

# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

President—Frank Maskowitz  
Vice President—Mike Peck  
Treasurer—JB Bowers  
Secretary—Lou Pfeifer IV  
Editor—Bob Purdy K9JNB  
[rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

## NOVEMBER 2014

EAT  
BEEF!!



*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 with Jay Steward Curtiss Model @ OEAF

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**YUCCA Air Field**

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St. George & Speedworld Flyers

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**GREAT VIDEOS**

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*New items For Sale on our Web Site*

**SVF MEETING November 5 @ 7 PM**



## THE PRESIDENTS CHANNEL

*Frank Moskowitz*

November Slow Roll Presidents Letter

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

By the time you read this article, you should have all received your membership dues in the mail. I urge you all to not wait until the last minute to renew. Your membership dues allow us to continually upgrade the field and keep it clean and a safe place to fly. Speaking of upgrading the field: If you have been to the field since last week you will have noticed we installed new cement parking bumpers in place of the wooden logs that we used to have. The logs have been moved to the South side of the parking area. In addition, we did maintenance on our runway. The larger cracks were ground down and filled in. Smaller cracks were filled in. The runway was oil sealed and re-stripped. This is probably the last time we can do this type of maintenance on such an old slab of asphalt. The next big upgrade will have to be a major repave. That will involve pulverizing the existing runway and a new repave. Costs for that could approach \$50,000. We believe this latest maintenance should hold us for a couple more years. Hopefully!



The One Eighth Air Force Scale Fly In that took place on October 18-19 was a huge success. Weather was quite nice and everyone had a great time. Read about it in this edition of the Slow Roll.

Don't forget about our **Fourteenth Annual Electric Turkey Fly-In** Saturday November 15, 2014 hosted by the Sun Valley Fliers. All electric aircraft welcome. There will be 110 volt power available at the Field. Fun Events, Raffles, Trophies, and Prizes. All proceeds are donated to the Wounded Warrior Project. For More Information: contact CD John Geyer – 602-810-1767 or [jegeyer@centurylink.net](mailto:jegeyer@centurylink.net).

I would like to wish all our members and their families a joyous Thanksgiving Day.

Please join us for our next club meeting Wednesday November 5th at Deer Valley Restaurant. We will have many raffle prizes and the 50/50 could make you very happy \$\$\$ . You never know what might happen, and you don't want to miss it. Meetings start at 7:00 pm. If you want to eat I suggest you arrive no later than 6:15 pm. Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).

Have fun out there!

*Frank Moskowitz*

President

**SVF MEETING NOVEMBER 5 @ 7 PM**





## Sun Valley Fliers General Membership Meeting Minutes – 10-1-2014

Meeting called to order by Frank Moskowitz at 7:05 Pm. There were 20 members present

### Executive members in attendance

- Frank Moskowitz President, Mike Peck – VP, Lou Pfeifer IV Secretary, J B Bowers –Treasurer

### Board Members in attendance:

- Charlie Beverson, Ron Thomas, John Russell, Dan Bott, Eric Stevens, Wayne Layne.
- Absent; Ken Justice, Mike Smith, Loren Counce

### Guests:

- None

### Solo Pilots

- None

### Secretary's Report – Lou Pfeifer

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

### Treasurer's Report – J B Bowers

- Field cleanup cost lots of funds!! We must keep up the maintenance in the future.

### Membership Director's Report – Mike Peck

- 284 members
- Mike would like to thank Gene Peterson for temporarily taking over members services for him.
- Now starting next year's membership renewals.

### Safety Officer's Report – Ken Justice

- Ken was absent.

### Old Business

- **Mike Beauvais** DVT ATCT sent an email that LOA is sitting on the manager's desk and should be ready for signature by the end of this week or early next week.
- Stick to 400 ft. rule until told otherwise!!
- Field cleanup has been completed thanks to the help of **Charlie Beverson!!**
- The Board will be discussing the periodic maintenance for the future.
- **Just a shout out to the members PLEASE try and keep our field clean and pick up after YOURSELVES!!!!**

### New Business

- **Getting bid to seal the runway. Hopefully it will be completed soon!**
- Getting a proposal on taking out the wood bumpers in parking lot and changing it to concrete ones.
- 1/8 Fly-In on Friday, Saturday, Sunday Oct.17-19. Field open on Friday and will be CLOSED **18 and 19.**
- 1/8 commander is now **John Geyer**. Congratulations!!
- Sat. Nov.15 Fly-in. Electric flying only. Funds go to the Wounded Warriors program. Thanks **John Geyer**. Lots of fun and prizes! Check the Slow Roll for details!
- **J B Bowers** talked about maybe have a dues increase due to the upkeep of field maintenance. This will be discussed at the board meeting.

