

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



IMAA Chapter 782

President—Frank Maskowitz
Vice President—Mike Peck
Treasurer—JB Bowers
Secretary—Lou Pfeifer
Editor—Bob Purdy K9JNB
rcbobsvf@aol.com

AUGUST 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.*



Inside this issue: Cover Photo by Joe Balabon of Brian Omeara F-84

ARIZONA WWII AIRFIELDS

Kingman Air Field

SVF Safety

AMA

SVF MEMBERS Photos

DHC-2 BEAVER

Boeing F2B-1

Sleepy Jean

WOTR

GREAT VIDEOS

President Report

Minutes

Birthdays in Misc page

SVF MEETING August 6 @ 7 PM



THE PRESIDENTS CHANNEL

Frank Moskowitz

August 2014 Slow Roll Presidents Letter

Welcome to August Slow Roll.

I hope everyone is enjoying the summer flying weather. We typically have until mid-September for the end of the Arizona Monsoon season. Until then arrive early and enjoy the morning flying conditions.

For those of you that weren't at our last club meeting, we discussed the voting outcome for the Central Pilot Station, it was voted down. Online yes votes were 39 and no votes were 82. There were 117 online votes and 4 mail in votes that made it on time to be counted. A lot of members spent considerable time putting together the CPS layouts and one even gave up blood in the process. We thank them for their efforts. The CPS and its validity may be revisited at a later time.



Lou Pfeifer was voted in by the board to replace **Jim McEwen** as **Secretary**. We thank Jim for all the hard work he put into that position. We also welcomed **JB Bowers** as our newly appointed Treasurer. The Sun Valley Fliers Club thanks **Gene Peterson** for his many, many... years of excellent service as Treasurer.

In last month's letter I mentioned about the FAA's release of their interpretation of the Special Rule for Model Aircraft. Of primary interest to the Sun Valley Fliers was the portion of the Interpretation that essentially stated that if model aircraft flying is within a 5 statute mile radius of on airport, the airport operator, or the FAA (if it is a controlled airport) has to be asked for permission to fly within the 5 mile radius. **Mike Peck and Ken Smith** had a meeting with Air Traffic Control at Deer Valley Airport and from the conversation we will be working with them on a letter of agreement that suites both parties involved. In the meantime, you probably have noticed a warning sign that is posted on our main gate and at each flying station. This was necessary as a result of whats going on. Until we are told otherwise, please obey the 400 foot ceiling.



As an AMA member each of you should have received an email explaining the rule. If you haven't, I suggest you go to the AMA web site -- <http://www.modelaircraft.org/aboutama/AMAInterpretiveRuleResponse.aspx> and read the document.

AMA explains how you can respond to the FAA. **There is now an extension to respond.** It states: *"At the request of the AMA, the Federal Aviation Administration (FAA) has granted a 60-day extension for the public comment period (Docket No. FAA-2014-0396) for FAA's Interpretation of the Special Rule for Model Aircraft established by Congress as part of the FAA Modernization and Reform Act of 2012. The 60-day extension establishes the new deadline for comments as September 23, 2014"*

"On July 16, 2014, the Academy of Model Aeronautics submitted a request to extend the comment period by 60 days, citing the need to "educate the aeromodeling community, clarify the issues, and respond to questions regarding the impact that the interpretive rule has on various aspects of the modeling activity." The FAA agrees that additional time for the submission of comments would be helpful, and therefore has decided to extend the comment period until September 23, 2014. The FAA expects that the additional time for comments will allow the affected community to prepare meaningful comments which will help the FAA to determine what clarifications to the interpretation may be necessary."

(continue)



Your Action is needed now!

The administrative rulemaking notice and comment process is the means by which the FAA can address these concerns and make any definitive changes to the rule. Your comments need to be detailed, meaningful, and constructive.

We are asking all of our members and everyone who has an interest in the future of model aviation to participate in this process. Please go to this link for more info <http://www.modelaircraft.org/aboutama/AMAInterpretiveRuleResponse.aspx>

We will keep the membership informed as this news progresses.

Our next meeting is **Wednesday August 6th at 7:00 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Lots of great food to purchase.** If you want to eat I suggest you arrive no later than 6:15 pm. 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 AUGUST 6 @ 7 PM

Daniel Bott Sr., CIMC

[Daniel Bott Sr., AMA Foundation Board Member & SVF Member](#)

Daniel Bott Sr., a Certified Investment Management Consultant (CIMC), has experience dating back to 1975. He has held positions as consulting group director at Solomon Smith Barney, managing director and institutional consultant with Wachovia, and he is the team leader of the Bott Group and the global institutional consultant with Bank of America Merrill Lynch.



