

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz

Vice President—John Geyer

Treasurer—Gene Peterson

Secretary—Jim McEwen

Editor—Bob Purdy K9JNB

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SEPTEMBER 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 Marty Jones with his Blade 130

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Jim at Jet World Masters

Fixa Foam

Oysters???

Great VIDEOS

Check Fuel Tanks

OEAF Flyer

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SVF Funnies

Much More.....

President Report

Minutes

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[September 4, 2013 SVF MEETING](#)



THE PRESIDENTS CHANNEL

Frank Moskowitz

SEPTEMBER 2013 SLOW ROLL PRESIDENTS LETTER

Welcome to the September 2013 Slow Roll.

The weather will soon be cooling down and that means more of us flying at the field. You might want to brush up on your safety and field rules. The ultimate goal of course is to keep you safe from injuries. We all tend to get lax and sometimes need a gentle reminder about the proper safe way to have fun flying. Our safety and field rules can be found on our website www.sunvalleyfliers.com under the link called "SVF Field Rules" located on the left side of the home page.

While on the topic of keeping yourself safe, I read an article in the Arizona Republic about the surge in snake bites. It said that the end of August and all through September have more snakebites than any other months of the year because of the monsoon storms and because baby snakes are born at all through the month of August. Juvenile rattlesnakes are just as lethal as adults and may be more dangerous. They are harder to see, and their rattle is not as loud. The medical director of the Arizona Poison and Drug Information Center, said "They are born with fangs, and their venom may be more potent". So when you make that jog into the desert out north of our runway to collect a plane or part of a plane, look down occasionally!



1. If bitten by a rattlesnake, DO NOT use ice to cool the bite.
2. If bitten by a rattlesnake, DO NOT cut open the wound and try to suck out the venom.
3. If bitten by a rattlesnake, DO NOT use a tourniquet. This will cut off blood flow and the limb may be lost.
4. If bitten, Keep the area of the area of the snake bite lower than the heart
5. If bitten, go to a hospital immediately. If you cannot get to a hospital, call the Arizona Poison Control and Drug Information Center at 1-800-362-0101 immediately
6. Avoid rattlesnakes altogether. If you see one, don't try to get closer to it or catch it.
7. Keep your hands and feet away from areas where you cannot see, like between rocks or in tall grass where rattlesnakes like to rest.

OK, that's enough scare tactics. Enjoy your flying! And do have a look at our restored Ramada with its fresh paint and new roof. Landscaping comes next.

I hope to see some more members at our next club meeting Wednesday September 4th 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). Lots of great food. The Club meetings get better every month. We will always have more than one raffle prize and the 50/50 could make you very happy \$++. You never know what might happen, and you don't want to miss it.

Have fun out there!

Frank Moskowitz

President

SVF MEETING SEPTEMBER 4 @ 7:00 P.M.



Sun Valley Fliers Club Meeting Minutes – 8/7/13

The meeting was called to order at 7:04pm by Frank Moskowitz. There were 22 members in attendance.

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

Guests:

- None

New Members:

- George Julovitch
- Buck Garza

New Solo Pilots:

- None

Secretary's Report

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

Treasurer's Report - Gene Peterson

- We spent \$1360 down payment (40%) for painting the ramada (total will be \$3600), \$6700 to fix the roof of the ramada including the fascia board, \$87 on trash, \$150 for the potty. Receipts were \$360 from members.
- The Treasurer's report was accepted.

Safety Officer Report - Ken Justice/Frank Seminara

- No safety issues to report.
- Mike Smith has made SVF jackets. The price will be in the high \$60's for XL or low \$70's for larger. The jackets are quite nice (tan with red SVF logo on the back). We are trying to get an order of more than ten; please let Ken know if you'd like to buy a jacket.

Old Business:

- Mike Peck is taking over as membership director so Gene can concentrate on Treasurer's role.

New Business:

- You may see the painters working; please give them any room they need.
- We need to get a new landscaper. If any members can recommend a landscaper, please let Gene know.
- OEA Fly In at Adobe Mountain Park on Oct 19-20. The Electric Fun Fly will be at SVF on Nov 16th, and the SVF Members Only Fun Fly is Nov 17th.
- The 25th AZ Jet Rally is at Superstition on Nov 14-17 (Thurs-Sun)

Community Awareness – John Geyer

- The Electric Fun Fly in November is a fund raiser for charity. We will most likely be selecting the Wounded Warrior program. If you wish to suggest another charity, please get in touch with John.

Door Prize Winners:

- Tony Quist was the winning bid for a Gentle Lady glider and 72MHz radio donated by Gerry DuBose
- John Polenijniczak – epoxy, Bill Heurmann – CA & kicker, Frank Moskowitz – HS-225BB servo
- Tony Quist – 2200 3S LiPo, Bernard Doerenbecher – HS-225BB servo, Ron Norton – Tachometer
- Steve Myers – Tarantula charge leads, John Deacon – CA & kicker, Ken Justice – servo tester
- Bob Purdy – Spektrum 6 channel AR6610 full range receiver – later auctioned to Steve Myers
- George Julovitch – 2100 20C 3S LiPo, Jim McEwen – servo tester, Gene Peterson – battery
- Howard Kennedy – voltage tester, Dave Uhlving - 2100 20C 3S LiPo

50/50 – Dave Uhlving

Show & Tell:

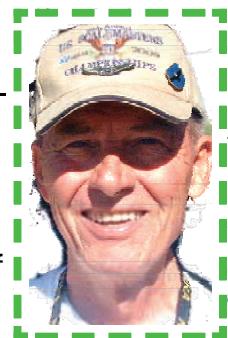
- None

The meeting adjourned at 7:43pm.

