

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



IMAA Chapter 782

President—Frank Muskowitz

Vice President—John Meyer

Treasurer—Gene Peterson

Secretary—Jim McEwen

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April 2014

*The Slow Roll is published by the Sun Valley Fliers
By and for its membership to all others interested in
the building and flying of radio control aircraft*



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THE PRESIDENTS CHANNEL

Frank Moskowitz

April 2014 Slow Roll Presidents Letter

Welcome to the April 201 Slow Roll. I hope you had a chance to visit the field during our Annual Phoenix RC Helicopter Fun Fly. As expected, Eric Stevens did a great job as CD running the Event safely. The weather was great for the entire event. I want to sincerely thank Loren Counce, Peter Ermke and Charlie Beverson who unselfishly gave up their personal time to help in this event. Be it kitchen or general help, the club always needs membership involvement during an event. The income generated by these events helps keep our club moving forward. March 22nd and 23 was the One Eighth Air Force Spring Scale Fly-in which took place at the Arizona Model Pilots Society Club field (AMPS). I'm sure many of you attended and enjoyed that event as well. Pictures and results are in this edition of the Slow Roll.

Central Pilots Station. As I mentioned in my letter last month, we are currently testing out the Central Pilot Station. So far I haven't heard any complaints from our members. Remember the ultimate goal is to improve communication between all pilots and spotters on the flight line. Safety always comes first at SVF. The test will continue through the month of April. At that time the Board will review any comments from our membership.

Sun Valley Fliers Club Elections. Yes it's that time of year again. Nominations for candidates to run for SVF Officer & Board of Director Positions will be conducted during our April 2nd meeting. Any member can nominate another SVF member from the floor at the April meeting as long as the nominee is present and is willing to run. In other words they must accept the nomination. There will be four openings for the Board of Directors. All officers are up for re-election since their terms are for one year at a time. If you would like to a part of how this club is run, you might want to come to the April 2nd meeting and find out the latest. The actual elections will take place at our May 7th meeting so please put this date down in you calendars so you can be there and vote. We are also going to implement a new method for submitting Proxy Ballots. We will be using a third party (independent) company to administer ballots via email. You will be notified as to how this works by notice from our membership director Michael Peck.

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

Please join us for our next club meeting Wednesday April 2nd at Deer Valley Restaurant. We have many raffle prizes and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. Meetings start at 7:00 pm. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

Have fun out there!

Frank Moskowitz

President

SVF MEETING APRIL 2 @ 7 PM



Sun Valley Fliers Club Meeting Minutes – 03/05/14

The meeting was called to order at 7:02pm by **Frank Moskowitz**. There were 32 people in attendance.

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

Guests: None

New Members: •None

New Solo Pilots:

- **John Mullins**

Secretary's Report

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

Treasurer's Report - Gene Peterson

- Gene was absent but left a message with Frank telling him that "we have money". There are some details in the Slow Roll.

Membership Director's Report – Mike Peck

- Currently have 307 members as of this evening.
- 253 people have paid their dues for 2014 for a total of \$16300+. Maintenance contributions of \$1856 have been made.
- 54 of existing members not yet renewed for 2014. Tomorrow Mike will take these people off the membership list. The March Slow Roll has the "deadbeat list".

Safety Officer Report - Ken Justice/Frank Seminara

- Please read the safety articles in the Slow Roll and keep an eye out for snakes at the field. There have been sightings at the gate as well as out in the overfly area.
- The red buckets have sand for LiPo fires. The idea is to pour sand on the battery.
- Contact Ken for your SVF apparel needs (hats, T-shirts, polo shirts, jackets, etc)

Old Business:

- **Central Pilot Station – The committee members spent a lot of time and came up with a good compromise which is published in the Slow Roll. We are starting a trial period on/about Mar 15th to the end of April. There will have some training sessions. Please let us know what you think (positive/negative/suggestions)**
- **The review of the bylaws is still ongoing.**
- **Tony** is chairing the election committee and needs two non-board members. Please contact Tony if you are interested. Ken is looking at electronic voting via email (using an outside company).

New Business:

- **Bob Bayless** addressed the meeting regarding a lost X-copter. There is a reward offered. Please contact Bob if you have any information.
- **Eric Stevens** is the CD of the helicopter event this Fri-Sat-Sun Mar 7-9th. We charge spectator admission at the gate on Saturday and Sunday as well as kitchen (lunch) on Sat/Sun and need volunteers.

Community Awareness – John Geyer

- We don't have any more news about a Cub Scout event hoped to be done after April.
- John will be following up with the Wounded Warrior program to do a photo opportunity/check presentation of funds from the electric fly-in.

Door Prize Winners:

- **Ed Klein, Norm Pilcher, Steve Myers, Gary Hedges, Bob Bayless, Ken Justice, Paul Brown, Lou Roberts**
- **Frank Moscovitz/Peter Rhumke**
- **50/50 – Loren Counce**

Show & Tell:

- **Mike Peck** brought in a kit built Sig Astrohog with a closed cowl, flaps, retracts, and even lights. Monokote over balsa (old school). Charlie pointed out that it is missing a windshield.

The meeting adjourned at 7:40pm.

Respectfully submitted by, *Jim McEwen* - Secretary

§ TREASURERS REPORT § with Gene Peterson

TREASURERS REPORT April 2014



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

The Non-Renewed List is out and published in this Slow Roll. Not to late to renew if you haven't. We finished at 253 members after the renewal process, down 4 from last year at this time. Lost 54 members this year. A few more than last year. Guess the economy is still getting to the Flying Hobby. We have a few new members that have joined since February 1. **Peter Ermke, Lawrence Laughlin, Dale Payne, and Zachary Smith.** Go introduce yourself if you see them at the field or General Membership Meeting.

April General Membership Meeting will bring "Nominations for Board of Directors and Officers". If you would like to run for the board or an officers position, that would be the time and place to do it. We'll be electing 5 Board Members and 4 Officers.

