

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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



IMAA Chapter 782



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CFS & AMA

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SVF MEETING FEBRUARY 5 @ 7 PM

Great VIDEOS

Much More.....

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THE PRESIDENTS CHANNEL

Frank Moskowitz

February 2014 Slow Roll Presidents Letter

Welcome to February's Slow Roll. I trust everybody had a very happy and healthy holiday season. Since there was no January Slow Roll, here is a review of the last two months activities; According to our club's Administrative Action Schedule, our members were to review the AMA Safety Code, SVF Field Safety Rules and the SVF Constitution and By-Laws. These discussions took place during our January meeting. There were no comments at the time, so I recommend that all members have a look at the documents and comment if necessary at our upcoming February 5th club meeting. If you need a copy of our By-Laws or Constitution, contact Mike Peck who is SVF's membership director.

6: The 2014 CAMAC calendar is out with the following three SVF location events posted for later this year:

- Helicopter Fly-In is Friday, Saturday and Sunday; March 7th – 9th
- One Eighth Air Force Scale Fly-In is Saturday and Sunday; October 18th -19th
- Electric Fun-Fly is Saturday November 15th

Check our website www.sunvalleyfliers.com for the entire 2014 CAMAC event calendar. CAMAC stands for "Central Arizona Modelers Advisory Council". (**Editor; The Event Calendar in this issue**) Be sure to write down the above mentioned event dates on your calendars so you'll know which weekend days our field is closed to general membership flying. We will be asking for your help as usual to support kitchen, parking and gate duties. Please volunteer some time if possible. We will be discussing the need for volunteers at some of these events in our upcoming meetings.

Last month on January 17 through 19, we had the Winter Warbirds event at our field. It was a huge success and Mother Nature cooperated completely. Pictures are in this edition of the Slow Roll. I thank all the SVF members that volunteered their time to watch the gate and to run the kitchen each day.

As our membership grows and new faces appear, we all need to insure that our field maintains its stature as the best looking and most desirable club around. It's everybody's job to help out. If you would like to voice your opinion regarding anything to do with our club then please come to the monthly meetings. We look forward to hearing from each of you.

For those of you that haven't attended a club meeting in a while, February is the time to start. Please join us for the February 5th club meeting. We will have many raffle prizes and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. Meetings start at 7:00 pm. If you want to eat I suggest you arrive no later than 15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

Have fun out there!

Frank Moskowitz

President



Sun Valley Fliers Club Meeting Minutes – 12/4/13

The meeting was called to order at 7:03pm by **Frank Moskowitz**. There were 33 members in attendance. Wayne came in about halfway through the meeting so, on the average, there were 33-1/2 members in attendance.

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

Guests:

- **Judy Bott**

New Members:

- None

New Solo Pilots:

- None

Secretary's Report

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

Treasurer's Report - Gene Peterson

- Gene was not present at the meeting and didn't provide an update.

Membership Director's Report – Mike Peck

- As of 12/4/13, 288 in the club, 170 paid up for 2014
- Voluntary field maintenance \$.
- \$ in dues (not including tonight) have been collected. There have been 17 new members to the club since August when Mike took over.
- Membership director's report was accepted.

Safety Officer Report - Ken Justice/Frank Seminara

- **There was an incident at the field involving an electric plane. The pilot was carrying the armed plane and the transmitter and stumbled. This resulted in many cuts to his arm. Please do not arm your planes early.**
- **Read Ken's article in the Slow Roll please.**
- Contact Ken for your SVF apparel needs (hats, T-shirts, polo shirts, jackets, etc)

Old Business:

- **Nov 16th was the Turkey event with 31 participants.** Photos of the winners were published in the Slow Roll with the exception of scratch build trophy which was presented to tonight. Total intake was **\$1082**, we have some expenses but the delta will be given to the **Wounded Warrior charity**. John received positive feedback about the selection of this charity. Many thanks to everyone who volunteered & worked at the event.
- **Jim/Tony** gave a short summary of the 25th Anniversary AZ Jet Rally.
- Weather station has been acting flakey. As it turns out it was a dead battery which is being replaced tomorrow.

New Business:

- **The dinner tonight was paid for by the club – Merry Christmas**
- **Mike Peck** is proposing a starter scale contest early in 2014 (perhaps January) before Gunsmoke.

Community Awareness – John Geyer

- The Electric Fly-In will now be donated the Wounded Warrior program.
- John is inquiring if there is a local rep to whom we should provide the money.

Door Prize Winners:

- **Frank Moskowitz** - Slow Stick – donated by **Dan Bott, Norm Pilcher** - Ugly Stick – donated by **Dan Bott**
- **Dan Bott** – Ferrari (used), **Bob Nanson, Lou Roberts, Steve Myers, Bob "Santa" Bayless, Roger Miller, Ed Klein, Bernie Franks, Ken Justice, Paul Brown, Bernard Dornbecker, Jim McEwen, Walt Tessier, Dave Uhlving, Ron Norris, Neil Banyai, John Mullins, Russ Thomas, John Wanner**
- **50/50 – Russ Thomas**

Show & Tell:

- **Wayne Lane** showed an ultrasonic leak detector to locate leaks in pneumatic systems. The unit is an Amprob ULB-300. **Frank and Wayne** both own one and are prepared to lend it with a substantial deposit.

The meeting adjourned at 7:43pm.

Respectfully submitted by, *Jim McEwen* - Secretary



Sun Valley Fliers Club Meeting Minutes – 01/09/14

The meeting was called to order at 7:03pm by Frank Moskowitz. There were 51 members in attendance. Frank introduced the executive and the board of directors in attendance.

Guests:

- Tom Cameron
- Ken & Jerry Stillwell
- Dave “Goose” Brawley

New Members:

- Rob Lawrence
- Leo Chandler
- John Flynn

New Solo Pilots: None

Secretary’s Report: The minutes of the December meeting were accepted unanimously as read at the meeting.

Treasurer’s Report - Gene Peterson

- Renewals are coming in. There were \$ in dues deposits in Dec and \$ in expenses. The regular checking account has a balance of \$.. Report was accepted as read.

Membership Director’s Report – Mike Peck

- Currently have 293 members as of this evening. 221 people have paid their dues for 2014 for a total of \$ in dues and initiation for 2014. Maintenance contributions of \$ have been made
- 72 of existing members not yet renewed for 2014. The Feb Slow Roll will have the “deadbeat list”.

Safety Officer Report - Ken Justice/Frank Seminara

- A member had a propeller blade break off (during start up) due to stress & cracks. If you set the plane on the ground with the gear retracted, could potentially lead to a stress fracture.
- Contact Ken for your SVF apparel needs (hats, T-shirts, polo shirts, jackets, etc)

Old Business:

- Email was sent out regarding Winter Warbirds (Jan 17-19) where volunteers are needed for gate duty and kitchen duty. This will be done in 1 hour shifts.
- Central Pilot Station – 85 of 220 people responded to the opinion request. The results were 47% for and 53% against. The board voted to approve going forward with the central pilot station on the basis of improving safety/communication. A five member committee is putting together a plan to move forward.
 - Mike Peck presented on behalf of the board and indicated that this is a safety issue.
 - **Motion:** Request for the board to consider a different standard for weekdays and weekends (CPS on weekends, non-centralized on weekdays). **Passed.**
 - It was requested that the committee be expanded to include two non-board members (one “for” the central pilot station and one “against”).
- Starter scale contest is proposed for Feb 15th.