Respectfully submitted by, *Jim McEwen* - Secretary

\$ TREASURERS REPORT \$ with *Gene Peterson*

TREASURERS REPORT September 2013



Well, it's kinda fall I guess. Footballs going again, schools ditto, still a little hot and muggy but we're close.....

Seems all the repairs, clean ups and maintenance is finally done that we have been working on for the past month. Much thanks to **Charlie Beverson** who oversaw most of the repairs to completion. New roof on Ramada will last for many years and that combined with new facing around the Ramada makes it look like new again. Painting has been completed so we have to find out where all the tables go again, but that's easy. We have one pole in the Heli Ramada that needs adjusting as it seems to be settling and the roof is drooping. We'll get at that next month. Need a sky hook to pull it up or something.....

Boards looking at changing out the parking barriers to the cement type. Future upgrades. Also working on the fencing across the front of the flying stations. This is probably next in the repair list. Lots of holes.

Mike Peck is getting going on the Membership Management and working on the Dues notices for 2014. He's doing good, so if you have any changes to your membership information, get it to Mike..... peckster1@msn.com .

271 Members as of this month, in case your wondering.

Have a good month and hope you get lots of flying in and the wind cooperates.

Get out there and FLY.....

Regards **GENE PETERSON, TREASURER**

Az49er@cox.net

602-579-0925

SEPTEMBER 2013 SVF BirthDay Boys

First name Last name Member type Dob

| | | |
|--------------------|----------|------------|
| Craig Early | Regular | 09/01/1954 |
| Melvin Trushinsky | Senior | 09/02/1941 |
| Jon Bowers | Senior | 09/03/1943 |
| William Jenkins | Regular | 09/03/1964 |
| Dave Uhlving | Regular | 09/03/1953 |
| Ronald Petterec | Senior | 09/05/1945 |
| Gene Peterson | Senior | 09/08/1942 |
| Arthur Gambino | Regular | 09/08/1958 |
| Raymond Przybylski | Senior | 09/12/1947 |
| J B Bowers | Senior | 09/12/1941 |
| Kriss Trunkett | Inactive | 09/13/1964 |
| John Williams | Regular | 09/13/1952 |
| Bryant Mack | Junior | 09/14/1997 |
| Stephen Myers | Senior | 09/21/1946 |
| Gary Gregory | Senior | 09/22/1945 |
| Debin Ray | Regular | 09/22/1982 |
| Charles Brooks | Senior | 09/23/1938 |
| Mark Czebiniak | Regular | 09/23/1979 |
| Barry Mazer | Regular | 09/24/1949 |
| Robert Deseelhorst | Senior | 09/25/1943 |
| Carl Gotch | Senior | 09/28/1934 |
| Connor Burns | Junior | 09/29/2000 |
| Derek Micko | Regular | 09/30/1976 |



The Great Adventure begins!!!!

It is an incredible feeling to represent a country at a world championships; such an honor. I think back, too many years ago, when I was an eight year old building Guillow kits of rubber-band powered, tissue-paper covered, "scale" models in the basement. I'm not sure if it was the thrill of watching them fly about as far as I could throw them or just the smell of the glue in an unventilated area but, either way, I was hooked and I've enjoyed this hobby all my life. It has been one hell of a ride and I've met some really incredible and talented people along the way and am proud to call many of them my friends.

Attending the 9th JWM in Dayton was a life changing experience. Thanks so much to Lance Campbell and Roger Shipley for bringing me aboard as part of your staff. It was a thrill to contribute. It was a very emotional moment to stand with modelers from around the world and listen as our national anthems were played and celebrated our mutual love of the hobby. This sort of thing brings people together and makes the world a better and safer place. Indeed, one evening at Dayton, I joined the Russians in an evening of conversation while devastating a couple of bottles of their vodka. Back in the Cold War days, I was an Army officer, and certainly didn't foresee a day where sharing a day where such an experience would be possible. OK, so maybe I had a hidden agenda to take one for the team(s); if the Russians overindulged the night before a round of competition flying, maybe the Americans and Canadians would move up in the standings! Personal observation: don't try to drink a Russian under the table, especially with vodka; it won't happen and my head pounded for a month!

As I said earlier, Dayton was a life changing experience for me and I was thrilled to be invited to join both the US and Canadian teams to the 10th JWM in Switzerland. I set to work on my big Airworld Gripen with gusto. Alas, it wasn't meant to be as a computer failure and a home burglary, put me back too far to recover, at least for this year.

My good friend, Andy Andrews, came to my rescue. He needed a spotter/helper and we work together well so we teamed up on his F-86 with Frank Borman's paint scheme. I knew the plane well and had even done some wrenching on it during when it was owned by Ron Long and based at my home field, the Sun Valley Fliers in Phoenix. We took the plane to Top Gun as a dress rehearsal for the JWM and Andy piloted the plane to third place in Sportsman. Not bad for a couple of newbies. It was a great experience and we learned a lot and learned that we had a lot to do to get ready for Switzerland.