May will bring the Elections and this year we hope to get the Proxy votes in, and we will use a voting service. Board is still working on this, but we just have to select one of the ones we are looking at. This will entail the use of "EMAIL". 27 members do not have an email account with us, so these people will receive a ballot by mail. The rest will get the ballot by email and be instructed to go to the provided "link" and vote accordingly. Have a nice spring month of flying.

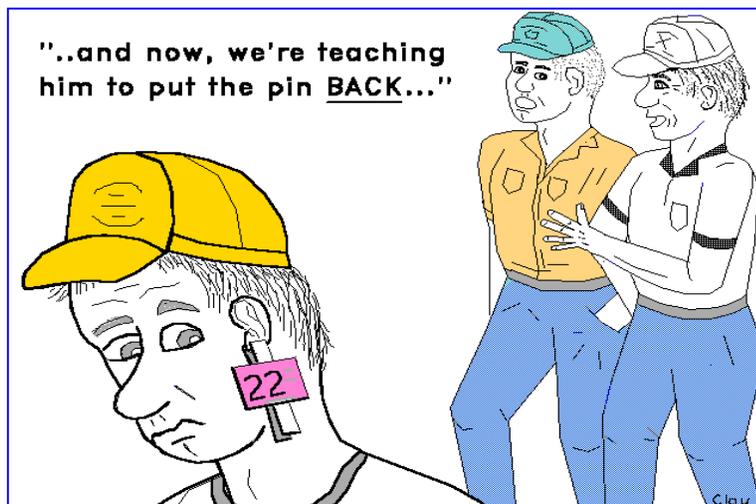
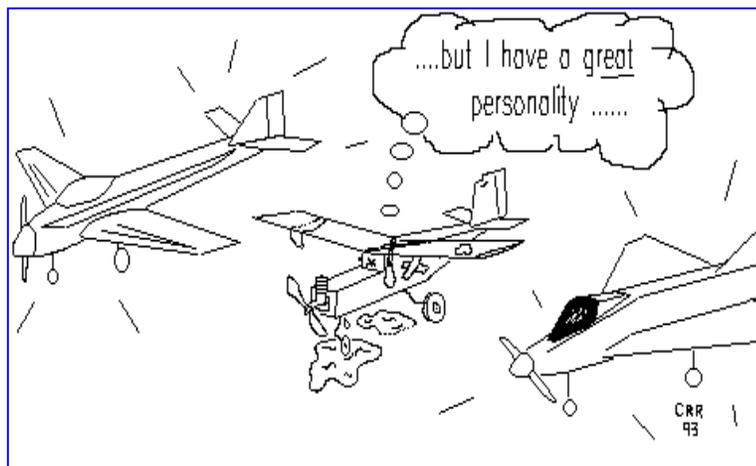
Thanks and Happy Flying.....

Regards **GENE PETERSON, TREASURER** Az49er@cox.net **602-579-0925**

APRIL 2014 SVF Birth Day Boys

First name Last name Member type Dob

David Maytag	Regular	04/01/1966
Thomas Nerheim	Junior	04/01/2005
Noah Spencer	Junior	04/02/1999
Steven Shepler	Regular	04/03/1956
Caleb Lattin	Junior	04/04/2000
Mark Krogulski	Regular	04/05/1975
Bill Heuermann	Senior	04/06/1937
Joe Schmitt	Senior	04/06/1939
Wayne Layne	Regular	04/07/1962
Tim Stocker	Regular	04/08/1959
Thomas Clark III	Senior	04/09/1946
Frank Gaff	Senior	04/11/1941
David Linne	Senior	04/11/1941
Ralph Joksch	Regular	04/12/1955
Paul Goldsmith	Senior	04/13/1947
John Olejniczak	Senior	04/15/1925
Lynn Babcock	Senior	04/15/1945
Nate D'Anna	Regular	04/18/1951
Richard Hanson	Senior	04/18/1946
Robert Bayless	Regular	04/21/1950
Gerhard Gallifant	Regular	04/25/1963
Ronald Long	Inactive	04/25/1964
Bill Stiving	Regular	04/26/1966
John Skarda	Senior	04/27/1934
Dean Bird	Regular	04/29/1964



SVF *FLIGHTLINE SAFETY*



Welcome to our April 2014 “*FLIGHTLINE SAFETY*”! I hope everyone is enjoying this great flying weather....before the “dry” heat hits us very shortly!

Just a reminder folks...please review our AMA Safety Rules and our SVF Field Safety Rules. The reason I mention this again, is that I and others (who are contacting me) are noticing folks flying that either choose to ignore some of the rules or they have chosen to not review the rules and to follow them! Either set of guidelines are there for your own safety, other’s safety that are enjoying our field and the general safe well-being of our SVF Club and hobby. Please don’t become “one of those members” that feel “the rules don’t apply to them”. This statement is one that I have heard from members that call me regarding someone that is not even trying to comply. Also, per the AMA, the club’s Safety Officer(s) (Frank Seminara and I) are not our “field police”!

We are here to remind and educate, both new and ‘seasoned” members, on the safe operation of their aircraft. So don’t shoot the messenger ;-). It’s a fun hobby with some inherent safety risks...so let’s try to keep a day that starts out to be fun...that it ends up being a FUN and safe outing to our great facility with our friends, family and fellow RC aviators. Remember...if you see someone doing something that may not be in their best interest as it pertains to safe operations, it IS your responsibility as a member to politely say something constructive so that maybe they won’t hurt themselves or you. They may just need a gentle reminder...or maybe they didn’t realize what they were doing was an unsafe practice. We’re all in this together...no matter what you enjoy flying. Just be kind to one another and share your passion for this great, fun hobby.