New Business:

- At our January meeting every year we have to perform certain administrative actions including discussing the discuss safety rules, bylaws, and club calendar. Please go to the web page and review these documents. If you have any comments, please email them to Mike Peck.

Community Awareness – John Geyer

- A cub scout group in Cave Creek is having a Pinewood Derby on Jan 25th and have requested that we have a table at their event to introduce the hobby to the kids. John is out of town that weekend and is looking for volunteers. This was short notice (2 weeks) so if nobody is available, we will attempt to make other arrangements.

Door Prize Winners:

- Steve Myers, Jerry Stillwell, John Mullins, Gary Hedges, Dave Linne, Bruce Bretschneider
- 50/50 – Dave Uhlving

Show & Tell:

- Wayne Lane showed his massive P-38 Lightning under construction.
- Mike Peck brought an Albatross

The meeting adjourned at 8:35pm.

Respectfully submitted by, *Jim McEwen* - Secretary

§ TREASURERS REPORT § with **Gene Peterson**

TREASURERS REPORT February 2014



We are officially into the new year and have had a good response from renewals to our club. Here we are in Mid January and 221 have already renewed and only 77 more to go. We usually lose about 40-50 each year with turnovers, moves, quit the hobby, etc, etc. I actually expected more this year with the economy being what it is, we may have a better year for renewals than in recent years. Maybe we all have more time to fly now..... Thanks to all who got their renewals in early!

The new identification process is working good, and thanks to all who are trying to remember to put their AMA card with the SVF sticker on it in the badge holder and displaying it on their person someplace. We got them all over the place from the edge of your hat, your transmitter cord to hanging on your pocket. All good stuff, and shows we are all trying to show our tags. If you need an extra plastic holder, there should be some in a box on the Transmitter Impound shelves. We usually have them at the General Membership meeting as well.

We are near \$ in our checking account and have taken in about \$ from renewals so far. Don't have numbers from the Winter Warbirds yet, but maybe we made some money on that also.

Mikes doing a super job with the Membership roster and keeping it current. We have 4 new members joined up in December. **Leo Chandler, Gerald Via, Michael Taylor and Lindsay Duerden.** Introduce yourself to them if you see them at the field. If you have any changes to your own account, like address or email, let Mike know. peckster@msn.com

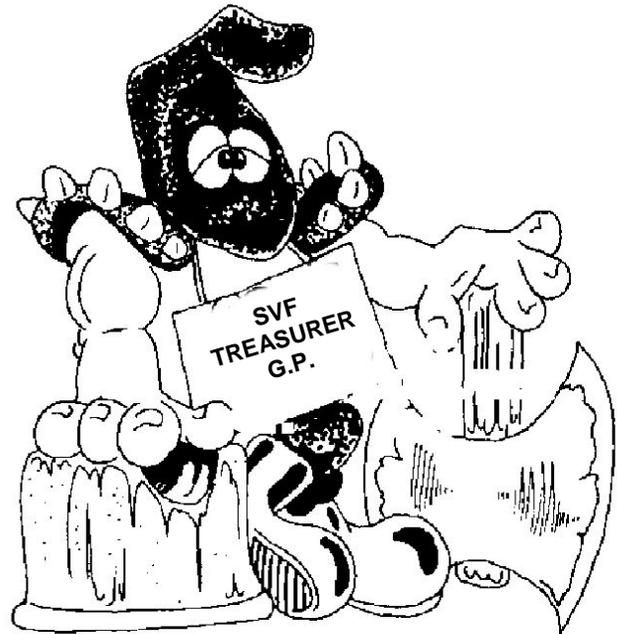
Thanks and Happy Flying.....

Regards **GENE PETERSON, TREASURER** Az49er@cox.net

602-579-0925

FEBRUARY 2014 SVF Birth Day Boys

First name	Last name	Member type	Dob
Michael	Peck	Senior	02/02/1948
Mike	Dolan	Regular	02/04/1956
Eric	Wuestenhofer	Regular	02/05/1967
Edward	Schaber	Senior	02/06/1934
Alexis	Corral	Regular	02/06/1961
Walter	Tessier	Senior	02/08/1936
Scott	Curtin	Regular	02/11/1954
Kurt	Sowle	Regular	02/13/1967
George	Julovich	Regular	02/21/1950
Dan	Crum	Senior	02/22/1945
Jason	Lattin	Regular	02/22/1969
Cameron	Markwart	Junior	02/24/2000
Richard	Clark	Senior	02/26/1929
Tom	Guca	Senior	02/26/1942
Craig	Larrivee	Senior	02/26/1942
Otto	Maytag	Junior	02/26/1998
Paul	Brown	Senior	02/26/1947
Eric	Stevens	Regular	02/27/1969
Dennis	Lamb	Senior	02/27/1941



Central Flight Station Committee

A committee has been formed to make recommendations to the Board for the implementation of a Central Flight Station (CFS), including layout, planning and schedule. The members are:

Frank Moskowitz (resigned 1/27/14)

John Geyer

Ken Justice

Wayne Layne

Jim McEwen

Steve Myers

Johnnie Russell

The CFS is intended to improve communication between all pilots and spotters on the flight line and reduce the likelihood of errant aircraft coming into contact with people by reducing the overall “footprint” of the flight stations. It is not intended as a cure-all for all flight line safety issues but as a first step in improving the safety of our operations.

The committee is working on revised layouts for the CFS, in an effort to address the concerns expressed about the original layout, first presented to the SVF membership last Fall. The new layouts will again be presented to the membership and there will be additional opportunity for members to see the proposals “in action” at the field. It is important that you make every opportunity to participate in these “trials” at the field, especially if you have questions or concerns about how the CFS will work. This is your opportunity to express your concerns, see what is being proposed and how it will work, and to have input to the final implementation. We will, for example be looking for ways to ensure that sitting pilots will be accommodated as readily as they are with the current flight line.

Be sure and watch for emails and Slow Roll articles with more information and then come out and participate in our planning for this change. We will make a sincere effort to accommodate all concerns of those who make a sincere effort to understand what we’re trying to accomplish and what the operation of the CFS will actually entail.

Central Flight Station – What does the AMA Think?

As we've been discussing the proposed implementation of the Central Flight Stations (CFS), we've had several members ask "what does the AMA think" or "what is the AMA's position on these changes". To address those questions the SVF CFS Committee has had several conversations with the AMA leadership.

While attending the AMA Expo, the weekend of January 11th and 12th, Jim McEwen spoke to Ilona Maine (Safety and Member Benefits Director). Jim explained to her what we were planning and asked what recommendations the AMA would have. She told him that there were no standards for separation between flight stations. The AMA's concern is the distance from the "safe line" (the near side of the runway) to the pilot stations, pits, and spectator area. The flight station spacing is left to the discretion of the local clubs. Jim then asked about how it is handled at the Muncie facility and she said it is left to the discretion of whoever is running the specific event. Still trying to get some direction, Jim asked how far apart the pilots were usually stationed at a "typical" event. Ilona's answer was "anywhere from 'shoulder to shoulder' to 12 to 15 feet between pilots". When Jim told her that our stations were 37.5 feet apart, she was very surprised and asked "how do you talk to each other?"