He is a consultant to foundations, endowments, retirement plan fiduciaries, and high net worth individuals on searching, utilizing, and monitoring professional investment managers. Dan was the founder and chairman emeritus of the Institute for Investment Management Consultants, cofounder of the Investment Management Consultants Association, and a published author of numerous articles and books.

A former lieutenant in the Naval Air Reserves, Dan is the team manager of Bott Motorsports (a father/son drag racing team), and an instrument-rated private pilot living at an airport community in Carefree, Arizona. Dan is an avid model aviator and supporter of the AMA—acting as a Leader Member, contest director, AMA Foundation supporter, and a Life Member of the AMA for more than 25 years.

“With the new world of small Unmanned Aerial Systems (sUAS) upon us and moving quickly forward. No other organization is better equipped than the AMA to transition the next generation of pilots safely into this new changing world while continuing to preserve what the hobby has meant to all of us. I am so proud to be part of the AMA Foundation, it is the perfect strategic partner for funding the challenges and opportunities of model aeronautics well into the 21st century.”



Sun Valley Fliers Club Meeting Minutes – 07/02/2014

Start Time: 7:10pm --- Attendance 27 members

Executive Members in Attendance: **Mike Peck – VP, Jim McEwen – Resigned, JB Bowers –Treasurer**

Board Members in attendance:

- **Charlie Beverson, Ron Thomas, Ken Justice, John Russell, Dan Bott**

Guests:

- None

Solo Pilots

- None

President's opening; introduced **JB Bower** as the new club Treasurer.

Secretary's Report –

- Minutes from the June meeting were approved as published in the Slow Roll.

Treasurer's Report – JB Bowers

- JB explained our different accounts and there purpose.
- JB is investigating some very minor numbers discrepancies.
- Reserve account \$*****
- Operating account \$*****
- Bond account \$*****
- Total \$*****
- Report was approved.

Membership Director's Report – Mike Peck

- 276 members, member donation cleanup fund is \$1857.00. Thank you

Safety Officer's Report – Ken Justice

- Ken warned all to watch for snakes and be smart in the hot weather. JB Bowers mentioned that AMA insurance will cover self-inflicted wounds at the field. This is secondary to your primary Insurance..

Old Business

- Central Pilot Station club vote results: **Yes 39 No 82**
- There were 117 online votes and 4 mail in votes.
- Mike Peck gave a recap of the June BOD meeting. Engine run-up area will happen in the fall,
- CFS will be given to the membership to vote on, see results above.

New Business

- *DVT called the cops on us again. A full scale pilot observed a model aircraft in the air. We must stay low when a full scale is anywhere in the area.*
- Mike Peck discussed the FAA rules interpretation that may jeopardize our flying site. Discussed the AMA write in campaign to stop this interpretation.

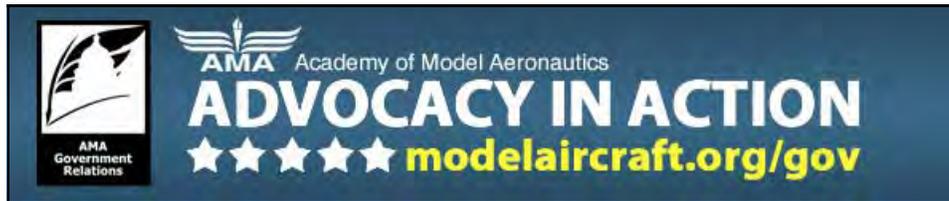
Door Prize winners; George Julovich, Bob Purdy, Wayne Layne, Tony Quist, Russ Thomas, Ken Justice, Bernard

50/50 winner Red Meyer \$37

The meeting adjourned at 7:50 pm

Respectfully submitted, *Tony Quist*

Acting Secretary for this day



FAA grants comment extension at the request of AMA

At the request of the AMA, the Federal Aviation Administration (FAA) has granted a 60-day extension for the public comment period (**Docket No. FAA-2014-0396**) for FAA's Interpretation of the Special Rule for Model Aircraft established by Congress as part of the FAA Modernization and Reform Act of 2012. The 60-day extension establishes the new deadline for comments as September 23, 2014.