Okay, we are now starting our third week of the approximately 6 weeks of “trial period” of our Central Flight Station (CFS) flying. I hope by now that most of our active members have had an opportunity to visit our field to observe and participate in flying from our CFS. We ARE listening to the feedback. I and other Board Members have observed some folks flying from the old station 1, 4 and 5. Some people that have been observed doing this were just not aware of what they were supposed to be doing (flying from the “orange-fenced CFS” area) and politely and happily moved over to the CFS on their next flight, with positive feedback. Some just had brain fade since old habits are hard to break (me included). There are others that just choose to not participate in this trial, as apparently their minds are already made up...before actually trying it out. All we are asking is to give it a fair shake and try it out. That’s all folks. If you are flying from the center of the field after launching your aircraft from the four ramps, you do minimize your exposure to the footprint of an aircraft that gets out of shape on take-off or landing...thus improving safety. Communications has been much better since all aircraft are removed from being in between the pilot stations...the noise is to the outside of the CFS and pilots are closer together. I (we the Board) welcome ALL feedback from all current and paid members.

Watch out for the rattlesnakes as the warmer winter weather has brought them out earlier than normal. I observed one two weeks ago out by the gate. I didn’t bother him...and he didn’t bother me! We both left the area happy!

Contact me if you want any SVF T-shirts, hats or to order one of our new SVF-logoed jackets or long-sleeve shirts. That’s it for this month! Be sure to say hello at the field. I don’t bite! **Stay hydrated**...it’s getting hotter by the day!

For safety...Stay engaged while around your aircraft, don’t forget the little things like checking your Rx and Tx battery voltage before and after every flight, doing a range check, the proper storage and handling of LiPo batteries and remember...

“*Safety Is An Attitude*”... **Safety IS everyone’s responsibility!**

Ken Justice, Your SVF Safety Officer

OEAF Fly In March 22-23 2014



One Eighth Air Force Scale R/C Fly-in March 2014 AWARDS

Award Pilots Name Aircraft

Best Military

1st Place Chad Viech _____ F6F

2nd Place Cole Thornton _____ P-47

3rd Place Rick Marshall _____ P-47

Best Civilian

1st Place Bob Stark _____ Howard DGA 12

2nd Place Ron Marshall _____ Alexander Bullett

3rd Place Steve Mueller _____ Taylorcraft

Best Biplane/Multi-Wing

1st Place David Zarra _____ Stearman

2nd Place **Bob Bayless** _____ Tigermoth

3rd Place Rick Chitty _____ Sopwith Pup

Best Multi-Engine

1st Place Jason Stanley _____ F7f Tigercat

2nd Place Rick Powers _____ B-25

3rd Place Robert Clark _____ Duke B-60

Best Jet Flight

1st Place Larry Wolfe _____ BD5J

Best Golden Age Flight

1st Place David Zarra _____ Stenson

PILOTS Choice David Zarra Stearman

Peoples Choice

1st Place Bill Hemple DR-1

2nd Place David Zarra _____ Stearman

3rd Place **Tony Quist** BAE Hawk

Commanders Choice **Tony Quist** Hawker Hunter

Best Scale Flight David Zarra PT-17

Smacked Ass

1. Kenny Thornton

2. Paul Goldsmith

3. Paul Scheffield

4. Jack Doland

5. Randy Wilber

Winner of pilot raffle Piper Pawnee : **Ken Justice**

Winners of ARFs donated by Hobby Bench: Rick Marshall and Jordan Ganyo

Names in **Blue** are SVF Members



Sun Valley Members



New Solo pilot Luke Martin with Lou Pfeifer IV



New Solo pilot John Mullins with Ken Justice.
Congraduations John & Luke



Andrew Schear new 88" Pilot Rc Extra



Ken Justice new H9 1/4 Scale with Magnum duals



ARIZONA WWII ARMY AIR FIELDS

FALCON FIELD, AZ

Falcon Field got its start prior to World War II, when Hollywood producer Leland Hayward and pilot John H. "Jack" Connelly founded Southwest Airways with funding from friends like Henry Fonda, Fred Astaire, Ginger Rogers, James Stewart, Hoagy Carmichael and others. Southwest Airways operated two other airfields in Arizona -- Thunderbird Field No. 1 (now the site of Thunderbird School of Global Management) and Thunderbird Field No. 2 (now the site of Scottsdale Airport) -- to train pilots from China, Russia and 24 other Allied nations. Falcon was to be Thunderbird Field III and would train British pilots.

But the British said they'd like the field to be named after one of their birds, and thus Falcon Field was opened as the No. 4 British Flying Training School (BFTS). There were six BFTS airfields in the U.S., in Florida, Oklahoma, Texas, California and Arizona.

In September 1941 the first cadets of the Royal Air Force arrived. They trained in Stearman PT-17s and North American Aviation AT-6s. The good weather, wide-open desert terrain, and lack of enemy airpower provided safer and more efficient training than was possible in England. Even so, twenty-three British cadets, one American cadet and four instructors were killed and are now buried in the Mesa City Cemetery, along with several colleagues who have since died of natural causes. Several thousand pilots were trained there until the RAF installation was closed at the end of the war.

The City of Mesa purchased the field from the U.S. government for \$1.

From 1945-65 the field was leased out to industrial interests, including 1, Astro Rocket Inc., Rocket Power Inc., the Gabriel Company and others.

Eventually it became a working civil airfield, and is now owned and operated by the city of Mesa. Falcon Field is the home of does not exist" CAE Oxford Aviation Academy, the largest flight school in the world. Student pilots from Belgium, The Netherlands, the UK, Turkey and Vietnam are flying at Falcon Field. Since 1976 Falcon Field has been the home of Airbase Arizona, one of the largest units in the Commemorative Air Force (CAF) which operates a flying B-17G "Sentimental Journey" and a B-25J "Maid in the Shade" among other aircraft.



1955 photo



ARIZONA WWII ARMY AIR FIELDS

British History in Arizona - Falcon Field

by Kelly Sallaway - LincsMag Writer.

This outpost of an airport has some unlikely ties to British Military history.