Ken Justice also tried to reach Ilona by phone and when she was unavailable was transferred to Greg Hahn, the AMA Technical Director. Ken told Greg why he was calling and asked if he could record the conversation to make sure that he could report it correctly and Greg agreed. The following is Ken's summary of that discussion:

I called the AMA Tuesday January 14, 2014. Ilona Maine was out of the office until Thursday. So Lisa put me together with Greg Hahn, Technical Director, AMA Rulebook, etc. Greg has flown at our field before, and said he is familiar with our Pilot Station layout.

When I started out to give Greg a very short synopsis of how our field's flight stations were laid out and why and what the Board was proposing, he interrupted about 2 minutes in and said "allow me to save you some breath. We've been down this road already here at the AMA." Greg continued with "The AMA has no regulations on what you as a club do with your pilot station layout. We have recommendations based solely on a distance from the 'safe line' to the pilot stations, pit area and spectators". There is no suggestion on horizontal distance between pilot stations whatsoever." He continued with "your flight stations at Sun Valley are way too far apart – even when the narrow band was implemented in 1993. A distance of less than 8 feet and 3 radios is what it takes to potentially cause an issue, so there is no reason to hinder communications by having 37.5 feet in between the stations. The bigger issue was pilots not using the frequency pins properly and 2.4 has negated even this." But he added "the biggest and most pressing issue is the lack of communication affecting the safe operation of aircraft between the pilots that are flying, this also increases the potential of erratic flying aircraft hitting someone on a flight line spread out as much as yours is, especially affecting the pilot's safety at the furthest flight stations from the center of the field." He then said "many, many clubs throughout Indiana, the Chicago area, Illinois, Ohio, CA, NM and up and down the east coast, have gone from 5 pilot stations that were a total of 100 feet apart, end to end, to even less than you are proposing." He said that "he and the AMA would staunchly support our decision to do what our Board is proposing because better communication is always much safer and there is a lot less chance of someone being hit." He said "you can't idiot-proof a flight line for every scenario, but you can certainly move in a direction to make it more safe. And this move is definitely in that direction." As for pilots sitting down, he said "some clubs don't allow sitting down and flying because it's much less safe. While other clubs have found that there is no issue with the line of sight, especially if you use some common sense as to what position or when you fly!" So, this backs up what Jim heard at the Expo in his discussions at the booth.

The above synopsis pretty much covers the 10+ minute conversation I had with Greg Hahn. I hope it sheds some light as to how the AMA headquarters officially feels about what we will be implementing in the near future, and that it has already been dealing with this issue.

Mike Peck also talked to Rich Hanson (former District X VP and current Director of Public Relations and Government Affairs). Rich said that he spoke to an SVF member and it was explained to him that the SVF Board was going to force everyone to fly in a 'clump' at the center of the field. As Rich remembered it, he told the caller that the AMA did not have recommendations for flight station separation but if everyone was standing too close to each other he could see how there could be problems with visibility. When Mike told him of the layout that had been presented by the board, Rich said that the AMA would not become involved with the Board of Director's decision on how to operate the SVF field, but he could not personally see a problem with decreasing the distance between pilots as long as the visibility of models taking off or landing was not detrimentally affected.



SVF *FLIGHTLINE SAFETY*

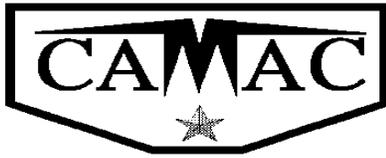
Welcome to our February 2014 “*FLIGHTLINE SAFETY*”! Happy New Year everyone! We have enjoyed some of the best January flying weather ever in Phoenix! Over the next 2-3 months, we will have our largest group of pilots visiting our great facility as baseball’s Cactus League Spring Training hits the Valley of the Sun. So be sure to welcome back our familiar friend’s faces along with some new faces to our club!

“Propeller strikes are nothing new”. I’m borrowing this phrase from the February 2014 Model Aviation magazine, as it’s an appropriate subject for my safety article this month. I have been planning to write about this subject for February’s safety article...then we had an injury accident at our field in January that made it hit home even more. None of us plan on becoming “another aeromodeling accident”, that’s why they are called “accidents”. Sometimes all of the caution and care is not enough. Any activity carries risks and RC flying is no different. We accept this slim chance of danger to enjoy our hobby. But we try, through experience and diligence to keep this potential danger to a minimum. I believe after talking with our member, that this accident was the “proverbial snowball effect” with more than one thing that might have contributed to this accident occurring. Our incident involved a 3-bladed prop on a warbird which had a blade break off almost immediately after start up, causing the blade to bounce off the pavement and strike our member in the mouth resulting in serious cuts and broken teeth. The pilot had not noticed any potential stress fracture(s) in the prop before starting up his model. But he had allowed the aircraft to rest on two of the three blades of the prop prior to start up when the gear had been in the up position as he let it rest on possibly more than one occasion. Then the engine had “kicked back” several times while he was trying to start it. “Possibly”...all of these factors contributed to a weakened blade and the resulting accident with injury. No one will ever know for sure. But this leads us to revisiting details of our actions. Be deliberate in your actions. Think about what any of your “seemingly innocent” actions and consequences can do from the time you perform any at “home maintenance”, transportation, setup, preflight procedures to starting your engine (or connecting your battery) thru the time you fly, land, taxi and move your aircraft or helicopter back to your table. I’ve seen folks take off with ailerons reversed resulting in an out of control aircraft and crash. I had observed the same pilot “flip his sticks” prior to taxiing out yet he took off with crossed ailerons. Why...how could this happen, you ask? Easy, by the pilot not being “deliberate and engaged” during his “flip of his sticks”! I see this initially with my students until I quickly point this out to them. So don’t get complacent...always stay engaged otherwise it can hurt or kill you or someone else. There are stories from all over the RC aircraft community worldwide about fingers, arms, legs and faces that found their way into the path of these whirling buzz saws attached to our aircraft resulting in serious injury...and yes, death! And remember, this all applies to our helicopter-flying members as well...don’t become complacent. At times I have seen helicopter and 3-D pilots hover their aircraft way too close to themselves and others, or take unnecessary chances. Those fliers assume that everything will work properly and it “usually does”. They also assume that if there is a problem that they won’t be in that particular part of the 360 degree arc of that rotating mass. It’s not good to assume that, for obvious reasons. Put the odds in your favor. A thrown blade seems to be like a piece of metal and the pilot is the magnet...it seems to become attracted to the pilot. Reduce or try to minimize your “exposed risk” to this instrument of harm to your body. Be aware of ANY potential stress or damage to your propeller or helicopter blade. That’s why we run up the aircraft while standing behind the aircraft, keeping everyone away from the arc of the blade as well as behind it, just in case we missed something! Remember this accident happened immediately on start up! Reduce your risk! Stay engaged in all of your actions while handling your aircraft because even the smallest, overlooked detail can cause injury. Preflight/postflight that propeller. Watch out for each other as we are ALL “Safety Officers”. It’s a topic of a culture that I have spoken of before.