The plane went back to Metal Morph for replating (the eight year old finish was getting a bit thin in places) and some repainting. They shipped the plane back to Andy, and we found a bunch of problems with the paint and that it needed to be redone. Eagle-eyed Greg Wright saw the photos and pointed out that the problems were even bigger than we originally thought and a major redo was required. All this with only three weeks left before the event so the pressure was on. I flew down to Little Rock with my paint guns and we set to work. I had to fly back to Phoenix a few days later to work and Andy did a great job finishing the painting on his own; it looks great. It was a bit of a panic to get it painted, get all the markings and nomenclature on, plus the scale details and the lighting system all done in time to ship. As Roger Shipley says "the plane is done when you run out of time/money" and this adage certainly was true in this case; Andy got the jet to DHL for shipment to Switzerland just 12 minutes before the deadline.

So off went the jet in its custom hardened plastic case. It left Monday and was in Germany on Tuesday. You'd think that all was well, right? Wrong? The jet was still in Germany on Wednesday, Thursday, Friday, Saturday, and Sunday! Andy is screaming at the Germans (hmm, there are German judges at the JWM so that may come back to haunt us) and they finally ask the question "Is Frank Borman's name written on the jet?" Oh crap, they would only know that if they cut the locks off the crate and unpacked the jet. Well, it seems that the delay in shipping was due to the label falling off the nice smooth plastic crate. So with the crate identified, and a new label attached, the jet went to Switzerland today and should be delivered to Meiringen Airbase tomorrow just as we arrive in Switzerland. Whew!

I spent the week finalizing and printing the documentation for the judges to static judge the plane while Andy finished the eight antennas we will glue onto the plane at the event. It's been quite a ride getting to this point and we give our thanks to our friends and family for their help, love, and support.

Andy and I are now boarding the flight from Atlanta to Zurich. This is gonna be awesome! Go Team USA!
Regards, Jim

2013 Jet World Masters



Preparing for JWM



VIDEOS @ JWM

<http://www.youtube.com/watch?v=5NrFnhhCeWg>
<http://www.youtube.com/watch?v=TngGg3vwl9k>
<http://www.youtube.com/watch?v=a1IK-mYSdY4>
<http://www.youtube.com/watch?v=yWyQwXHrkPg>

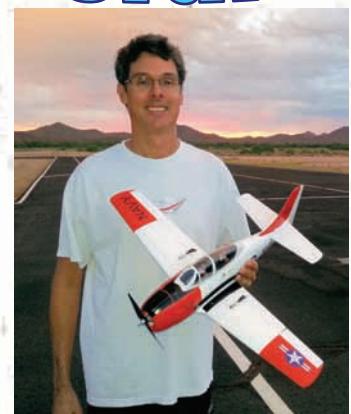
8:01

8:53

10:10

3:51 ARRIVING CEREMONY 17 NATIONS

Sun Valley Fliers Aircraft



ROUND ENGINES

THIS IS ALL SO REAL AND TRUE

DEDICATED TO ALL THOSE WHO FLEW BEHIND, WORKED ON OR TOOK A FLIGHT ON ROUND ENGINES

We gotta get rid of those turbines, they're ruining aviation and our hearing...
A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.



Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder. Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that... It's a GUY thing...

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting. When you have started his round engine successfully your Crew Chief looks up at you like he'd let you kiss his girl, too!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind!

Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights. Turbines smell like a Boy Scout camp full of Coleman Lanterns.



Round engines smell like God intended machines to smell.

PRESIDENT TO PRESIDENT

Bob Brown, bobb@modelaircraft.org, AMA President

Summer Events are Here **SVF Editor Note: John Geyer mention this for a later date here in AZ**
National Model Aviation Day, which will be held August 17, 2013, is quickly approaching. If your club is not already involved, why not help celebrate and promote our great hobby? We are asking that those participating clubs also support a great cause, the Wounded Warrior Project. Please help those who have given so much for us! If you have any questions, please contact Mandee Mikułski, development communications coordinator, at (765) 287-1256, extension 277.

Our national championships, known as the Nats, has already started and continues until the end of July at the International Aeromodeling Center in Muncie, Indiana. The Indoor portion will be held in Champaign, Illinois, August 7-10. Additional information can be found at:

www.modelaircraft.org/events/nats.aspx. If you can't attend and wish to read daily reports, please sign up for the *NatsNews* at: www.modelaircraft.org/events/nats/natsnews.aspx.

The AMA Audit Report illustrates that we are managing your organization in a positive financial manner. In doing so, it becomes apparent that donations are put to positive use. Supporting the government relations effort with the FAA is one area for which funding is imperative. If it is at all possible, please forward a contribution to AMA Headquarters. Thanks to everyone who has helped this cause.

Have fun and fly safely!

Giant Swing-Wing F-14

Rudolf Winter heavily modified a Fly Eagle kit to create this beautiful swing-wing F-14 Tomcat. Rudolf notes that he spent approximately 400 hours building the plane, and it shows! Weighing in at 77 pounds, the twin turbine jet looks like its full-scale brother in flight. Thanks to tbobborap1 for taking this video and sharing it on YouTube.

For a behind the scenes look at what goes into building and testing a model of this size, check out this video where builder Rudolf Winter adds 90kg (198.42 lb!) of weight to each wing. This is a mandatory test for German RC models that weigh over 25kg (55.11 lb), and he notes, "I am happy we did this test. On the first try, the wing broke at a load of approximately 6G."

VIDEO

<http://www.youtube.com/watch?v=geFHBuom2SA>

VIDEO

<http://www.youtube.com/watch?v=WDI1k-zRCAw#t=764>

Wing loading



Blue Thunder Returns!

"He's out there ... flying the most lethal weapon ever made: the Blue Thunder Special." Remember this early '80s movie that starred Roy Scheider flying a highly modified Aerospatiale Gazelle? This RC 1/4-scale version is the handiwork of French builder Eric Meaux, who created it from a Heli Factory kit. The 24kg heli is powered by a Jet Cat SPT5H 7kW turbine and uses a 102-inch-diameter rotor blades. Thanks to Rcscaleairplanes for taking this video and sharing it on YouTube.