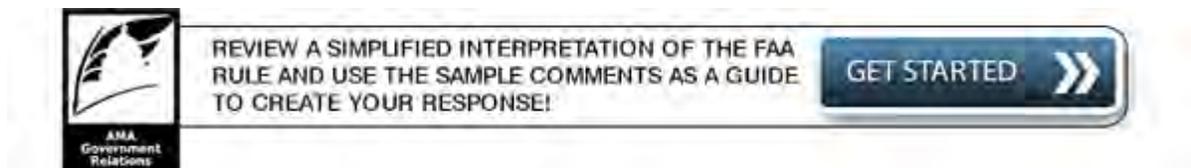
In the United States Department of Transportation/FAA notice due to publish in the Federal Register on July 25, 2014, the FAA noted the following:

"On July 16, 2014, the Academy of Model Aeronautics submitted a request to extend the comment period by 60 days, citing the need to "educate the aeromodeling community, clarify the issues, and respond to questions regarding the impact that the interpretive rule has on various aspects of the modeling activity." The FAA agrees that additional time for the submission of comments would be helpful, and therefore has decided to extend the comment period until September 23, 2014. The FAA expects that the additional time for comments will allow the affected community to prepare meaningful comments which will help the FAA to determine what clarifications to the interpretation may be necessary."

Your Action is needed now

The administrative rulemaking notice and comment process is the means by which the FAA can address these concerns and make any definitive changes to the rule. Your comments need to be detailed, meaningful, and constructive.

We are asking all of our members and everyone who has an interest in the future of model aviation to participate in this process.





Sleepy Jean, our huge 1/3 scale P-47 is headed to the largest full size airshow in the world at Oshkosh. Estimates of 250,000 per day attend the event. It is the largest aviation event in the world. The EAA, Academy of Model

Aeronautics and the FAA have partnered to promote "crossover" between full size aircraft and model aviation. I am honored to have been chosen to fly my P-47 along with Frank Noll, Mike Barbee, Will Berninger and Paul La Tourneau. We will be flying off of the main runway, during the main event.

The big Jug has a 420CC engine, Futaba 18 ch radio and weigh a little under 120 pounds. Matt Chapman Airshows was the co-ordinator who made this happen. He will be flying in formation in his full size plane with Frank Noll, who will be flying a 40% scale model, both synchronized.



Wayne Layne is the Crew Chief for the big jug and he has gone thru every operating component in the last six months to make sure everything is working perfectly. We are scheduled to fly both Wednesday, July 30th and Friday August 1st. SO if you plan to attend Oshkosh, be sure to say hello.

Brian Omeara

Warbirds Over The Rockies has moved this year to Denver with a facility that sits on 60 acres of parking, plus 250 acres of flyover. WOTR is one of the largest RC warbird events in the world. Each year, the event attracts 150 pilots from coast to coast plus pilots from Brazil, New Zealand, Italy, England and Australia.

Three big days of nonstop Warbirds. Each day at noon, we will have a half hour of full size warbird flyovers. Scheduled so far a P-51, Seafury, T-33 and a Korean area Mig-15.

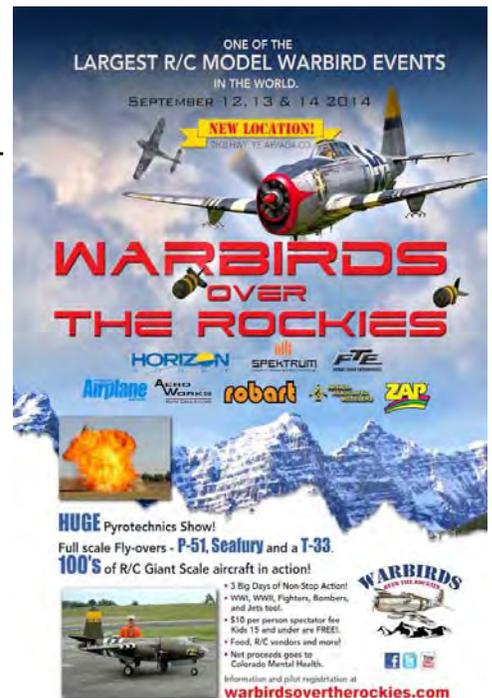
This is followed by a RC show of "the history of military aviation". Starting with the big WWI biplanes, then the Golden Age followed by a WWII air battle complete with lots of Pyrotechnics. All RC pilots are encouraged to participate in the show. AT the end, we'll mass launch all the park flyer foamies.

The Saturday night banquet will be held at the Wings Over The Rockies Air and Space Museum. At the banquet, we will hand out 25 hand made trophies with winners picked by phantom judges.

A bunch of Arizona guys are planning to come. So if you are interested, talk to Tony Quist about renting part of his 40X40 tent.

Here is the web site for easy pre-registration
www.warbirdsovertherockies.com

Brian Omeara



WOTR Flyer in this issue of the SR

SVF'ers @ The Lakes



SVF'ers @ The Lakes



ARIZONA WORLD WAR II ARMY AIRFIELDS

History

Kingman Army Airfield

The Kingman Airport was built as a World War II United States Army Air Forces training field. Between 1942 and 1945 the U.S. Army Air Forces acquired about 4,145 acres in Mohave County outside of Kingman, Arizona and established the **Kingman Army Airfield** and Kingman Aerial Gunnery School training facilities in 1942. Wartime Aircraft Gunnery School

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

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

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

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

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

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

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

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

After 1945 there was no need for a gunnery school - or for the airplanes that carried the guns. That year saw the base wind down to a stop. On November 15, 1945, the property was declared surplus, and between 1946 and 1950 the various parcels were returned and leases cancelled.