Contact me if you want any SVF T-shirts, hats or to order one of our spiffy new SVF-logged jackets. That's it for this month! Be sure to say hello at the field. I don't bite! **Stay hydrated**...it's the cooler months but it's still "DRY"! Stay engaged and remember...“*Safety Is An Attitude*”! **Safety IS EVERYONE'S responsibility!**

Ken Justice Your SVF Safety Officer



AEROMODELING ACTIVITIES 2014 CAMAC CALENDAR OF EVENTS

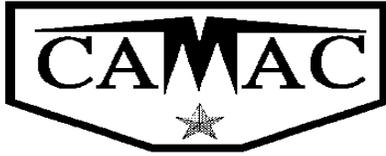
<u>EVENT</u>	<u>LOCATION</u>	<u>HOSTED BY</u>	<u>DATES</u>
WINTER WARBIRDS FLY-IN	CAVE BUTTES PARK	SVF	JAN 17,18
SUPERSTITION CHALLENGE IMAC CONTEST	SUPERSTITION FIELD	EVA	JAN 18, 19
20th ANNUAL PHX WINTERFEST Q500 RACE	SPEED WORLD	SWRCF	JAN 18,19
S.W. REGIONALS: FF, FAI FF, RC Oldtimers	ELOY	SWRMA	JAN 18,19,20
ARIZONA ELECTRIC FESTIVAL	SUPERSTITION AIR PARK	AMA	JAN 23,24,25,26
S.W. REGIONALS: Control Line	TUCSON C. COLUMBUS PARK	CACLC	JAN 25,26
DESERT JET STORM	SPEED WORLD	SWRCF	FEB 6,7,8
SOUTHWICK STUNT (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	FEB 15
PRESIDENTS CUP (free flight)	ELOY	PMAC	FEB 16
PHOENIX QUARTER MIDGET PYLON RACE	SPEED WORLD	SWRCF	FEB 22,23
YUMA NIGHTFLY/AIRSHOW/FUNFLY	YUMA	YA	FEB 21,22,23
SOUTHWEST CLASSIC SOARING CONTEST	SCHNEPH FARMS	CASL	FEB 22,23
GUNSMOKE (USSMA QUALIFIER)	SUPERSTITION AIR PARK	1/8 AF	FEB 28,MAR 1,2
DESERT PATTERN CHALLENGE	SUPERSTITION FIELD	EVA	MAR 1,2
PHOENIX HELICOPTER FLY-IN	CAVE BUTTES PARK	SVF	MAR 7,8,9
ST. PATRICK'S DAY (free flight)	ELOY	PMAC	MAR 22
VINTAGE STUNT CHAMPIONSHIP (Control Line)	TUCSON C. COLUMBUS PARK	CACLC	MAR 18,19,20,21,22
CACTUS CLASSIC IMAC CONTEST	SUPERSTITION FIELD	EVA	MAR 15,16
1/8 AIR FORCE SCALE FLY-IN	ADOBE MOUNTAIN PARK	1/8 AF	MAR 22,23
WINGS OVER ARIZONA	SUPERSTITION AIR PARK	AMA	APRIL 12,13
WINGS OVER THE DESERT WARBIRD FLY-IN	TUCSON (TRCC)	TRCC	APRIL 19,20
I-10 CHALLENGE (free flight)	ELOY	PMAC	APRIL 27
MAY-FLY	CAM FIELD SEDONA	CAM	MAY 2,3,4
SUPERSTITION PATTERN CLASSIC	SUPERSTITION AIR PARK	AMA	MAY 3,4
HOT STUFF (free flight)	ELOY	PMAC	MAY 17
BEAT THE HEAT FLY-IN	FLAGSTAFF (LEUPP RD)	FF	JULY 25,26,27
MODEL AVIATION DAY OPEN HOUSE	CAM FIELD SEDONA	CAM	AUG 14
FALL KICK-OFF (free flight)	ELOY	PMAC	SEPT 21
GHOST RIDERS (free flight)	ELOY	PMAC	OCT 18
1/8 AIR FORCE SCALE FLY-IN	CAVE BUTTES PARK	1/8 AF	OCT 18,19
AMA FALL AUCTION	SUPERSTITION AIR PARK	AMA	NOV 1 (8:00 AM)
ARMED FORCES MEMORIAL (free flight)	ELOY	PMAC	NOV 16
26th ANNUAL ARIZONA JET RALLY	SUPERSTITION AIR PARK	AMA	NOV 21,22,23
ELECTRIC FUN FLY	CAVE BUTTES	SVF	NOV 15
TUCSON WINTER SCALE CLASSIC	TUCSON (TRCC)	TRCC	NOV 29,30
ARIZONA FREE FLIGHT CHAMPIONSHIPS	ELOY	PMAC	DEC 6,7

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

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



CENTRAL ARIZONA MODELERS ADVISORY COUNCIL



CAMAC CALENDAR OF EVENT INFORMATION FOR FLYING SITE LOCATIONS & HOST CLUB CONTACTS

FLYING SITE LOCATIONS (Phoenix area): Adobe Mtn. Park is south of the Water Park on 43rd Ave. & Pinnacle Peak Rd.; Avondale Friendship Park (control line only) is on McDowell Rd between 115th Ave. & Dysart, **Cave Buttes Park is just west of Cave Creek Rd & Jomax Rd**; Estaban Park (control line only) is at 36th St & Roeser, Mustang Field is approx 7 miles west of Grand Ave on Bell Rd, turn left (south) after crossing McMicken dam, go 1.2 miles to Bell Rd and left again to entree sign; Superstition Air Park is entered ½ mile north of Brown Rd on Meridian Rd. (1 mile east of Signal Butte Rd); Superstition Field is just off Ironwood Rd 3.25 miles south of Baseline Rd; Speed World is 7 miles northwest of Bell Rd on Grand Ave to Happy Valley Rd., then turn left 1.4 miles west to sign entrance.

HOST CLUB INFORMATION: AMA (Arizona Model Aviators) ph 480-982-4873; AMPS (Arizona Model Pilots Society) ph 623-551-3997; ARCS (Arizona Radio Control Society) ph 623-385-2113; CACLC (Central Arizona Control Line Club) ph 602-944-8557; CAM (Central Arizona Modelers) ph 928-634-1616; CASL (Central Arizona Soaring League) ph 623-910-8756; EVA (East Valley Aviators) ph 602-803-6852; FF (Flagstaff Flyers) ph 928-526-0039; 1/8 AF (One Eighth Air Force) ph 480-948-8513; PMAC (Phoenix Model Airplane Club) ph 480-460-1366; SMF (Scottsdale Model Flyers) ph 480-970-8464; SWRCF (Speed World RC Flyers) ph 623-975-1793; SWRMA (Southwest Regional Modelers Assoc) ph 480-309-6564; SVF (Sun Valley Flyers) **ph 602-579-0925**; TIMPA (Tucson International Modelplex Park Assoc) ph 520-296-8183; TRCC (Tucson Radio Control Club) ph 520-237-9468; YA (Yuma Aeromodelers) ph 406-781-7233 CAMAC ph 480-948-8513

Club Websites:

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

Central Arizona Modelers Advisory Council

www.flycamac.com

Academy of Model Aeronautics

www.modelaircraft.org/



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CENTRAL ARIZONA MODELERS ADVISORY COUNCIL

VIDEOS and Websites Links

Click on to view video, website



AMA EXPO 2014 **3:33**
<http://www.youtube.com/watch?v=YNj5gkjC7Co>

AMA EXPO 2014 **8:04**
http://www.youtube.com/watch?v=skmQ_cBGgPo

TREE TRIMMING **5:09**
http://www.youtube.com/watch_popup?v=HE0HEtHFemQ

STOLEN AIRCRAFT **2:41**
http://www.youtube.com/watch?v=IANwb_qT1gg

Z CUB at SVF **6:38**
<http://www.rcgroups.com/forums/showpost.php?p=27194081&postcount=6374>