VIDEO

<http://www.youtube.com/watch?v=fleSWutEwvE#t=286>



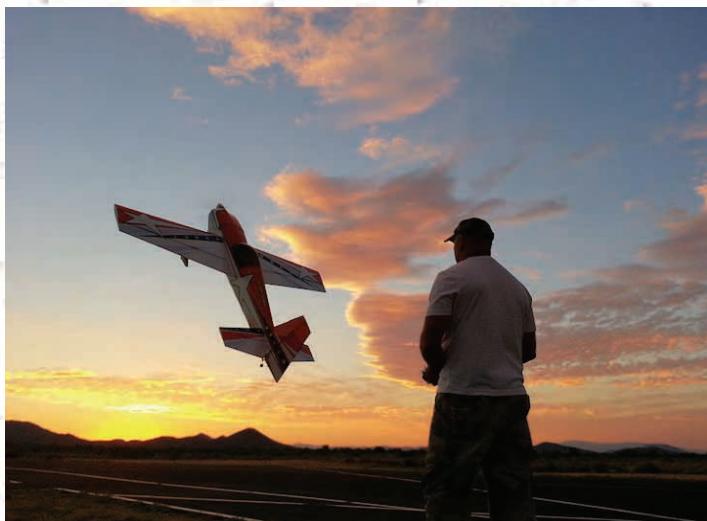
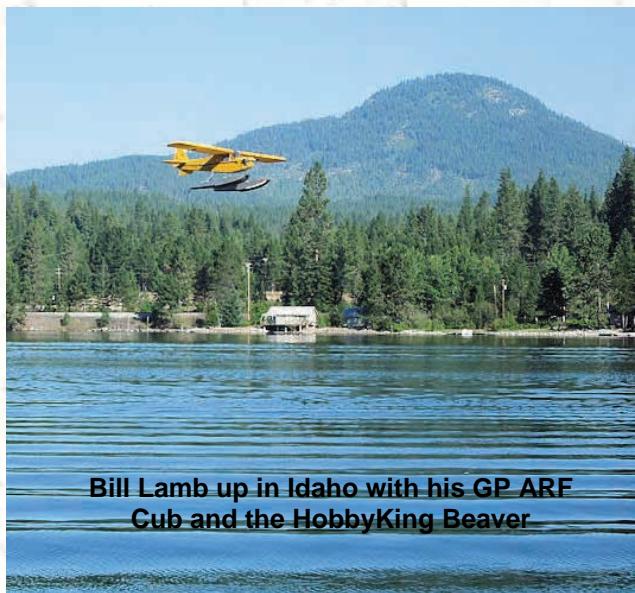
Niagara Falls: a new perspective

Combine a GoPro camera with a stable, maneuverable quadcopter and you can see the world from a brand-new perspective. This great video has footage of Niagara Falls captured by a DJI Phantom and GoPro Hero 3, and it is breathtaking, mesmerizing and will take your stress level from level 10 to at least a 4. Questpact, who posted this on YouTube, notes that it was the GoPro video of the day last month. Thank you, sir, for this moment of Zen.

VIDEO

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

SVF Members on Land & Water



More SVF Members Photos



How to Fix Warps, Dents, Twists, or Un-Crunch Foam Airplanes and Parts

I never crash, but maybe you do. Crashing can crunch the foam of a Radian or other foam airplanes to the point that the parts don't fit or you introduce a twist or warp as you try to put it back together. The repair can also introduce a twist or warp in the fuselage.

I am going to outline a method of getting the foam back to straight or un-crunching parts. This can also be used to take twists or warps out of new parts and it will take dents out of your foam wings or even bagged wings, like DLG glider wings.

Let's suppose your Radian, Easy Glider, Easy Star, etc., has a tendency to turn in the air requiring you to trim in a lot of rudder to get it to fly straight. How can you fix it? Well first you have to find the cause. Turn your foamy over and site down the fuselage seam. It should be straight from nose to tail. Or, tape a piece of string to the tail end of the fuselage, again inverted and then gently stretch the string to the nose. It should track down the center of the fuselage. If it does not, you have a warp. We are going to fix it.

This can happen at the factory, from a fuselage not sitting right in the box, or from a crash where one side of the fuselage compressed from an impact. This can also happen if you leave a foam airplane in a hot car for a long time. Believe me, what you will learn here will come in handy for the rest of your foam-flying life.

Heat does wonderful things to foam. It can stretch it, expand it, and help straighten it. You can put twists in or take them out. You can use this when making some foam replacement parts too.

Since we are fixing the fuselage, take the wings off; you won't need them. Take the horizontal stabilizer off if it comes off. Tape the rudder so it is straight.

Try to figure out where the warp is centered. I am going to guess it will start behind the wings, somewhere along the boom. Flex the fuselage to see if you can get it to look straight. You may have to use something to apply pressure in the center of the curve on the opposite side to get it straight. If you can flex it to straight, you can fix it.

Basically you are going to apply heat to the inside of the curve as you flex the boom away from the curve and a bit past straight. As you apply heat, the gas that is trapped in the foam beads will expand. As the beads expand, they extend that side of the fuselage making the heated side longer and helping you take that warp out. If this was caused by a crash this will un-crunch the crunched beads.