Falcon Field was once a training field for the RAF during World War II.

At the beginning of World War II the RAF was looking for a place to train pilots and settled on six locations in the United States including one in the Arizona desert. These Civilian Pilot Training Schools were contracted as British Flying Training Schools prior to the US entering the war.

The first cadets of the British Royal Air Force arrived in 1941. The good weather, wide-open spaces, and lack of enemy airpower provided significantly safer and more efficient training than was possible in England.

The airport owner, Hollywood producer Leland Hayward and his partner Pilot Jack Connelly lobbied to have the British choose the Mesa location. Up to that time the airfield had been used to ferry movie stars back and forth from California.

Hayward wanted to support the war effort and gain some exposure for his fledgling airline Southwest Airways, which he started with funding from friends like Henry Fonda, Fred Astaire, Ginger Rogers, James Stewart, Hoagy Carmichael and others.

During the time the RAF was using the airport, Falcon Field was used as a location for the Thunder Birds film starring Gene Tierney. Some RAF cadets were featured in the movie and RAF cadets were frequently befriended by Hollywood's elite.

While the RAF cadets may have suffered from some culture shock by being transported to the desert, many managed to enjoy their stay by spending time with Hollywood starlets, swimming in the Falcon Field pool and playing cowboy-horseback riding across the rugged Arizona terrain.

Who could blame them? These young cadets knew they would soon be going back to England to face the war and an uncertain, maybe short future. Many did not even escape the perils of training and twenty-three British cadets, one American cadet and four instructors were killed at Falcon Field.



These RAF Veterans are now buried in the Mesa City Cemetery, along with several of their colleagues who have since died of natural causes. Several thousand pilots were trained there until the RAF installation was closed at the end of World War II.

Falcon Field hosts regular reunions for the RAF veterans in the newer Falcon Field hanger. Now home to a museum and the Commemorative Air Force, this hanger is transported into a 1940's 'USO' show where visitors can recount old stories and relive memories.

Many of the RAF cadets returned after the war and live in Arizona. They generously volunteer at the museum, share photos and accounts of the rich history of this unique time. (including the photos displayed here)

Falcon Field hosts air shows and has one air museum open to the public. The Arizona Wing of the Commemorative Air Force has a variety of aircraft from WW I through Vietnam, including the most fully restored B-17 flying today B-17G Flying Fortress Sentimental Journey, B-25, C-45, SNJ, F4 Phantom, Migs 15 & 21 and other warbirds.

Falcon Field and The Arizona Wing of the Commemorative Air Force Museum is located at 2017 N. Greenfield Road, at the intersection of Greenfield and Mckellips Road in Mesa, Arizona. For more information please visit the CAF website at: www.azcaf.org





*There's some corner
of a foreign field
That is forever England*

*The Royal Air Force Cadet Memorial
The Commemorative Air Force
Airbase Arizona*

*Requests the honour of your presence on
Sunday, November 10, Two Thousand and Thirteen
At Ten Forty Five AM
At the City of Mesa Cemetery, Mesa, Arizona
At a Memorial Service*

*Dedicated to the memory of the twenty-three Royal Air Force
Cadets who gave their lives in the service of their country while
training at Falcon Field during WWII.*



*Per Ardua Ad Astra
Through Adversity to the Stars*



PER ARDUA AD ASTRA

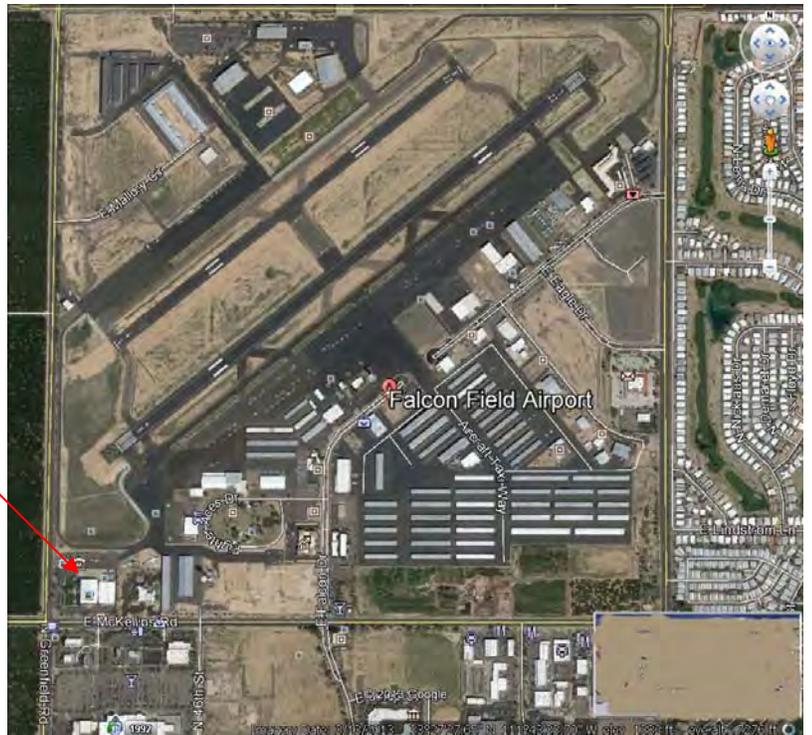
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|-----------------------------|---------------------|
| ALEXANDER T. BROOKS | HAROLD E. HARTLEY |
| JAMES G. RICHANAN | ROBERT B. HORN |
| JOHN G. VERSTURME • BUNBURY | ROBERT LAWTHER |
| WILLIAM BURKE | ARTHUR R. LEWIS |
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| GEORGE DAVISON | JACK PAYNE |
| JOHN R. DURSTON | ALEC H. SUTTON |
| FRANK GLEN | WILLIAM J. WATERS |
| JOHN L. GOMM | |

IN MEMORY OF THOSE ROYAL AIR FORCE CADETS WHO GAVE THEIR LIVES IN THE CAUSE OF FREEDOM DURING WORLD WAR II WHILE TRAINING AT FALCON FIELD, MESA, ARIZONA

PRESENTED BY
THE DAUGHTERS OF THE BRITISH EMPIRE IN ARIZONA,
THE FALCON FIELD ASSOCIATION,
RELATIVES AND FRIENDS.