SEAN TUCKER 9:37
http://m.youtube.com/watch?v=sEsCh3bA6Xw&desktop_uri=%2Fwatch%3Fv%3DsEsCh3bA6Xw

GIANT RC BUCKER 60% **7:07**
http://www.youtube.com/watch?v=1vRD7XcABkl&list=UU1QF2Z_FyZTRpr9GSWRoxrA

PILATUS PC-6 BUSH FLYING Part 1 **3:32**
<http://vimeo.com/58091041>

PILATUS PC-6 BUSH FLYING Part 2 **5:05**
<http://vimeo.com/65135209>

GEORGIA MODEL AVIATORS **9:14**
<http://www.youtube.com/watch?v=x12IXJsh3y4#t=238>

LINBERGH First Trans Atlantic Flight **Long**
<http://www.airportappraisals.com/newsletter-articles/>

PBY **2:34**
<http://www.catalinatvseries.com/>

First time carrier landings **6:52**
<http://player.vimeo.com/video/31549908?autoplay=1>



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



My thanks to those who passed this info on.

WINTER WARBIRDS 2014

Winter Warbirds 2014 is now in the books. We were lucky enough to have perfect weather for flying every day of the event. If you were there, you saw some of the best Warbird flying in the country. If you weren't there come next year!

I am very pleased with the turnout for only our 2nd year having the show. We had 40 pilots this year which is 7 more than 2013. 12 pilots came from CA, 2 from CO, 5 from rural AZ and 21 pilots from the Valley.

I would like to Thank Smart Fly for sending us products to give away to the pilots. I would like to thanks [Tighe O'Meara](#) for making us the custom awards at a very reasonable price. And last the [US Scalemasters](#) for donating \$150 to go towards our kitchen expenses. The efforts of these people and organizations ease the burden of putting on a show.

My last thanks go out to the club members that make the event possible. Without all of you this event would be just a dream and not reality. All of the workers were on time and ready to help, I have never seen a more reliable group of volunteers. That makes the CD job much easier.

Gate Crew, **Gene Peterson, Ron Norris, Phil Roszak, John Mullins, Wally Balfour, Norm Pilcher, Roger Miller, Ed Klien, Peter Boland, Kenny Rhoads, John Nanson, George Julovich, George Metro, JB Bowers** .

Kitchen Help was **Frank Moskowitz, Loren Counce, Charlie Beverson, Bob Purdy, Bob Hass, and Joe Keller.**

Registration was run by **John Geyer and Andrea O'Meara.**

The profit for the event is going to be about \$1100.

We should do it again next year!!

Tony Zuist



WINTER WARBIRDS EXTRA



Tony Quist CD

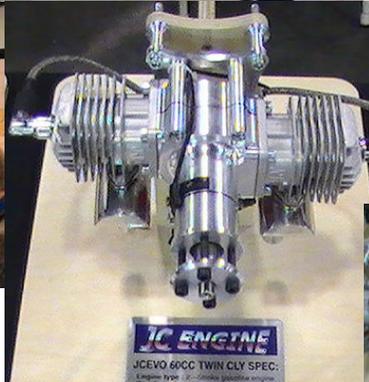


WINTER WARBIRDS 2014



SVF
Sun Valley Fliers





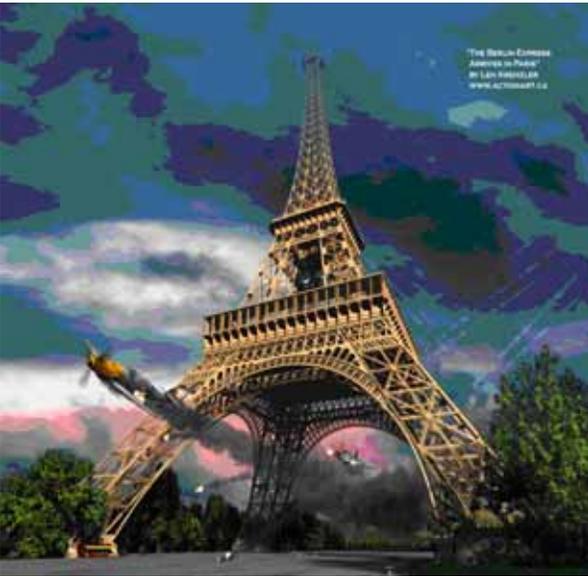
VIDEO 3:41
<http://www.youtube.com/watch?v=swnk47raK8k#t=12>

2014 ARIZONA ELECTRIC FESTIVAL



WWII Veteran Aviator Bill Overstreet and His P-51 Mustang, “Berlin Express”

Extraordinary artwork depicting one of Bill Overstreet’s most dramatic aerial victories, by [Len Krenzler of Action Art](#)



We had the pleasure of speaking at length with World War Two aviator, William B. “Bill” Overstreet at [Warbirds Over the Beach 2013](#), and as promised, we’re going to relate some of the compelling stories of his experiences during the war. While he is in his nineties, he is still sharp, and in talking to him, you can still see the spark of the twenty-something daredevil he once was in his eyes as he recounts his exploits, fighting the forces of fascism from the cockpit of a fighter plane over Europe all those years ago.

WWII Aviator, Bill Overstreet

Hailing from Clifton Forge, Virginia, Bill Overstreet was born on April 10, 1921. On the day the Japanese attacked Pearl Harbor, Bill was working as a statistical engineer for Columbia Engineering and attending Morris Harvey College (now the University of Charleston) in Charleston, South Carolina. Wanting to get in the Air Corps



as a fighter pilot, Bill enlisted and did a lot of fast talking to get accepted into the program, and by February 1942 he was a private, waiting for an opening as an Aviation Cadet. After several months, he was sent to Santa Anna, California, for preflight training, and after several months at preflight, he was sent to Rankin Aeronautical Academy in Tulare, California, for primary flight training flying [Stearmans](#).

Tex Rankin, the Rankin school’s founder and chief instructor was a champion aerobatic pilot and often took the opportunity to demonstrate his skills. In keeping with Rankin’s vision, the school employed some unusual methods to produce skilled aviators, including surprising students mid-flight. One story Bill relates is how his instructor, Carl Aarslef, while on the downwind leg of a landing pattern, at 500 feet, would suddenly turn the Stearman upside down, cut the engine, and say, “OK, you land it.” Of course, for Bill it was easy, as he puts it: “*just quarter roll it into a left turn, line up with the runway and set it down.*” Bill theorizes that the real test was for his reaction to the unexpected, and learning to keep one’s head in an unanticipated situation, where one second can mean the difference between life and death, is a useful skill for a pilot, and was certainly put to use over the course of Bill’s flying career.

The next phase in Overstreet’s training was basic flight training at Lemoore, California, where he flew the [Vultee BT-13 Valiant](#), a faster and heavier plane than the biplanes utilized in the initial phase of training and introduced aspiring pilots to two-way radio communications with the ground, operating landing flaps and adjustable propeller pitch. The third phase of training took place at Luke Field, in Arizona. Piloting [North American T-6 Texans](#) and later on [Curtiss P-40 Warhawks](#) was a revelation to Bill, and while the commanding officer had picked Bill for additional training for multi-engined aircraft, Bill was able to convince the CO to instead assign him as a fighter pilot rather than going on to become a bomber pilot.