This goes under various names, but you might hear it called the Elapor soup method as it really became popular with the Multiplex Elapor foam models. But it works well with most bead-type foams. Easy Star pilots would crunch the nose of the airplane in a crash. They would plunge the nose, Elapor foam, it into boiling water and the foam would expand, thus the soup reference.

Heat Methods

Hot running tap water: You hold the part to be expanded under the hot water while you shape it. In this case you flex the fuselage just a little past straight while it is under the running hot water. The foam beads will expand, extending that side of the fuselage. After a minute or two, take the fuse out from under the water, still holding it and let it cool. Then site and see if it took. Go back under the water if needed. As tap water is only 100-140° sometimes this is not hot enough to do the job. So we need more heat.

Place the part into boiling water: This works well for small pieces like a rudder, a wing tip, or a crunched nose. You can also pour boiling water over the area.

Steam from boiling water: Sometimes works. Use a big pot and make lots of steam. This works well for large areas such as wings.

My favorite is using a heat gun/hair dryer to heat a wet cloth or paper towels. Don't let the towels dry out completely. You heat the wet cloth till it steams and starts to dry out. You have the part stretched while you do it, just as above.

By the way, this works well for bagged composite wings, like DLG glider wings. It can take a dent out by heating the foam under the skin. I use paper towels and my covering iron. They magically disappear. This works well for dents in your Raidan, Easy Glider, etc. Here you want to be more focused, so a covering iron or a hot clothes iron is best. Just use the tip to focus the heated area over the dent.

In each case, the purpose of the water is to keep the foam from getting too hot and melting. We want to get it up to about the temperature of boiling water, though sometimes hot tap water, 120-140° can do it too.

Using these methods I have taken Radians and Easy Gliders that have been broken into numerous smashed and crushed pieces, reshaped the foam, and glued it back together with great success. Recently I shredded my Radian while Slope Soaring. A high-speed crash through bare tree branches did a nice job on the fuselage. The wings got a few dents, but the fuselage was in five pieces. It flies today!

Regardless of the method, you want to spread the expand over a somewhat broad area, not a pinpoint. Again, in the case of dents in a wing you want to be more targeted. That is why I use my covering iron rather than a heat gun.

In the case of the fuselage we are using as our example, you want to expand the most in the center of the warp curve, but you want to extend that somewhat forward and back of the center or you will have to overheat one area too much and perhaps not have enough expansion ability to make it work.

Try it! If you have some scrap Styrofoam or other beaded foam you can try this out for practice. Take a foam drinking cup and cut out the bottom. Now do a top-to-bottom slice. Use the method above and see if you can take the curve out of the foam and make it flat. You may not get it totally flat but you will see the impact. Note that the cup material is thin so don't heat it too much at once or you will expand all of the beads instead of just the ones on the inside of the curve. The heated beads will get bigger.

When working on a fuselage, wings, or other parts, be sure you don't introduce a twist as you do this or you will have another problem. But no worries, that can be fixed too.

Clear skies and safe flying.

Ed Anderson, aear@optonline.net



Very (very!) big Vulcan

Check out this gorgeous, 20-foot-span Avro Vulcan XH558! Built by Dave Johnson, the 1/7-scale model is powered by four (!) 160 turbines. The plane has sheeted wings with black Depron ribs, about which Dave notes, "The ribs essentially just keep the skins apart, and so [they] needed very little in the way of strength laterally. They keep the surfaces supported without adding much weight." The rest of the Vulcan uses traditional built-up construction, and it's decked out in automotive paint. Dave's Vulcan is capable of speeds approaching 150mph! Thanks to our friend across the pond, TbobboraP1, for posting this and sharing the link!

VIDEO

<http://www.youtube.com/watch?v=BJG5gfuCjZo>

Boeing B-17 Flying Fortress - Jay Leno's Garage

VIDEO 13:00

<http://www.youtube.com/watch?v=OjRQXjcY6u0>

' OYSTER ' HERE .. RIG THE BARRICADE .. ALSO SEND OUT THE HELOS .. I MIGHT HAVE TO ' PUNCH ' !

Here's a personal story of an F-18 Hornet's set up for a o'dark thirty recovery by barricade . . on a U.S. aircraft carrier in the Pacific's middle.

[Note : the barricade is a 20 foot high net that stretches across the carrier's deck to 'catch' bad airplanes during extreme emergencies.]

" Oyster, here.

This note is to share the exciting night I had not that long ago. It has nothing to do with me wanting to talk about me. But it has everything to do with sharing what will no doubt become a better story . . as the years zoom by.

So . .

There I was . . ' manned up' a hot seat for the 2030 night launch about 500 miles north of Hawaii. I was taxied off toward the carrier's island where I did a 180 to get spotted and be the first off #1 Catapult.

They lowered my launch bar and started the launch cycle. All systems were ' go' on the run up. And after waiting the requisite 5 seconds to make sure my flight controls were good to go, I turned on my outside lights.

As is my habit, I shifted my eyes to the catwalk and watched the deck edge dude and as he started his routine of looking left . . then to the right.

I put my head back against the head rest.

The Hornet cat shot is pretty impressive. The cat fires, I stage the afterburners and I am along for the ride.

But just prior to the end of the stroke . . there's a [huge flash](#) . . and simultan-eous . .

B-O-O-M !

And my night world is now . . turmoil !

My little pink body is now doing 145 knots . . 100 feet above the black Pacific.

And there the airplane stays -- except for its airspeed . . decaying below 140 knots.

I raised my gear. But the throttles aren't going any farther forward despite my Schwarze-negerian effort to force them further ahead.