World War II aircraft disposal

Acres of World War II aircraft in storage, awaiting their fate at Kingman, 1946.

After the war the Reconstruction Finance Corporation established five large storage, sales and scrapping centers for Army Air Forces aircraft. These were located at: Albuquerque AAF, New Mexico, Altus AAF, Oklahoma, Kingman, Arizona, Ontario AAF, California and Walnut Ridge AAF, Arkansas. A sixth facility for

storing, selling and scrapping Navy and Marine aircraft was located at Clinton, Oklahoma.

Estimates of the number of excess surplus airplanes ran as high as 150,000. Consideration was given to storing a substantial number of these. By the summer of 1945, at least 30 sales-storage depots and 23 sales centers were in operation. In November 1945, it was estimated a total of 117,210 aircraft would be transferred as surplus.

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

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

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

- **BT-13 \$450**
- **P-38 \$1,250**
- **AT-6 \$1,500**
- **A-26 \$2,000**
- **P-51 \$3,500**
- **B-25 \$8,250**
- **B-17 \$13,750**
- **B-24 \$13,750**
- **B-32 \$32,500**



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

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

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

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



VIDEO

<http://www.youtube.com/watch?v=t9ogppuuGGM>

Storage Depot #41 Kingman, Arizona



KINGMAN ARMY AIRFIELD

From Fifty Year Reunion Program, 1995. (Author unknown)
36,000 Gunners Trained During WWII

In the course of human progress it seems an almost universal rule that, whenever someone states a need, someone comes along to fill it. In 1934, with the clouds of war building in Europe and threatening to drift westward, the Army Air Force stated a need for a heavy bomber. Boeing Aircraft Company of Seattle obliged with its Project 299. After putting the prototype through its paces in 1935, the Army ordered a fleet of the aircraft, now dubbed the B17, and popularly known as the Flying Fortress. And a fortress it was. It bristled with armament fore and aft, port and starboard, above and below.



Now the need was to recruit gunners and find a place to train them in the use of the weapons aboard the Fortress. Each gunner would be required to become proficient in all positions.

In 1941, Major John C. Horton of the West Coast Flying Training Command Headquarters at Moffett field, California, took a trip to Kingman, Arizona, and found it the perfect location. The land was fairly level, the population was sparse, and land was available at a fair price.

Now the pace quickened, for on December 7, 1941, the Japanese bombed Pearl Harbor. War was declared against the Japanese Empire, and shortly afterwards, against Germany. The B17, along with the rest of the family of war planes, was needed immediately on both fronts.

In May, 1942 the Army Air Force authorized the construction of a gunnery school in Kingman. The estimated cost was about 9 million dollars. In addition to the main facility, several emergency strips were built. There was one at Red Lake, about 17 miles northeast of the base. Others were built near Topock, and Yucca. Another was built at what is now Lake Havasu City Airport.

During construction of the base, there were a few problems among the workers. Food delivery was slow, Cafeterias were hurriedly built to feed the hands. There was also a housing problem, eventually eased by emergency construction of new units.

Davis Dam was being built during this time. Work on the dam was temporarily suspended, and the construction crews were sent to Kingman to help with the new base.

They worked fast in those days. On August 4, 1942, under the command of Lt. Colonel Harvey P. Hughn, the Army Air Force Flexible Gunnery School was officially declared open for business only a couple of months after the project started.

But before the business of the base could be conducted, the operation had to be organized. This was the job of 460th Base Headquarters squadron which moved in December 1, 1942. Shortly afterwards, a new base commander was assigned This was Colonel George E. Henry, who reported on duty December 10. Now came the first wave of people for whom the base was built: the 1120th, the 1121st, 1122nd, and 1123rd Flexible Gunnery Training squadrons Also taking up residence at this time were the all black 334th Aviation Squadron, and the 100th Guard Squadron otherwise known as the Military Police.

The new gunners were put to work immediately, but not in airplanes. The first part of their training was to assure their familiarity with weaponry of any kind. They were introduced to the BB Range. Here they used devices similar to the armament in the aircraft except their weapons fired only BBs. Once proficient with their BB guns, they graduated to shotguns (Possibly to grow accustomed to the recoil.) On completion of their preliminary training the gunners were finally allowed to enter the B17 and fire the actual weapons for which they had volunteered. This method of training paid dividends, for later on, in competition with other gunnery schools, the Kingman school often took top honors.