Arizona Wing of the Commemorative Air Force Hangar, Falcon Field, Arizona



SVF @ ARIZONA FIELDS



George Metro

Ed Petricca



Caleb Lattin



Caleb and Tony



Jim McEwen



Rob Hoard-Tony-Bill Hempel



Vinny DiFabbio

Iconic Firepower: Proximity Fuzes

The Game-changing Genie Was Out of the Bottle

By Frederick A. Johnsen

Proximity fuzes vexed AAF General Hap Arnold during World War II. The United States had them, the Germans were working on them, and the prospects for heavy bomber formations were not good if Germany perfected theirs. Before proximity fuzes, the problem facing anti-aircraft gunners at long range was to estimate distance and altitude for pre-set fuzes, and to place enough rounds in the sky where a warplane was expected to pass. Proximity fuzes changed all that; they exploded, as the name implies, when in proximity to the target.



Initially a Navy-oriented research project that piggybacked on pioneering British developments, the first American proximity fuzes in combat were fired from shipboard anti-aircraft guns in January 1943. The cruiser USS *Helena* did the honors, successfully defending itself against Japanese Aichi 99 “Val” dive-bombers by hurling proximity-fuzed anti-aircraft artillery rounds at the onrushing aircraft. Warfare changed dramatically that day with no fanfare as the Americans strove to keep their successful invention secret for as long as possible.

Major challenge

The proximity fuzes used miniaturized and ruggedized radio transmitters that sensed proximity and relative motion to an object such as an aircraft in flight and detonated within lethal distance of the target. Any duds tumbled down to the bottom of the sea, taking the secret of their mechanism with them. Sometimes the Navy even broadcast spurious radio signals in an effort to conceal the detectable hum emitted by proximity-fuzed shells, lest the technology be revealed to enemy listening posts. Even the name given to the first proximity fuzes — called VT fuzes — was vague to help keep the secret. VT stood for Variable Time fuze, and did not reveal its proximity-detonating capabilities.

In the era of vacuum tube radio technology, the Sylvania company became the go-to source for ruggedized tubes that could withstand the extreme g-loadings of artillery fire. The intricate workings of the proximity fuzes initially included dry cell batteries to power the fuze’s radio transmitter; when further miniaturization and long-term storage of production fuzes was contemplated, the scientists and engineers developed a battery that would not combine its electrolyte and electrode materials until the round was fired, with the impact of firing breaking ampoules of electrolyte. The fuzes also would not arm until they had cleared the barrel of the anti-aircraft gun — a feature the developers explained to nervous gunners.

Development of proximity fuzes in the U.S. ranged from early artillery shots in Virginia to the use of wooden towers at Kirtland Army Airfield in New Mexico, where aircraft were suspended and fired upon as the VT fuzes were perfected.

A secret well kept

Initially embargoed from shore use to protect the secret of the design from enemy capture, the Army later received proximity fuzes that changed the lethality of artillery fire by enabling air bursts just above German forces. General Patton is said to have praised these “funny fuzes,” but some postwar Army studies are more modest in the claims made for their use in the Battle of the Bulge.

In the absence of proximity fuzes, German anti-aircraft artillery had to rely on pre-set detonation altitudes and dense patterns of fire to down American B-24s and B-17s. In stark terms of economy, the Germans figured it took 4,000 rounds of traditional flak, at a cost of 100 marks apiece, to down a single aircraft. Hap Arnold knew how much more effective American anti-aircraft coverage had become since the introduction of proximity fuzes in 1943, and the prospects of Germany having this device was chilling. German developments included unfielded efforts to perfect an acoustic proximity fuze that sensed the sound and nearness of aircraft motors.



New tactics

The specter of revitalized German anti-aircraft capabilities from such technologies as proximity fuzes and jet- and rocket-propelled interceptors made the last year of the European war a test of American production and fortitude versus German technologies. Relentless and intellectual target selection by the Allies did much to keep Germany from adequately fielding high-technology weapons in a race to victory that was ultimately won at least in part by America's ability to absorb attrition and keep on fighting. But widespread fielding of German proximity-fuzed flak and rockets might have been a game-changer.

A number of nations had considered the potential for dropping bombs on bomber formations to break them up, but the reality was less effective than the idea, because it required either direct hits or carefully timed fuzing. Now, the thought of proximity-fuzed anti-aircraft bombs in the hands of Germany concerned Hap Arnold.

. Yet General Earle E. Partridge, Third Air Division Commander in Europe, said in a 1969 interview that the notion of aerial bombs with proximity fuzes bothered him less than the prospect of Germany mating a proximity fuze to its large flak guns: "They would have given our formation a drubbing from the ground without having any bombs."

Intelligence information available to General Spaatz on February 20, 1945 predicted the Germans could not get a proximity fuze into production in less than six months if American fuze technology was compromised. Such a compromise may have taken place during the Battle of the Bulge in December 1944; at any rate, the timing of suspected first German capability was not far from an estimate by *Reichsmarschall* Hermann Goering in postwar captivity.

The interrogation of Goering by American officers on May 10, 1945, came at a time when American B-29 and B-24 formations were keeping pressure on Japanese targets in the Pacific. Gen. Carl A. Spaatz, commander of strategic air forces in Europe, participated in the interrogation, asking Goering: "Have you any knowledge of a proximity fuze?" Goering responded that the German fuze would have been in production "in three or four months."

General Spaatz' follow-up question was telling: "Has Japan the designs of this fuze?" Goering's reply was a mixed bag: "I do not think so because it was not yet in production and we never gave them anything unless it was in production. The Japanese have had the designs of the Me 262 for some time."