Bill and his cherished 1938 Buick in California in 1943



Upon graduation, Overstreet was initially assigned to Hamilton Field, California. Later he went on to the 357th Fighter Group, 363rd Fighter Squadron. The squadron was being moved from Nevada to Santa Rosa, California, and Bill got to fly with experienced pilots from whom he learned a great deal. Bill thoroughly enjoyed flying out of Santa Rosa, saying “*Flying at Santa Rosa was great. There was enough moisture in the air to leave streamers from the wing tips in a tight turn. Our goal was to get a flight of four, come to the end of the runway, peel up in a tight turn and land before the first plane’s streamers had faded. I flew with several flight leaders, but mostly with Lloyd Hubbard. He was good. We all thought we could buzz pretty closely, but while we may be able to “mow the fairway” on a golf course, only Hubbard could “mow the greens.”*”

“Hub” also liked to take a flight of four to the Golden Gate Bridge and do loops around it. You know we were having fun! Complaints came in and charges were placed. Jack Meyers, our legal officer, told me years later that he was able to hold up action on bushels of charges, and took most home with him after the war. We liked to buzz farmers, sunbathers or anything. Years later, I asked Don Graham why we got by with so much. He replied, “If you were picking pilots for combat, who would you pick? The fellows who flew straight and level or the ones who pushed the envelope and tested the limits of their planes?”



Overstreet's Airacobra after his "one second parachute jump."

Bill was in combat training in June 28th, 1943 when he had his first crash, at the controls of an Bell P-39 Airacobra, which went into a dreaded flat spin, a condition uniquely devastating for the model and which claimed many a pilot's life. Bill and his squadron-mates were practicing aerobatic maneuvers when his plane strated tumbling and he couldn't control it. Bill went to release the Airacobra's doors but the air pressure prevented them from opening. He finally managed to get a knee against one door with his shoulder against the other, trying to overcome the pressure, and the moment he got out, he pulled the ripcord on his parachute. The moment the chute snapped open Bill found himself standing amidst the wreckage of his plane right by the propeller. He was so close to the ground when he escaped his doomed plane that none of his flight-mates even saw his chute deploy, Bill believes he was perhaps the first pilot to survive the crash of a tumbling P-39, and he made a point on tracking down the man who packed his chute to personally thank him for a job well done.

After additional training, flying P-39s in Oroville, California and Casper, Wyoming, Bill was declared "combat ready" and was sent to Camp Shanks in New Jersey before being loaded on the Queen Elizabeth to cross the Atlantic for deployment at Raydon Airfield as part of the Ninth Air Force. There were no planes available at that point, so Bill felt fairly useless there, but as luck would have it, North American P-51 Mustangs were becoming available, and the Ninth Air Force traded Bill's plane-less squadron for a squadron of pilots and Republic P-47 Thunderbolts with the Eighth Air Force, so Bill found himself stationed at RAF Leiston. Bill got to fly a p-51 for the first time on January 30, 1944, and as the inventory of the planes increased, the opportunity to fly them increased as well.

The sprawling USAAF Station 373, AKA RAF Leiston



Bill and his P-51, "Berlin Express"

Bill named his first P-51, which he received in February, 1944 "Southern Belle," but it was lost along with its pilot on a combat mission a couple of weeks later. Re-thinking the name, given that by that time they were regularly flying sorties to Germany, he named all of his subsequent planes "Berlin Express." On March 6, 1944



just after their first Berlin raid, the 357th received their first Citation, which stated: "On 6 March, 1944, the newly operational 357th Fighter Group provided target and withdrawal support to heavy bombardment aircraft bombing Berlin,

which was the deepest penetration of single-engine fighters to that date. The 33 P-51 aircraft went directly to Berlin and picked up the first formations of B-17s just before their arrival over the city. They found the bombers being viciously attacked by one of the largest concentrations of twin-engine and single-engine fighters in the history of aerial warfare. From 100 to 150 single-engine and twin-engine fighters, some firing rockets, were operating in the immediate target area in groups of 30 to 40 as well as singly. Each combat wing of bombers was being hit as it arrived over Berlin and although they were sometimes outnumbered as much as 6 to 1, flights and sections of the 357th Group went to aid each combat wing as it arrived over the target, providing support in the air for over 30 minutes. Upwards of 30 enemy aircraft at a time were attacked by these separate flights and sections, and driven away from above and below the bombers. Some of the P-51s left their formations to engage enemy fighters below the bomber level in order to prevent them from reforming for further attacks. Though fighting under the most difficult conditions and subjected to constant anti-aircraft and enemy aircraft fire, so skillfully and aggressively were their attacks on the enemy fighters carried out that not a single aircraft of the 357th Group was lost.

In driving enemy fighters away from the bombers, 20 Nazi fighters were destroyed, one probably destroyed and seven others damaged. On withdrawal, one flight of five P-51s strafed a large enemy airfield in central Germany, damaging three twin-engine and single-engine aircraft on the ground and killing 15-20 armed personnel before regaining altitude and returning to the bombers."



From Stars and Stripes, 5/24/1944

Bill relates, "Not long after (the March 6th Mission), I had a freak accident. I think it was a mission to southern France. While over enemy territory, a burst of flak cut my oxygen line. Since I was at about 25,000 feet, I soon passed out. The next thing I knew, I was in a spin, engine dead since the fuel tank it was set on was dry. Somehow, I recovered from the spin, changed fuel setting, got the engine started, and dodged the trees that were in front of me. Then, I looked at my watch. Ninety minutes were not in

my memory. I had no idea where I was, but remembered where I had been headed so I reversed it. I was able to find the coast of France and headed for Leiston. By this time, I was low on fuel, so I landed at the Fourth Group base. The officer I talked with was Captain Mead, who had lived a couple of blocks from my home in Clifton Forge, Virginia. To top it off, the mechanic who repaired my plane was "Hot Cha" Tucker, a former schoolmate, also from Clifton Forge. I still have a picture of Tucker and me with a P-47. Many weeks later, this story got a lot of publicity – Lowell Thomas on radio, newspapers and TIME magazine."

Another mission that didn't turn out as expected occurred when Bill flew with a sinus infection. He and his group were escorting a sortie of bombers, and in chasing German fighters away from the flight, he engaged in a power dive from 30,000 feet, chasing after a Messerschmitt Bf 109. The extreme change in pressure caused his eyes to swell shut, blinding him. Bill was able to keep his plane in the air by control feel, but had no way to determine his heading or carry out a landing. Calling on his radio for help, one of Bill's mates, indicated that he could see Bill's plane and gave him instructions to get the plane pointed in the right direction, then got on his wing and together the two made their way back to the base in England. Bill was talked through a straight-in approach and landing. It took several days under the care of the Base's doctors before the swelling had gone down enough for Bill to see again.

In the spring of 1944 Bill and his P-51C "Berlin Express" were near Paris when the scene that is immortalized in the artwork by Len Krenzler of Action Art that leads this article took place. Bill had followed this Bf 109 from the bombers he was escorting when most of the German fighters left. The two planes had been in a running dogfight. The German pilot flew over Paris hoping that the heavy German anti-aircraft artillery would solve his problem and eliminate Overstreet and the "Berlin Express," though Bill managed to get some hits in at about 1500 feet. The German's engine was hit, and Bill stayed on his tail braving the intense enemy flak. His desperation undoubtedly growing, the German pilot aimed his plane at the Eiffel Tower and in a surprising maneuver, flew beneath it. Undeterred, Bill followed right behind him, scoring several more hits in the process. The German plane crashed and Bill escaped the heavy flak around Paris by flying low and full throttle over the river until he had cleared the city's heavy anti-aircraft batteries.