Morale was always an issue among a large group of young men miles from home, many for the first time, and no place to go with their weekend passes but the tiny desert town of Kingman. Enter Bob Hope, et. al. to the rescue. Other big name entertainers came to the base, such as the Three Stooges with their zany tomfoolery and Kay Kaiser with his orchestra and his fun and games. The USO organized other shows to help keep the people happy and willing to work all out for the war effort Bugs Bunny was there, too. With sanction from Warner Brothers, Bugs was adopted as the official base mascot. The poster of Bugs with fierce countenance, and armed to the teeth for war, was displayed in a most prominent location on the base.





On May 7, 1943, the facility was officially named the Kingman Army Air Field. The base continued to grow and change during 1943. Many new squadrons were added to the base and some of the existing ones were combined. The 1120th and the 329th merged with the 328th to become the 328th Flexible Gunnery Training Group. The 1122nd, 537th, and 538th were consolidated to form the 1123rd Flexible Gunnery Training Group. The 1121st became the 329th. The 536th and the 760th Flexible Gunnery Training Groups were added to the list. Also assigned to the B17 fighting groups was the 31st altitude squadron, training for operations at high altitude.

Serving to augment the training groups were 1012th Quartermaster Platoon, the 684th Army Band, the First Weather Detachment 25 of the 858th Signal Service Company, Detachment 14 of the 909th Quartermaster and the 2053rd Ordnance Company. In 1943 a detachment of Chinese gunners was sent to Kingman for training.

There were aircraft other than the B17 assigned to the base. The AT 6, AT 1 1 and the AT 23 were used for flight training and target, towing. The BT 18 was used for flight training.

As often happens in massive programs employing large numbers of people and machinery working to the limit of their endurance, sudden tragedies will strike. The Kingman training school was no exception. On January 2, 1944, a B17 flying near McClellan Field, California, disintegrated in bad weather. Of the thirteen men killed in the resulting crash, eleven were from Kingman. Four days later, on January 6, a bus loaded with gunnery students bound for the base, crossed the railroad tracks just north of the entrance. The driver did not see the oncoming train. Train and bus collided, and twenty-eight students died.

On April 22, 1944, the Kingman Army Air Field was consolidated and redesignated the Army Air Force Unit 3018. Each of the units on the base became subdivisions of 3018. On June 15, Colonel Donald B. Phillips became the new base commander. During 1944 the 3018th was one of the top training schools in the United States.

The war ended on both fronts in 1945. With peace in the world, there was no further need for a gunnery school. Or for the airplanes that carried the guns. The year saw the base gradually wind down to a stop.

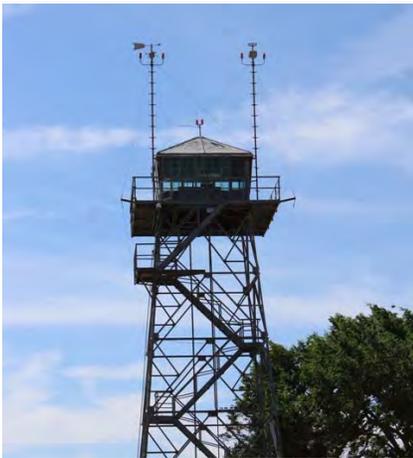
Command of the base changed again to Colonel Walter L. Wheeler who became commander on April 1, 1945. Kingman Army Airfield was temporarily inactivated on June 30. Colonel Lance Call became the base commander to supervise the deactivation. In the last quarter of 1945 the base designation changed again, becoming the 4184th. Base command changed twice more to Lt. Colonels James L. Meadows and John J. Radigan. At midnight, February 25, 1946, the gunnery training base became history. On February 26 the training base became Storage Depot 41.

"Storage Depot" was a misnomer. The intent was to render thousands of airplanes down to aluminum ingots. Kingman was one of five sites chosen for the task. Never mind they were created for the purpose of mass destruction, those airplanes represented some of the finest and most complex examples of mechanical art ever produced by the human race up to that time. In addition to the B17s, other airplanes brought into the base included B24s, P38s, B26s, A26s. The job was finished by the first quarter of 1948. Seventy million pounds of aluminum from seven thousand airplanes were shipped out of Kingman.

A relatively few of the airplanes escaped destruction, and some are still flying today. Others rest in museums to be viewed by people who do not remember, or who do not understand the meaning of what they are seeing., In July 1948, the Military released the base for civilian use, and it became a property of Mohave County.