Spaatz and Arnold did not have to deal with operational German proximity fuzes. Aging B-17s and B-24s continued to carry the war to Germany, winning the race against time that saw some promising German technologies trumped by overwhelming American force.

American proximity fuzes proved lethal against Japanese aircraft attacking naval ships, as well as against buzz bombs and German army units. Variations were developed for bombs and rockets. A Navy study said VT-fuzed projectiles, used in only 35 percent of 5-inch anti-aircraft rounds, were responsible for 50 percent of 5-inch kills during World War II.

JUDGE STRIKES DOWN SMALL DRONES BAN

In a ruling late Thursday, 3/6, NTSB Administrative Law Judge Patrick Geraghty ruled that the FAA policy banning the commercial operation of unmanned aircraft is "non-binding", hence unenforceable. The judge found that the policy wasn't written as part of a formal rulemaking process and the FAA hadn't complied with the requirements of the Administrative Procedures Act. The FAA policy was published in the Federal Register in 2007 and has effectively banned the operation of commercial and public use UAS in the national airspace over the past seven years.

This finding came as part of the judge's ruling on attorney Brendan Schulman's motion to dismiss FAA's Order of Assessment against Raphael Pirker, aka "Trappy". Mr. Pirker was fined \$10,000 by the FAA under 14 CFR 91.13 for allegedly operating an aircraft in a careless and reckless manner while flying a UAS through the University of Virginia campus in Charlottesville, Virginia.

This ruling effectively lifts the ban on the commercial operation of small unmanned aircraft, those aircraft that would otherwise meet the description of a model aircraft.

It's a bit too soon to say how the FAA will respond to the ruling, or what this means to the UAS community. But, by all accounts, this is a game changer.

Click the link below and read the complete story as reported by Kevin Robillard on POLITICO.com

SVFFLOATFLY@BartlettLake

March 10, 2014



SVFFLOATFLY@BartlettLake

March 10, 2014



Kevin Eldridge Super Corsair Accident- Phoenix Air Races



The *Super Corsair* made its debut at Reno in 1982, and over the years, became one of the favorites around the Reno pylons. Pylon Legend Steve Hinton was the initial pilot of the *Super Corsair*, and in 1985, he captured first place in the championship race when *Dreadnought* pilot Neil Anderson cut pylon eight on the final lap.

When Hinton went on to fly *Tsunami*, John Maloney took over the cockpit duties for the *Super Corsair* team. Over the years, the aircraft had proven itself admirably. For relatively little financial output, the *Super Corsair* turned out to be a very competitive aircraft, although it would be hard pressed to attain speeds over 450 mph. Even for years afterward, the racer was in the

thick of gold competition. The bent-wing bird could always be counted on to provide competition with the super-stock Mustangs, Yancey's Yak and the R-3350 powered Sea Furies.

Kevin Eldridge had worked at Fighter Rebuilders for years, and had been one of the dedicated crew that built the racer. Having earned his pilot license in a Luscombe, Eldridge worked his way up the warbird ladder through the T-6, B-25, Mustang and others. He had been the crew chief on the *Super Corsair*, and knew it as well as anybody. When Maloney's wife became pregnant and he decided to hang up his racing suit, Eldridge was the next Chino Kid in line for the Corsair's cockpit. He had turned pylons in a few Mustangs in the bronze and silver class, and had displayed some excellent racing ability. One thing he never had, though, was a mayday during a race.

With Eldridge in the cockpit, the aircraft raced at Kansas City and was experiencing engine problems. Eldridge explains, "We had put on a new cowling and a different spray bar system, but we were still having trouble with cooling." With some more work, it appeared that they had it all figured out. "When we left for Kansas City, the engine started shucking the valve seats out, so after takeoff it would start barking and banging. I landed and we changed a cylinder." Even after the races, problems persisted, so the aircraft was left at the race site.

Before the inaugural Phoenix 500 Air Races in March of 1994, a spare engine had been built up from an overhauled unit from the same shop as the previous engine. Sandberg's piston ring modification had also been performed to clean up the oil burn that 4360's are famous for. "We put about 15 hours on that engine," Eldridge says, "Everything was running good when we got to Phoenix."

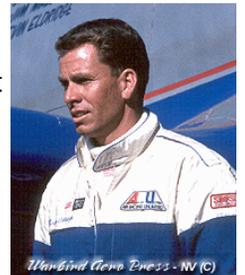
Eldridge was still working up to the aircraft's speed potential. "Steve (Hinton) could get all of the speed out of it," he says, "I hadn't really worked it up, but I was getting there." More modifications had been made over the years; large fillets smoothed the airflow between the fuselage and wing, the air inlets had been choked down, and a larger spinner was installed. The *Super Corsair* looked, sounded and performed like a true unlimited.

During race week, the crew was finding that the new engine was making some metal in the screens; not an uncommon problem, but one that warranted investigation. Thought centered on a broken piston ring, so two suspect cylinders were changed and the engine seemed to be happy during the Saturday morning runup. For the heat race that day, the pace aircraft was down for mechanical reasons, so race participant and pole-sitter Howard Pardue would also act as the pace aircraft.

Under gray skies, the racers took off and formed up on Pardue's wing. Robbie Patterson was overhead in the TF-51D safety aircraft with Bob Hoover in the back seat. It was time to race. Eldridge had joined up and noticed Pardue was flying rather slowly down the chute; The power setting to stay with Pardue was a paltry 20 inches of manifold pressure. "I was just trying to hang on and not pass him," he says laughing. All of a sudden, Pardue called, "Gentlemen, you have a race," and motored away towards the first pylon.

Eldridge followed Pardue onto the course and caught up easily. "I was only running 62 inches or something like that," Eldridge says. "I wasn't running that much power. I paced him and was looking for a good spot to make my move." The first sign of any trouble came on the third lap.