On D-Day, June 6, 1944, Overstreet and his group took off at around 2AM in terrible weather, climbing to about 20,000 feet to get out of the overcast. He recalls it as beautiful when they had finally cleared the clouds, with a bright moon and the sight of all of the aircraft rising from the clouds after their long climb to get above the weather. With all the planes in the air, his wing never did find their assigned flights, so they just formed up in flights of four, knowing that their mission was to get to France and make sure no German fighter planes could interfere with the invasion as well as preventing German reinforcements from being brought up. Their first mission was six hours, then they had to return to base for fuel. His group flew eight missions on the day of the invasion.

June 7th brought a sortie that saw Bill and his mates strafing trains, trucks and military vehicles. On the 10th, more hits on German supply lines were carried out, with attacks on trains, trucks and barges. On the 29th the group's success continued with Bill knocking out an Fw 190 and with Allied air superiority well established, Bill only used 40 rounds that entire day. General Kepner issued another commendation for the 357th and the 361st Groups, who destroyed 48 enemy aircraft without losing a single bomber.

On August 6, 1944, Overstreet flew his first long distance shuttle mission along with the 357th Fighter Group, which was selected to escort B-17s from the 8th Air Force's 3rd Bomb Division on a shuttle mission to the Soviet Union. The group rendezvoused with the bombers seventy-five miles northwest of Gydnia, Poland. The group engaged several Me 109s near Gydnia, shooting down two of the German fighters. They regrouped after driving off the rest of the Me 109s and continued to escort the bombers until reaching Kiev. Seven and a half hours after taking off from Leiston, all of the 357th's P-51s landed at Piryatin.

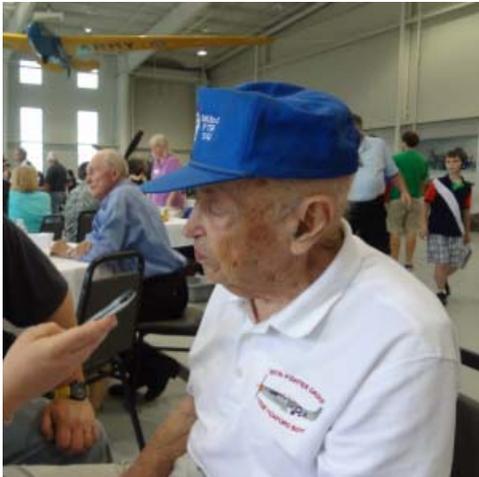
The group then escorted B-17s to Cracow, Poland, on the 7th and to Foggia, Italy, on the 8th. One thing that wasn't in short supply in Russia was beet vodka, and not expecting resistance from the Luftwaffe on the group's one-way mission to Foggia, Overstreet volunteered to trade the .50 caliber ammunition in his Mustang for bottles of vodka and loaded them into his now-empty ammunition bays. During the flight from Russia to Italy, the eminently predictable happened, and Bill's group ran into some Me 109s on the way. The Mustangs gave chase, scaring one of the 109's Pilots enough for him to bail out of his plane, and while Bill's plane was the closest and therefore he could have claimed the kill, but wasn't comfortable with the idea of bringing down an enemy fighter armed only with vodka. They managed to make it to Italy with both the formation and the vodka intact.

A memorable mission flown from Italy was escorting some C-47s to Yugoslavia to pick up downed airmen that had been collected by the Serbian Chetniks, many of whom had been hiding the airmen in their homes for months. When the Allied plane reached the appointed airfield to pick up the airmen, and the C-47s took turns landing loading and taking off, the Allied airmen would throw their shoes, clothes and anything else they had on them out of the plane for their rescuers, who were in desperate need of such supplies, helping those brave resistance fighters who had helped them survive for this Allied pick-up.

Drone B-17 used as a guided missile during World War II



On September 3, 1944 Overstreet flew a top secret escort mission, escorting a radio-controlled Consolidated B-24 Liberator. The B-24 had been stripped down and converted into essentially a flying bomb. After take-off it's pilot bailed out via parachute, and the plane was controlled by a remote operator within the formation which guided the plane to some German U-Boat pens that were built under a large rock formation and had proved too difficult a target to damage with typical bombing from above. The B-24 was flown in low, entering the facility nearly at water level, with the resultant explosion destroying the otherwise impenetrable facility from the inside out. ** Our research would indicate that the plane was likely a B-17, employed under Operation Aphrodite, that though intended for Germany's Heligoland U-boat pens, instead the remote control operator flew the aircraft into Dune Island by mistake. It's possible that at the time of the mission, the pilots believed it to be a success, or the fog of many years having passed since then has caused the details to get muddled.*



Interviewing living legend, Bill Overstreet at Warbirds Over the Beach earlier this year.

Overstreet's performance on the top secret Mission saw him assigned for OSS missions, flying supplies to the Free French and picking up downed airmen and intelligence dispatches from behind enemy lines. His tour of duty ended in October, 1944 and Bill returned to the states. His next assignment was to teach at the gunnery school in Pinellas, Florida. Overstreet was released from active duty, but kept in Reserves. So, he returned to Charleston, West Virginia where he worked as General Manager of Charleston Aviation. Overstreet eventually moved to Roanoke, Virginia in 1950 and worked for a CPA firm, before striking out on his own, retiring in 1984. Bill has been active and enjoying air shows and gatherings of WWII veterans through his long retirement, and we were honored that he took the time to sit down and talk to us about his experiences.

Overstreet, [who died Sunday, 1-3-2014 at a Roanoke hospital](#), is remembered for being the U.S. Army Air Corps pilot who flew underneath the Eiffel Tower's arches in his P-51 Mustang during an aerial battle while in hot pursuit of a German fighter plane, which he ultimately shot down.

Bob Kintz 12/25/1926 — 12/20/2013



With great sadness, we're notifying Robert Kintz' flying buddies that Bob died of cancer. Dad was one of a kind, stand-up decent guy who loved building and flying airplanes, and thought highly of the model airplane builder community.

Kintz, Robert A. 86, of Carefree, AZ passed away on December 20 of cancer. Bob lived a very full life as a pilot, engineer, and farmer.

He served in Korea as a jet fighter pilot in the Army Air Corp until the war ended, then followed in his father's footsteps, as an aeronautical engineer at Lockheed. While Bob loved engineering, he missed flying, so he started a crop dusting company, Sarita, in Coolidge Arizona, a perfect cotton growing location. For almost 30 years, Bob flew thousands of hours over the Pinal County cotton fields before transitioning to cotton farming for 15 years.

Born in Lafayette Indiana, Bob entered the armed services after graduating from Tri-State University in aeronautical engineering. While in fighter pilot training at Willy field, he met and married the love of his life, Ora Williams, before shipping off to serve in active duty.