Modern Kingman Airport



Monster 40% RC scale DHC-2 Beaver



When it comes to big bush planes, the classic grand daddy of them all is the de Havilland DHC-2 Beaver. This amazing outback workhorse is one of the very important “Air Trucks” used to bring supplies into the furthest reaches of the rugged wildness that is Alaska. Check out this video showing the biggest RC Beaver we’ve ever seen. And what’s more, it made entirely out of aluminum and has over 21,000 rivets making its construction absolutely scale. With a powerful Moki 400cc radial engine in the nose, it even sounds like the real thing! It even has optional floats also made from sheet aluminum.

Available from MHM Scale Aircraft, www.mhm-scale-aircraft.com the 1/2.5 scale Beaver is the company’s first prototype airplane. The company is located in Ludwigsfelde near Berlin, Germany and its 30 employees specialize in the manufacture of high-end, custom made metal applications.



VIDEO's

<http://www.youtube.com/watch?v=KLx2crNTYE8>

<http://www.youtube.com/watch?v=YrOZsQRkFL4>

Wingspan: 19 ft. (228.15 inches)

Length: 12 ft.

Height: 43 in.

Empty Weight: 192 lbs

Takeoff Weight: 200 lbs.

Speed range: 20 to 60 mph

Radio: Futaba FX-30 2.4 GHz

Engine: Moki S400 5-cylinder radial (4-stroke gasoline engine)

Power: The engine develops 23hp @ 3,800 rpm, while turning a huge, custom-made 40-inch propeller.



SVF are UP, UP And Away





VIDEOS and Websites Links

Click on to view video, website

Mac Hodges B29 Crash .57
<https://www.youtube.com/watch?v=hrBI3eDxgH4#t=14>

HobbyKing—Mac Hodges b-29 Crash End of an Era 4:29
<https://www.youtube.com/watch?v=w1uDT7p1JAg&app=desktop>

WEBSITE

http://www.354thpmfg.com/HistoricFlight_part1.html

Cameron Airshow 2014 4:30
<http://vimeo.com/100670266>

Top 10 JETS Flyby Low Pass 3:39
<http://www.youtube.com/watch?v=9ZHqWJDu3eA#t=118>

EAA Warbirds in Review 12:44
https://www.youtube.com/watch?feature=player_detailpage&v=_y0W_t4055o

FAA Letter 3:49
<http://www.youtube.com/watch?v=VsaWC5-eJ2E>

Giant Fokker D VII 4:54
http://www.youtube.com/watchlist=UU1QF2Z_FyZTRpr9GSWRoxrA&v=3RrV0LNm4uo

AMA's Rich Hanson Explains FAA Model Aircraft Rule 3:46
https://www.youtube.com/watch?v=tFUPCv_5z1k



