the invasion of Bougainville.

Epilogue

All of the wounded men recovered, although it was a close thing for Captain Zeamer. In fact, a death notification was sent to his parents somewhat prematurely. He spent the next year in hospitals recovering from his wounds, but lived a long and happy life, passing away at age 88.

Both Zeamer and Sarnovski were awarded the Congressional Medal of Honor for the mission, the only time in World War II that two men from one plane ever received America's highest medal for valor in combat. The other members of the crew were awarded the Distinguished Service Cross, second only to the Medal of Honor as an award for bravery.

So, somewhat surprisingly, the most decorated combat flight in U. S. history didn't take place in a major battle. It was a photo-reconnaissance flight; the flight of 'old 666' in June of 1943.

SVF MEETING NOVEMBER 6, 2013 @ 7 P.M.



HAVE A GREAT & HAPPY THANKSGIVING



VIDEOS and Websites Links
Click on to view video, website

World's Most Impressive Turbine-Powered RC Scale Jet (More details) 6:41
<http://www.youtube.com/watch?v=yC4jG-wuVoc#at=390>

FiFI The worlds only flying B-29 Bomber 13:17
www.youtube.com/watch?list=UUwTqpxuREawm_N7RktOKTSg&v=1Flur_RSeaw#t=192

3D Printed commercial jet engine 1:11
<http://www.youtube.com/watch?v=JM0WfQGkAUE>

Metal for Beer Cans :33
http://www.liveleak.com/view?i=28b_1382671041

232, What really happen 10:51
<http://vimeo.com/75535950>

Flite Test EDF Afterburner 10:07
<http://www.youtube.com/watch?v=yKuq8T7KMa0>

My Drones 6:48
<http://www.youtube.com/watch?v=2ryqkKzZLk0>



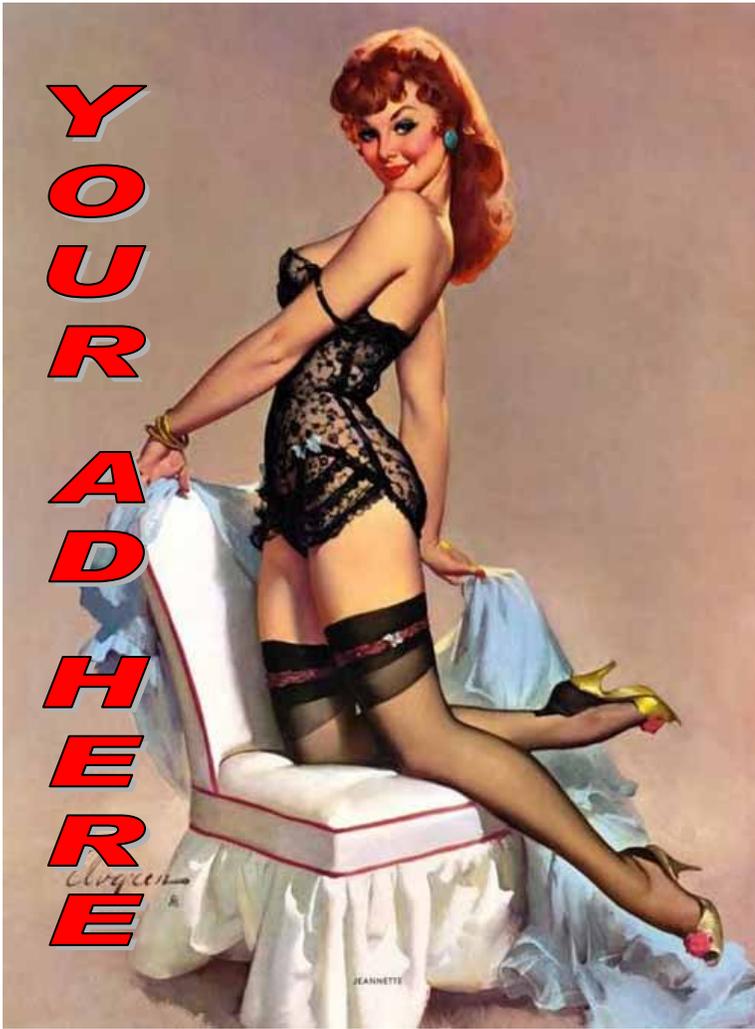
SVF Website Buy & Sell items.
<http://sunvalleyfliers.com/classifieds/classifieds.htm>



My thanks to those who passed this info on.

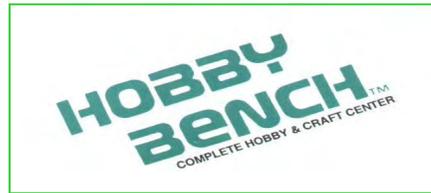


**Y
O
U
R
A
D
H
E
R
E**



FRANK'S Hobby House

12008 N. 32 ST. M, T, F. 10-6
Th 10-7
PHOENIX, AZ. 85028 SAT. 10-5
602-992-3495 Closed Wed & Sunday
FAX 602-788-3440



8058 N. 19th Ave. 602-995-1755 Phoenix
M-F 9:30-8PM, SAT 9:30-6PM 11-5PM
4240 West Bell Rd. 602-547-1828 Glendale
M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM



This Month Issue 11-2013

The **TURKEY FLY IN** Nov. 16 & for a good cause. Come on out & have some fun. **ELECTRICS ONLY!**



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. We need your NEW projects to put in the SR SVF HALL OF PLANES.

Next month Issue

We'll have the photos from the event.

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



Club Officers 2013-2014

Frank Moskowitz, President
John Geyer, Vice President
Gene Peterson, Treasurer
Jim McEwen, Secretary
Ken Justice, Safety Officer

Walt Freese,
Website Supervisor

*Please check your
Membership list for
Phone numbers.*



Board of Directors

Charlie Beverson '12-14
Loren Counce Jr. '12-14
Mike Peck '12-14
Tony Quist '12-14
Ken Justice '13-15
Wayne Layne '13-15
Ron Thomas '13-15
Mike Smith '13-15
Eric Stevens '13-15



First Class Mail

SUN VALLEY FLIERS
P.O. BOX 31816
PHOENIX, AZ. 85046-1816

WWW.SUNVALLEYFLIERS.COM

To:

39



YEARS



SINCE DECEMBER 1974