From out of the ether I hear a voice speak one word : " JETTISON ! " I rogered that ! And a nano-second later my two drops and single MER [about 4,500 pounds in all] are bound to black Pacific . . close below.

The airplane leapt up.

A bit.

But not enough.

I'm now about a mile in front of the boat at 160 feet with airspeed fluctuating from 135 to 140 knots.

Next comment out of the night ether is . . another one-worder :

" EJECT ! "

I'm still flying . . so I said back : [" Not yet . . I've still got it."](#)

Finally, at 4 miles ahead of the boat, I take a peek at my engine instruments and notice my left engine . . doesn't match the right. [Funny, how quick glimpses at instruments get burned into your brain.]

The left RPM is only at 48% even though I'm still doing the Ah-Nold thing on its push lever.

I bring everything out of afterburner but allowed both throttle levers to remain against extreme forward de-tent .

And I get another call from the boat :

" EJECT ! "

" Nope ! It's still flying, " I told them.

At 5 1/2 miles I asked Tower to please get the helo headed my way as I truly believed . . I was going to be ' shelling out.'

At some point, I thought it would probably be a good idea to dump some gas.

But as my hand reached down to the dump switch, I actually remembered that we had a NATOPS operation prohibiting dumping fuel . . because the after burners . . WOULD IMMEDIATELY TORCH THE TORENT OF FUEL !

BUT . . after a second or two [contemplating the threat of landing an unnecessarily heavy fighter on the night deck] I turned the fuel dump switches ON . . anyway.



Immediately [I was told later] . .

A SIXTY FOOT ROMAN CANDLE OF S-O-L-I-D FIRE ! TRAILED BEHIND.

At 7 miles I began a slow climb to get a little breathing room. CATCC control chimes in giving me a downwind landing pattern heading. And I'm like : " Ooh . . what a good idea " . . and throw down my tail hook.

Eventually I get things headed downwind at 900 feet and ask for a Tech Rep [Manufacturer's Technical Representative.] While waiting, I shut down the flaky, threatening and 50 % powered left engine.

In short order, I hear ' Fuzz ' McClure's voice. I tell him the following : ' Okay Fuzz, landing gear's up . . left motor's off . . and I'm only able to stay level if I use some afterburner.

And every time I click off the ' blower ' and reduce to 100 % military power on the right engine . . the airplane wants to ' start down ' at about a 100 feet a minute."

I continued trucking downwind . . trying to keep it level . . kept dumping off fuel . . and dumping off even more fuel.

I think I must have been in and out of afterburner for about a quarter hour.

I'm ten miles out and down to 5000 pounds of gas. Start to turn back. My intention was not to land the thing. I just didn't want to get too far away from the boat.

Of course, as soon I as I stuck in a little 20 degree bank . . the crippled f-18 began falling like a stone. So I ended up doing a shallow bank to stay within a 5 mile radius of the boat.

Fuzz is reading me the single engine rate of climb numbers from the ' book ' based on temperature, etc. And it doesn't take us long to figure out that things aren't adding up. One of the things I'd learned about the F-18 Hornet is that it is a perfectly good single engine aircraft . And it usually flies great on one motor.

SO . . WHY do I need ' BLOWER ' [afterburner] to hold me up in the air . . now ?

By this time, I'm talking to Deputy CAG on the flight deck. And boss CAG who's on the bridge with the Captain.

And we decide that the thing to do . . is for me climb to 3,000 feet and ' dirty up ' with wheels and flaps down . . then check to see if this messed up bird has enough power to do a night approach and landing without finalizing inside that crash barricade.

I go full burner on my remaining motor. And eventually make it up to 2,000 feet before going level beneath scattered puffy clouds.

The ' puffies ' are silhouetted against a half a moon. And part of my busy mind thought was . . really, really cool.

I start a turn back toward the ship . . threw the gear down and ' clicked off the ' blower.' Remember that flash/boom . . that started this little tale ?

[Repeat it here]

B-O-O-M !

I jam it back into afterburner. And after three or four huge compressor stalls [and accompanying deceleration] the right motor ' comes back.'

I'm thinking my blood pressure was probably ' up there' about now . . my mouth had no saliva. This next part is great.

You know those stories about guys who deadstick crippled airplanes away from the orphanages and puppy stores and get all this great media attention?

Well, at this point I'm looking at the running lights of a picket ship in front of me, at about two miles. And I transmit to no one in particular : " You need to have the picket ship hang a left right now. I think I'm gonna be outta here in a second."

I said that very calmly.

But with meaning.

The picket immediately pitched out of the fight. Ha! I scored major points with the heavies afterwards for this. Anyway, it's funny how your mind works in these situations.

OK, so I'm dirty and I get it back level and pass a couple miles up the starboard side of the ship. I'm still in minimum blower and my fuel state's now about 2500 pounds. Hmmmm. I hadn't really considered the possibility of running out of gas.

I muster up the gonads to pull it out of blower again and sure enough . . Flash . . BOOM!

I'm thinking that I'm gonna end up punching out and tell Fuzz at this point :

" Dude [smiling in front of my teeth] I really don't want to try that anymore ! "

Don't think everyone else got it . But ' Fuzz ' chuckled a slight bit.

Eventually, I'd discovered the tiniest throttle movements cause the ' flash boom thing ' to happen. So I'm trying to be as smooth as I can. I'm downwind when CAG comes up and says " Oyster, we're going to rig the [crash] barricade."

Remember, CAG's up on the bridge watching me fly around doing fiery blower donuts in the sky. But he's also thinking I'm gonna run outta JP-5 fuel.