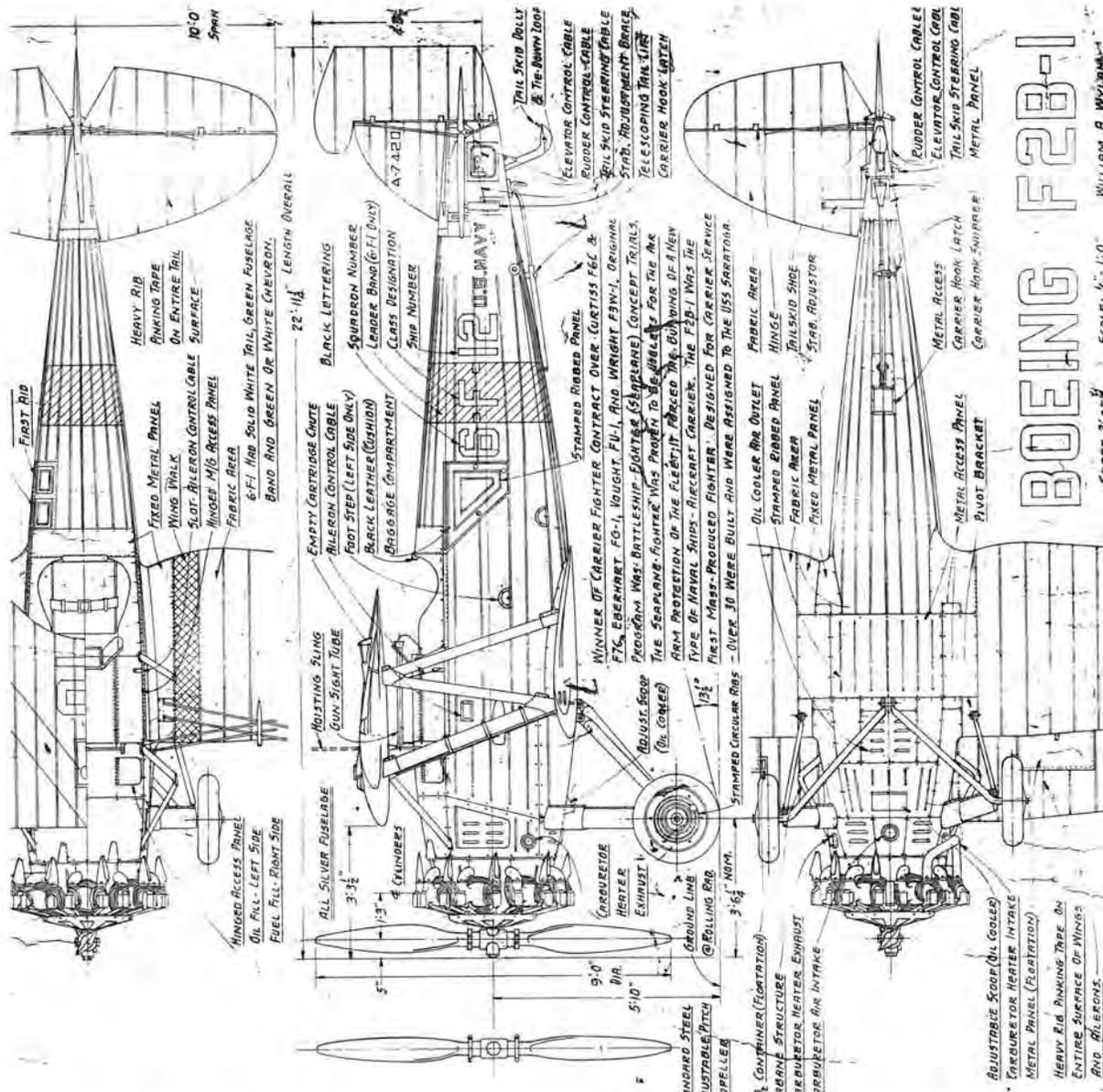
** New Items **

SVF Website Buy & Sell items.

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

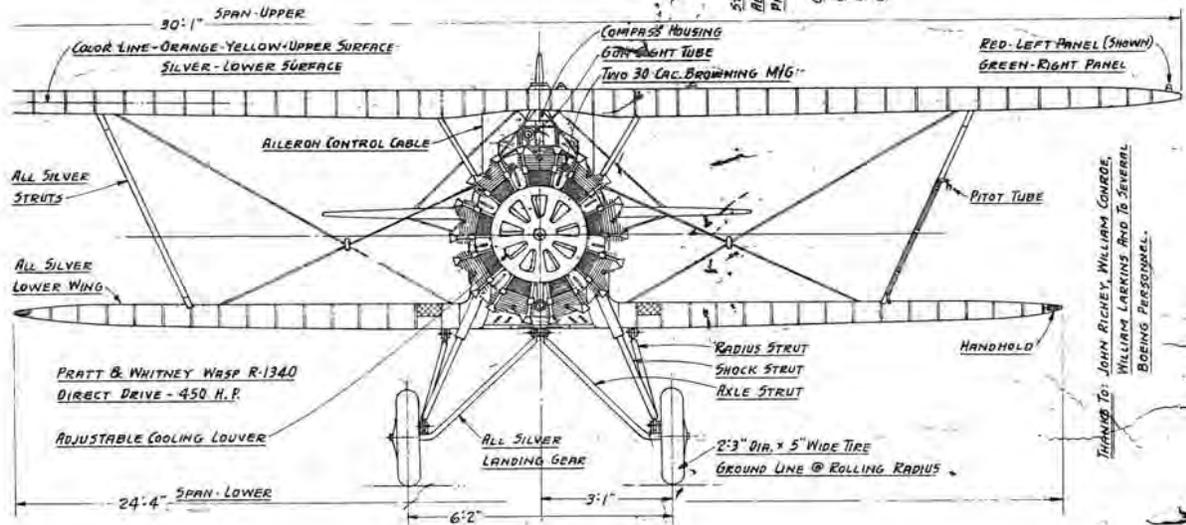
My thanks to those who passed this info on.





BOEING F2B-1

QUEST 3' x 11" SCALE: 1/4" = 1'-0" WILLIAM A. WYLAND



ONE OF THE
LARGEST R/C MODEL WARBIIRD EVENTS
IN THE WORLD.

SEPTEMBER 12, 13 & 14 2014

NEW LOCATION!

7608 HWY. 93, ARVADA CO.



WARBIRDS OVER THE ROCKIES

HORIZON
H O B B Y

SPEKTRUM
Leaders in Servo-Spectrum Technology

FTE
FRANK TARD ENTERPRISES

AIRCRAFT
Airplane
RADIO

AERO
WORKS
World Class Aircraft

robart



ARVADA
ASSOCIATED
MODELERS

ZAP



HUGE Pyrotechnics Show!