"Coming around, it just started vibrating a little bit," Eldridge says. He radioed the crew and told them of the vibration while bringing the power back to about 10 inches, but the vibration remained. "I figured I'd started to burn a piston, so I called a mayday at that point and started to pull off the course."



That is exactly when all Hell broke loose.

"When I was in the climb, the engine just let go. I pulled the throttle back and started to shut it down," he says. The race site at Williams Gateway Airport features three ex-Air Force runways with ample room for a mayday racer. Getting to one of them didn't seem to present a problem at this point. "I just pulled up, made a big downwind, and said to myself, 'Oh, I've got it made...' I'll be able to shut it down and glide right in - no problem."

He takes a second to relive those moments. "Actually, they told me it was on fire, and I looked at everything and then they said the fire was out. I thought, 'Ok, the fire is out,' and I'm going to glide in. Then there is fire again, and they said it was just blazing. They said I better bail out. I didn't even hesitate; it's something you have with your crew. You trust them. They're not going to tell you to bail out unless you really have to bail out. And with 150 gallons of fuel between me and the fire, you know...?" he chuckles. But in an instant he is somber. "I'd just lost my friend Rick Brickert before then in Reno, and the last thing I wanted to do was burn up."

Overhead, Patterson and Hoover were joining up as best they could and also advising Eldridge to exit the aircraft. As he recounts the event, Eldridge makes movements like he's in the cockpit going through his procedures. "I didn't even hesitate to do what I had to do to get out," he says. "It's pretty tough getting out... I was still at 250 mph and 2,500 feet AGL, by the time I got out I was probably a couple of thousand feet above the ground."

The loss of altitude during this time had to do with the aircraft being trimmed for basically straight and level flight at 450 mph. Since the aircraft had lost power and was in a climb, the trim forces were unable to hold the aircraft level. Eldridge continues, "The first time I let go of the stick, the airplane pitched down, so I grabbed it and leveled it. The problem the Corsair had was it had a ground adjustable trim tab. You could adjust it for cruise to go to the race, and once you got there, we'd adjust it for fast flying. So when I pulled up, I pulled up to about 2,500 feet above the ground and I was down to about 250 mph. Even though that's pretty fast, it's slow for that thing. When you let go of it, it wants to roll over, so I had to get everything undone and let go of the stick to open the canopy."



The first time Eldridge let go of the stick to open the canopy, the burning racer rolled over to the right and began to pitch down. He again corrected and rolled in all of the nose up trim. He also tried to adjust with rudder to keep it straight, but it just wouldn't work. At this point, Eldridge was thinking to himself that he has to get out now. While rolling in the trim, Eldridge used his free hand to finally open the canopy. The racer was again rolling to the right and pitching for the desert. He had decided he was going out the left side.

With his long legs and the geometry of the *Super Corsair's* cockpit, Eldridge had to fly with the seat in the fully raised position, a fact that made bailing out more difficult. "You've got to kind of hop up on the seat to get out, so when I did this, the wind grabbed my helmet, so I ducked back in real quick, turned to the side, and proceeded to jump out," he says.

In the mean time, with flames streaming from the bottom cowling, the *Super Corsair* had begun its final return to Earth. With precious few seconds to go before it dug into the ground, fans, pilots, crewmembers and emergency crews all joined in the chorus of, "Bail out! Get out!" Nobody was breathing.



As Eldridge leapt over the side, he explains, "My left leg got stuck between the seat and the canopy railing. I was just stuck in there and I was pushing to get out of the cockpit. You really want to get a good jump, but I just flopped over the left hand side. The last thing I remember seeing is the greasy side of the airplane; I kind of slid down the side of the fuselage and then 'wam-bam,' I'm kind of spinning in the air."

"Now I'm thinking I've got to pull the D-ring," he says as he goes through the motion of trying to locate the parachute's ripcord handle. "I'm looking for the D-ring, spinning through the air thinking, 'Oh man... Where's the D-ring at?' Then I find the tube that the D-ring is connected to but the D-ring is gone."

About the time Eldridge realized the D-ring was missing, his parachute popped open. In reviewing video of the accident, the time frame this all occurred in was just a few quick seconds. When he realized his chute had opened, Eldridge remembers thinking, "Wow!!! OK!!!" It might be argued that at this point, things were looking up for Eldridge, but the drama wasn't over yet.

There were a few seconds left in the life of the *Super Corsair*. It had represented everything good about unlimited air racing. It had been built "On The Cheap" by a talented group of people. John Sandberg and Daryl Bond had provided sponsorship and donations to the program. It was competitive, it was a favorite, and it was rolling inverted... Still on fire, it flew straight into the ground. The muted impact and fireball made the crowd gasp. For a quick instance, fire trailed up one of the wing tip vortices. The *Super Corsair* was gone.

Back in the air, Eldridge took stock of the situation. His helmet and oxygen mask had been ripped off his head either from the slipstream or contact with the tail of the aircraft. When he looked down, he saw his left leg was pointed off at a 50 degree angle. "That's gonna hurt," he thought. He didn't watch the aircraft hit the ground. "I saw it on the news in the hospital. That was tough to watch," he says.

While hanging in the 'chute, Robbie Patterson and Bob Hoover were orbiting in the Mustang. "They came by and I waved at them to let them know I was ok. And I'll tell you, there is nothing more beautiful than the sound of that Mustang flying by when you're floating down in that parachute."

With the adrenalin still pumping, Eldridge had yet to feel any pain from his leg. Unfortunately, that was the least of his problems. All he knew was that his leg was pointing in a rather unique direction, and his arm had begun to hurt. There was a large lump in it. "Then it hit me," Eldridge says. "To be blunt, I thought, 'This can't be f&\$ing happening to me! It hits you that it actually happened.'"

At this point, Eldridge tried to look up at his canopy, but could not get his head to tilt back enough to see. Knowing something was wrong with his neck, he began feeling a lot more pain in his arm. Things turn almost comical at this point. "It was just taking forever to come down. I'm over a double highway and all I see is this white diesel truck coming down the road, and I'm thinking, 'I'm going to get hit by the truck,' so I hold my arms out and wind kind of blows me past the road," he says.