Bob is survived by his wife of 62 years, Ora, son Lance, daughter Kristen Keller, seven grandchildren and one great grandchild.
Lance



Sun Valley Fliers Extra



SVF @ Bartlett Lake January 1, 2014



Andrew Schear & Daughter Jillian



Eric Wuesenhofer



Kyle Ponsler



Ed Hansen

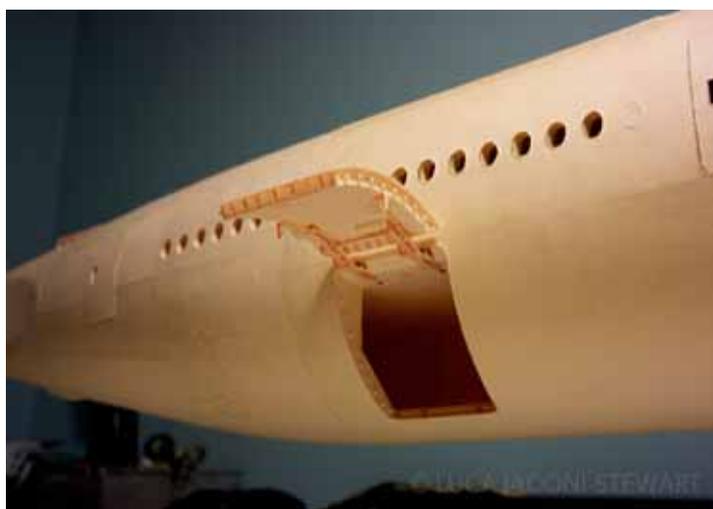


Ed & John



Marty j. 3DHS Edge

An Incredibly Detailed Paper Model of a Boeing 777 Created Using Manila Folders



VIDEO

<http://laughingsquid.com/an-incredibly-detailed-paper-model-of-a-boeing-777-created-using-manila-folders/>

MORE S.V.F. MEMBERS PHOTOS



The Day Japan Bombed Brookings, Oregon

By: Norm Goyer

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens.

Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire.

If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.



The only plane ever to drop a bomb on the United States during WW-II was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few

miles north of the California Oregon state lines.

The aircraft carried two incendiary 168 pound bombs and a crew of two.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear."

The crew assigned to the single engine Yokosuka E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and two 168 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine.

It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.



The "Glen" was launched via catapult from a I-25 class Japanese submarine.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Warrant Officer Fujita is shown with his Yokosuka E14Y (Glen) float plane prior to his flight.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he could pickled the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.



Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event ,which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.

This Memorial Plaque is located in Brookings ,Oregon

at the site of the 1942 bombing.

Fifty years later the Japanese pilot, who survived the war,

would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted.

The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.



[The Rivet King: Dave Ribbe's MiG-15](#)

Congratulations to David Ribbe for placing 6th in the 20kg category while flying for the U.S. team at the Jet World Masters in Meiringen, Switzerland! His gorgeously detailed, 88.9-inch-span MiG-15bis is outfitted with a sliding canopy, speed brakes, flaps, sequenced retracts and doors, and it's even more astounding when you learn that David designed this jet from the ground up, creating his own molds in his home shop. (Of course, that's a bit more understandable when you remember that in his work life, David is a designer for Horizon Hobby!)



In the opener photo, you'll notice David (left) and the model handlers wearing white gloves to avoid leaving fingerprints on the turbine jet's Alclad II mirror-like polished aluminum finish over "very meticulously prepared" K36 auto primer. The rivets over the metal are custom rub transfers, spun into the finish (under the paint) with a Dremel tool ... One. At. A. Time. (Hence our new moniker for Mr. Ribbe: the Rivet King!) David notes that the full-size aircraft he built his model after was an air show jet that's currently on display in the EAA Oshkosh museum. Enjoy the photos (courtesy of David) and the video, thanks to Marcus Nussbauer for taking it and posting it on YouTube.



VIDEO

<http://www.youtube.com/watch?v=HcwNO38RIQA>

Best of 2013: Top 13 Stories



#13 **VIDEO**
<http://www.youtube.com/watch?v=mpWMbZnwkmU>



#12 **VIDEO**
<http://www.youtube.com/watch?v=geFHBUom2SA>



#11 **VIDEO**
<http://www.youtube.com/watch?v=a1IK-mYSdY4>



#10 **VIDEO**
<http://www.youtube.com/watch?v=QoCjro11ZQ0>



#9 **VIDEO**
<http://www.youtube.com/watch?v=lShelXYoV0E>



Best of 2013: Top 13 Stories



#8 VIDEO

<http://www.youtube.com/watch?v=2ZeGylHqo7M>



#7 VIDEO

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



#6 VIDEO

<http://www.youtube.com/watch?v=9owlwixJxPw>



#5 theballybomber.com



#4 VIDEO

<http://www.youtube.com/watch?v=ie3SrljLcUY>



#3 VIDEO

<http://www.youtube.com/watch?v=H2n7siP1Oc0>



#2 VIDEO

<http://www.youtube.com/watch?v=-Rt9zX1rZFU>



#1 VIDEO

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

18th Annual Phoenix RC Helicopter Fun Fly

March 7th, 8th and 9th, 2014

Phoenix, Arizona

Located at the Sun Valley Fliers club field
Open Flying, Noon time Demos on Saturday
On site vendors and concessions

AMA Sanctioned Event # 14-131

2014 AMA Card Required

All Frequencies Available

50/53 MHz show current FCC License

Night flying on Saturday night

North facing flightline with 8 stations with approximate 130 foot spacing.
Easy access to highways, hotels and dining.

Sponsored by the Arizona Rotary Modelers Society and the Sun Valley Fliers

Event opens at 8:00am Friday with registration.

Pilots meeting each day

\$5 parking fee for spectators

For additional information, please visit us at

<http://www.phoenixfunfly.com>

or contact

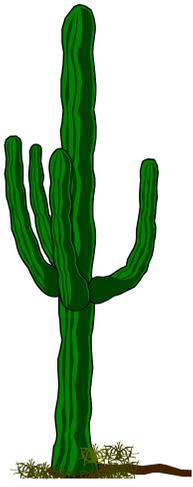
C.D. Eric Stevens

2018 E. Daley Ln.

Phoenix, AZ 85024

Tel. (480) 502-6745

E-mail: e_stevens@cox.net





IMAA Warbird Rally

May 16-18, 2014

St. George, Utah

Forty Acres of Grass to Fly On!

\$25.00 Registration Fee

Half-time Shows

Concessions Available

Saturday Night Banquet

Tickets \$25.00

**I WANT
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Flight Demonstrations by six time Top Gun Champion

Dino Di Georgio

Special Guest Announcer Sam Wright

"Wings of Eagles"

DON'T MISS THE EXCITEMENT!

presented by the

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"The Black Sheep"

**IMAA
Chapter
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MANY GREAT AWARDS

Best WWI

Best WWII

Best of Show

Pilots Choice

People's Choice

Best Scale Flight

IMAA Rules Apply

Current AMA Membership

required to fly

All warbirds must be in military

paint scheme

Please visit suscalesquadron.blogspot.com

Contest Director

Craig Haslebacher

435-256-3189

craigsrc1@aol.com

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This Month Issue 2-2014

Photos from the Winter Warbirds. Some good articles for our warbird readers. Plenty of VIDEO to keep you busy viewing them. 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

March coming up fast so enjoy the cool weather. *Would you like to be notified when the SLOW ROLL new issue is available?* Give Gene your e-mail address. AZ49ER@COX.NET



Hope you will enjoy it. Bob
rcbobsvf@aol.com





THE SLOW ROLL



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 Gene Peterson, Treasurer
 Jim McEwen, Secretary
 Ken Justice, Safety Officer

Walt Freese,
Website Supervisor
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