Full scale Fly-overs - **P-51, Seafury** and a **T-33**.

100's of R/C Giant Scale aircraft in action!



- 3 Big Days of Non-Stop Action!
- WWI, WWII, Fighters, Bombers, and Jets too!
- \$10 per person spectator fee Kids 15 and under are FREE!
- Food, R/C vendors and more!
- Net proceeds goes to Colorado Mental Health.

Information and pilot registration at

warbirdsovertherockies.com

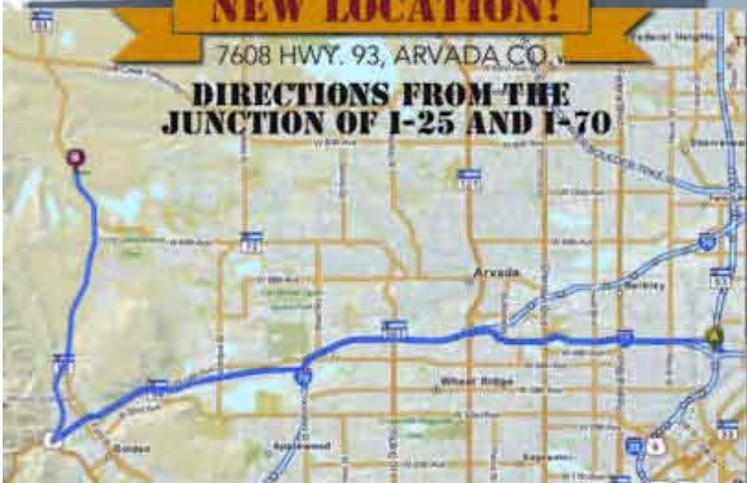




NEW LOCATION!

7608 HWY. 93, ARVADA CO.

DIRECTIONS FROM THE JUNCTION OF I-25 AND I-70



Information and directions at warbirdsovertherockies.com

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



FRANK'S Hobby House

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

This Month Issue 8-2014

AZ airfields new this month. Check out the Videos. 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.

AUGUST 2014 SVF Birth Day Boys

First name	Last name	Member type	Dob
John	Boccia	Regular	08/01/1963
Edward	Andres	Senior	08/04/1928
Tony	Guy	Regular	08/04/1956
Frank	Moskowitz	Regular	08/05/1954
Paul	DeLawder	Regular	08/07/1958
Sean	Marhevka	Junior	08/08/2001
Colin	Markwart	Junior	08/11/2003
James	McGinnis	Senior	08/11/1945
Stephen	Sample	Senior	08/12/1945
Jackson	Furedy	Regular	08/13/1952
Bill	Pearse	Senior	08/14/1941
Joseph	Wuestenhoef	Junior	08/14/2000
Mark	Daniels	Regular	08/15/1960
Gary	Hedges	Senior	08/16/1943
Richard	Hartman	Senior	08/19/1940
James	Musser	Senior	08/21/1937
Ronald	Thomas	Senior	08/21/1949
Russ	Thomas	Regular	08/21/1955
Bob	Corley	Regular	08/23/1950
Darrin	Jeffries	Regular	08/24/1969
Frank	Seminera	Senior	08/25/1941
David	Hurst	Senior	08/26/1948
Jonathan	Colner	Senior	08/27/1949
Dan	Smith	Regular	08/27/1978
Ray	Fulks	Senior	08/30/1947

**HOBBY
BENCH™**
 COMPLETE HOBBY & CRAFT CENTER

8058 N. 19th Ave. 602-995-1755 Phoenix

M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

4240 West Bell Rd. 602-547-1828 Glendale

M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

SPECIAL NOTICE TO PILOTS!

FAA Docket No. 2014-0396
 Filed June 23, 2014

Has forced the Sun Valley Flyers
 Board to impose a
hard 400 ft. ceiling
 on all model aircraft flying
 at this field until further notice.

Any pilot willfully violating this rule is subject
 to loss of flight privileges.

Next month Issue





THE SLOW ROLL



Club Officers 2014-2015
 Frank Moskowitz, President
 Mike Peck, Vice President
 JB Bowers, Treasurer
 Lou Pfeifer, Secretary
 Ken Justice, Safety Officer

Walt Freese,
Website Supervisor
*Please check your
 Membership list for
 Phone numbers.*



Board of Directors

Charlie Beverson '14-16
 Loren Counce Jr. '14-16
 Dan Bott '14-16
 John Russell '14-16
 Ken Justice '13-15
 Wayne Layne '13-15
 Ron Thomas '13-15
 Mike Smith '13-15
 Eric Stevens '13-15



First Class Mail

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

WWW.SUNVALLEYFLIERS.COM

To:

39



YEARS



SINCE DECEMBER 1974