"I was looking good at that point, going out over the sagebrush," he remembers. "But that last fifteen feet, man, you just *haul ass*. I hit and held up my left leg as high as I could because I knew it was broken. I tucked, rolled, and landed on my side and thought I would get up. I couldn't; I just laid on my side with my parachute for like - forever. It might have been ten minutes before they came out and got me."

In the distance, Eldridge could hear a helicopter that was part of the airshow. It had taken off and was flying back and forth searching for the fallen race pilot. He raised his good arm to make himself easier to see. Upon seeing him and landing nearby, a passenger came over and stayed with Eldridge until the paramedics arrived. "That was a comedy of errors," he says. "I was just dying of thirst; I wanted a Gatorade, but they wouldn't give me anything for fear of me going into shock."

After arriving at the hospital, the tally sheet for Eldridge's injuries included a broken C2 vertebrae, a broken right arm, a compound fracture in both bones in his left leg, and various minor injuries. By all accounts, the neck injury alone should have paralyzed or killed him. Upon examination, his parachute was within a hair of falling apart. Due to the speed at the time the chute opened, three panels blew out, and the bottom skirt had one-eighth of an inch of nylon left before it would have torn. At every step, it seemed Eldridge had used up every ounce of luck in the world.

Kevin Eldridge's hospital stay in Arizona lasted one week, with another week in a Riverside, California hospital. His recuperation took quite a bit of time, including three months in a halo to keep his neck immobilized. Arm and leg casts were also on for a similar amount of time, and he still has the titanium plate and eight screws in his arm as a souvenir. Luckily, his recovery has been complete and he returned to flying right after his doctor cleared him.

"I've been the only one that had to bail out," Eldridge sums up. "Everybody at the races wears all the gear; the helmet, the flight suit and the gloves, and everybody straps on a parachute. But nobody thinks they're going to have to use it. You should actually go through the steps and see what you're going to do to get out. Practice for the worst. Know your equipment and know how to use it."

"Well," he says laughing. "That was my mayday."

VIDEO

<http://www.youtube.com/watch?v=OqPPCCKAFp8>



SVF Field Photos



VIDEOS and Websites Links

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Lidia **16:15**
<http://youtu.be/9ruArctYYbM>

Typhoon ride **5:59**
<https://www.youtube.com/embed/sjvgC1cKQGA>

How not to land a Mustang **:50**
<http://vimeo.com/m/57146636>

Flying thru the Corinth Canal **2:13**
http://www.youtube.com/watch?v=OG8UdfiEErY&feature=em-share_video_user

Spitfire 944 Again??? **14:38**
<http://www.youtube.com/embed/ie3SrjLlcUY>

Flight 1549 **7:22**
http://www.youtube.com/embed/tE_5eiYn0D0#t=109

First solo **10:54**
<https://www.youtube.com/watch?v=ZwZpaoUVuAA>

The Bomb **Photos**
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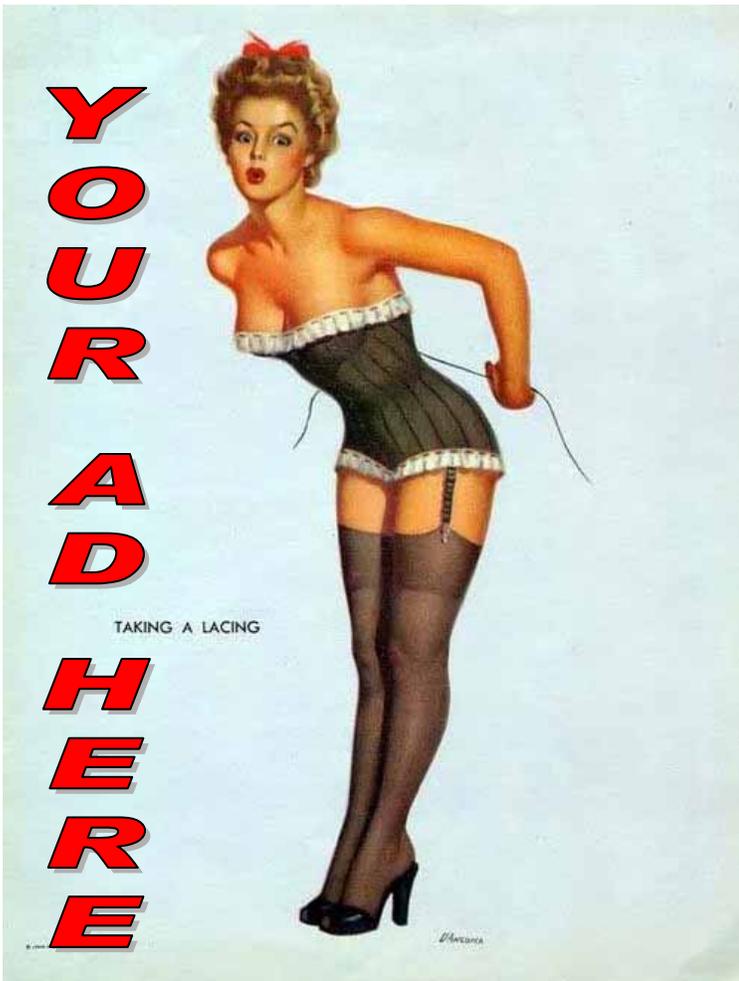


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My thanks to those who passed this info on.

Have a good RC/Flying video? Pass it on!



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This Month Issue 4-2014

AZ airfields new this month. Remember the Phx Air Races? How about Fuses? Good float fly photos in here. Send your project photos to me.

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.



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 4240 West Bell Rd. 602-547-1828 Glendale
 M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM



Next month Issue

Have no idea what next month will bring. DO SEND your PHOTOS in early. Thank you.

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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