By now I've told everyone who's listening that there a better than average chance that I'm going to be ejecting. So the helicopter ' bubbas ' - God bless 'em - have been out there on an invisible leash . . following me around the boat.

" Paddles, are you up [listening] ?"

" Go ahead " replies' " Max" Stout, one of our LSO's.

" Max, I probably know most of it. But do you want to shoot me the barricade briefing ?"

So, in one minute . . Max went from expecting me to ' punch out ' . . to my asking for the barricade brief [so he was hyperventilating.]

But he was awesome to hear on the command radio though . . just the kind of voice you'd want to hear in this situation.

He gave it to me. Then at nine miles I say : " If I turn now . . will the barricade be up when I get there ? I don't want to have to go around again."

"It's going up right now, Oyster. Go ahead and turn. And turning in, say the final bearing."

" Bearing ZERO SIX THREE " adds the voice from CATCC. "

" OK, I'm on a four degree glide slope. And I'm at 800 feet. I will intercept the final glide slope at about a mile and three quarters. I'll reduce power and hold it on there. "

When I reduced power : Flash/boom ! [Add power out of fear.] Going high ! Pull power. Flash/boom ! Add power out of fear. And go higher !

[Flashback to LSO school...." All right class, today's lecture will be on the single engine barricade approach. Remember, the one place you really, really don't want to be is high. O.K. ? You can go play golf now."]

I start to set up a higher than desired sink rate the LSO hits the " Eat At Joe's" wave-off night lights."

Very timely too.

I stroke the AB and cross the flight deck. With my right hand on the stick. And the other poised to pull the little yellow and black ejection handle ' twixt my knees.

No worries. I cleared the barricade's top wire. ' Hmmffff. By ten feet. Maybe

My fuel state ' calling the ' ball call, ' a moment back, was showing low at 1.1.

While slowly climbing out in the go-around, I punched the radio button saying . . to no one in particular :

" I can do this."

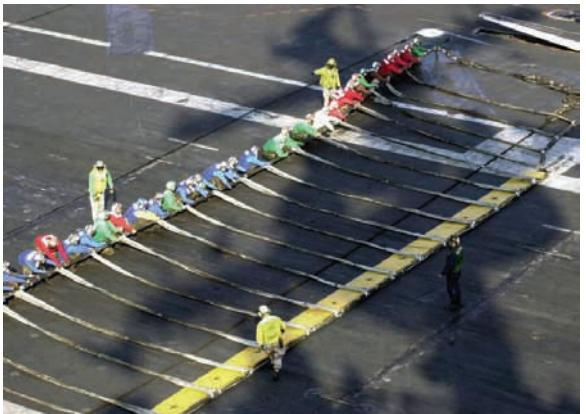
I'm in blower still. After I get turned around on downwind CAG says : " Oyster, this is gonna be your last look at the boat [in the dark below] so you can turn in on final as soon as you're [feeling] comfortable."

I flew a daylight pattern and I lost about 200 feet in the turn.

And like a total dumb ass, in the darkness, I look out of the cockpit into the darkness to visually acquire the center-line.

And " that ' NIGHT THING ' false feeling . . that I'm too high

" GRABBED ME !



In error I pushed the airplane . . further down . . to just 400 feet above the invisible water close below. I got kinda irked at myself then as I realized I'd be intercepting the four degree glide slope in its middle. With a distracting flash/boom every several seconds.

Last look at my gas was 600 pounds [100 gallons] at a mile and one-half.

" Where am I on the glide slope, Max ?" I ask. And I hear his calm reply :

" Roger. Ball."

I know I'm low because the ILS needle is . . [waaay up there !](#)

By now the ball's shooting up from its depths. But before I get a chance to spot the deck I hear :

" Cut, cut, CUT ! "

I'm really glad I was a ' Paddles' for so long. My mind said to me " Do what he says Oyster !

" So I pulled power to idle. My hook hit the deck . . 11 paces beyond the potato locker ceiling's edge. I hit the deck . . skipped the one . . the two . . then snagged the three wire."

I rolled into the barricade.

Once stopped, my vocal cords involuntarily shouted : " VICTORY ! " The deck lights came on bright . And just off to my right there must have been a . . ga-zillion cranials and eyes watching.

You could hear a huge cheer across the flight deck.

After I open the canopy and the first guy I see is our huge Flight Deck Chief named Richards. And he gives me the coolest personal look . . and then two thumbs up.

I will remember all of that forever.

P.S. You're probably wondering what gave motors' their problems.

When they taxied that last Hornet over the working catapult . . they'd forgotten to remove a section or two of the rubber cat seal. When the catapult shuttle came back to hook me up, it removed the cat rubber seal. dragged and dropped in front of the intakes.

During my catapult stroke . . that rubber seal was inhaled by both motors.

Basically, the left engine quit. About thirty feet of black rubber seal was hanging down from its intake.

The right motor . . that kept on going on . . had also swallowed rubber. And had 340 major hits to every one of its engine stages. Its compressor section was trashed. And two pieces of the rubber seal [one 2 feet and the other about 4 feet long] were poking out of the engine's first stage into its air intake.

God Bless General Electric !

By the way, maintenance data showed I had a little over sixty [62-66] gallons of gas when shutting down after catching the wire and easing into the barricade.

Again, remember this particular number . . because after ten more years of telling this story . . it will surely be . .

' FUMES MAN . . FUMES . . I TELL YOU ! '

Oyster, out."

[verified and abridged from private sources]

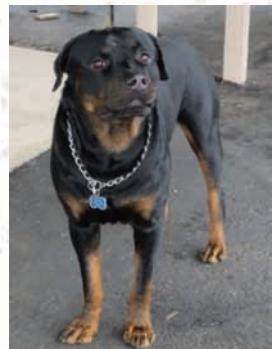
Checking Fuel Tanks for Leaks

Have you discovered fuel leaking from a tank in your model? There is a way to determine if the leak is curable (i.e. a loose screw in the front bung) or terminal (i.e. a split seam). If the leak is not large or obvious, this technique can help you find the problem. This is also good for checking new tanks prior to installation, and is good for all tanktypes.

Take the tank to be tested and seal all the outlets. You can link two outlets with a single piece of fuel tube and fit a piece of blocked tube into the third. Immerse the whole tank into hot, but not boiling, water. As hot as you can stand with rubber-gloved hands is more than sufficient.

As the air in the tank expands because of the heat from the water, you will see a small stream of bubbles from the offending leak. If it is around the bung, tighten the screw until the leak stops. If it's a split seam, throw the tank away! —Wings R/C Club, Iowa

SVF FUNNIES



I was only kidding
About the FW

Is this page going to
The dogs??



VIDEOS and Websites Links
Click on to view video, website

AIR VENTURE 2013 DAY 0 **3:13**

<http://www.youtube.com/watch?v=-LOaFoi6aaA>

AIR VENTRE 2013 AIR SHOW **5:04**

<http://www.youtube.com/watch?v=cq0gMV6V2yk>

Inside AIR VENTURE Jumbotron Airshow **4:15**

<http://www.youtube.com/watch?v=UqCtx7hLKaM>

Oshkosh 2013 Friday Airshow Highlights **3:07**

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

Oshkosh 2013 Saturday Airshow Highlights **3:07**

<http://www.youtube.com/watch?v=wb1zcG1lbIA>

Air Venture Tuskegee Airmen **5:56**

<http://www.youtube.com/watch?v=BbpLjZ3nRkM>

Air Venture Salvagers raise Navy plane from Lake Mich. **4:57**

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

Jetman soars over Wisconsin **4:47**

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

Planes of Fame 2013 Airshow Warbird Photo Review

<http://www.warbirdsandairshows.com/Airshows%202013/Chino%202013.htm>

International Air Tattoo 2013

<http://www.sbat.be/events/2013/028riat2013/028riat2013.htm>

Warbird Info Many photos

<http://warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=49758>

The Hindenburg Disaster Photos

<http://www.theatlantic.com/infocus/2012/05/75-years-since-the-hindenburg-disaster/100292>

YAK130 Rus.Jet **20`3** **6:41**

<http://www.youtube.com/watch?v=yC4jG-wuVoc#at=390>

NEW STUFF ADDED FOR SALE!



SVF Website Buy & Sell items.

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My thanks to those who passed this info on.

CHINO VALLEY MODEL AVIATOR'S STEVE CROWE MEMORIAL FUN FLY



September 21-22, 2013



Deceased member Steve Crowe flew with the Famed British Eagle Squadron posting 4 kills. He flew Hurricanes and Spitfires. He even had tea with the Queen of England.

CD: Dennis O'Connell
928.636-8061



Eagle Squadron
#133 in 1943



Steve and a Spitfire
with his squadron
Call sign

Number 133 Squadron was formed on August 1, 1941 at Coltishall, England and assigned the squadron code MD. On August 16 the squadron moved to Duxford, England where it was brought up to operational strength flying Hurricanes. They met the Germans in combat on April 26, 1942 and got their first kill a FW-190. Steve has passed away but our club celebrates his WWII service each year.

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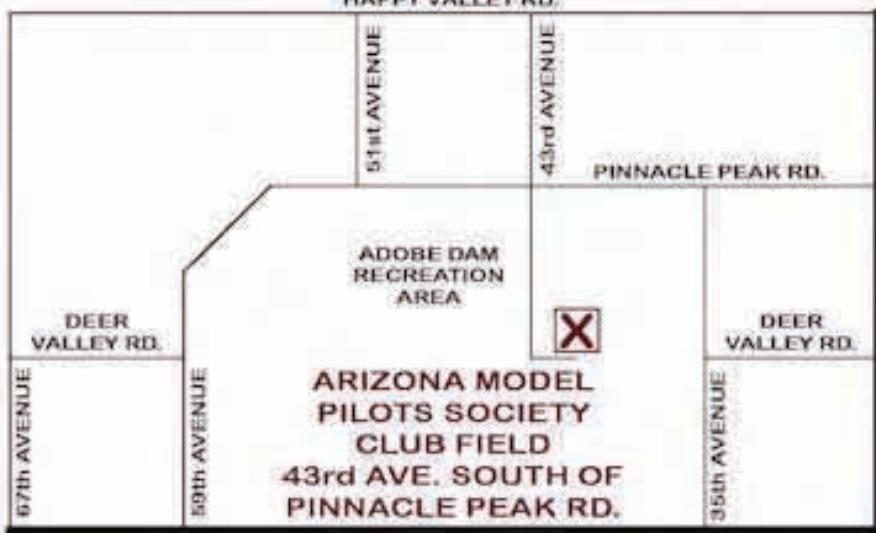


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Q. What military branch is this??

This Month Issue 9-2013

Some photos of Jim our secretary was overseas for the JWM with Team USA. Are you getting ready for the OEA&F & for the SVF Electric FLY IN this November.



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

Next month issue will be the OCTOBER one. Will that be the end of the 100+ degrees and monsoon?

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



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