### Door Prize Winners:

- **John Russell, Eric Stevens, Dave Uhlving, John Geyer, Nate D'Anna, Ron Thomas, Lou Pfeifer, Paul Brown, Tony Quist, Jim Spice**

### 50/50 Winner:

- **Ron Thomas**

**Show and Tell:** Jim Spice brought a nice scale Helicopter. He might be flying it at the 1/8 meet.

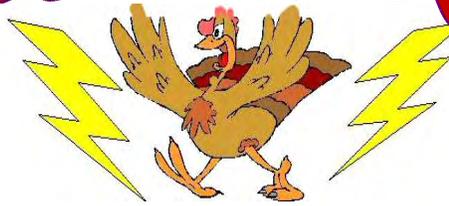
The meeting adjourned at 7:31 pm

Respectfully submitted,

*Lou Pfeifer IV, Secretary*

# Electric Turkey Fly

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*All proceeds go to The*  
**Wounded Warrior Project**

## Fourteenth Annual

## Electric Turkey Fly-In

November 15, 2014

Hosted by the Sun Valley Fliers

Cave Butte Park, Phoenix AZ

All Electric Aircraft Welcome

Power Available at the Field

Phantom Judged Fun Events

Raffles, Trophies, and Prizes

Vendors welcome!

Lunch

AMA Sanction 14-2179

AMA License Required

[www.sunvalleyfliers.com](http://www.sunvalleyfliers.com)

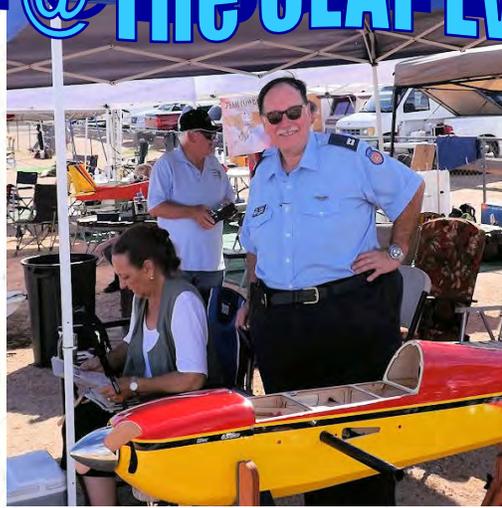
Landing Fee \$25

For More Information:

CD John Geyer – 602-810-1767 or [jegeyer@centurylink.net](mailto:jegeyer@centurylink.net)



# SVF @ The OEAF Event



The Sun Valley Fliers was Host to the OEAF October 18-19, 2014



# IN THE AIR AT THE DEAF EVENT



**SVF** Sun Valley Fliers

# On The Ground With The OCAF



Photo credits in this November SR issue goes to  
Joe Balabon, Charlie Beverson, Jon Colner,  
Marty Jones and Mr. Bob Purdy



## Tail-dragger Tips & Tech

Though many scale airplanes are equipped with tricycle landing gear, planes with tailwheels — tail-draggers — remain very popular. It is fair to say that most of the RC airplanes flown today fall into the tail-dragger category. In the air, tail-draggers behave just like tricycle-gear aircraft do, but on the ground, it's another story altogether. Once you've built your first tailwheel plane, coping with its ground handling can be challenging. Here are some tips for taming that tail-dragger.

A tail-dragger has its balance point behind the main landing gear. At rest, this keeps the tail firmly on the ground, but once the tail comes up during takeoff, the model becomes inherently less stable. You must keep it lined up with the runway's centerline, or its center of mass will try to shift around one way or the other, and this will result in an abrupt, tail-swinging turn known as a "ground loop." If you let this happen, you may damage your model. The secret to taking off and landing a tail-dragger smoothly is to quickly use the rudder to correct any tail-swing. The sooner you correct it, the smoother your maneuver will be. Setting up the main landing gear with a little toe-in will also help to reduce tail-swing. It does take more skill to take off and land a tail-dragger, but it's nothing that can't be overcome with a little time and practice.

### AFTERMARKET TAILWHEELS

**Photo A** This Sullivan Products tailwheel assembly is one of the best I've used for sport airplanes. It is available in four sizes; choose one to suit your model's weight.

**Photo B** This tailwheel is typical of what you find in most ARF kits. It looks strong but does not prevent steering shock from reaching the rudder servo.

**Photo C** This tailwheel is supplied with the Great Planes CAP 232 and the Super Sportster ARF kits and is also available separately. It's light and easy to install.

**Photo D** This Carl Goldberg Products tailwheel is another good choice. It comes with all the hardware, including the wheel, and is available in four sizes to fit airplanes weighing from 6 to 39 pounds. The bright plated finish will keep it looking new and free of rust.

**Photo E** One of the best I've used is this Ohio Superstar Products tailwheel. It's available in five sizes for models weighing from 4 to 50 pounds. It is very rugged and has a very true-to-scale look.

**Photo F** You'll find this great-looking tailwheel on the Pacific Aeromodel 27% Edge 540 T ARF. It has a fiberglass strut, a neat caster-wheel assembly and springs to absorb steering shock.

Though there are many tail-dragger models on the market, some kits include tailwheel hardware that isn't as rugged as it should be. This is where the many aftermarket tailwheel assemblies come in.

One of my favorites for sport and non-scale airplanes is the spring-loaded Sullivan tailwheel. It's robust and easy to attach with two screws. It has a spring wire to isolate the side steering loads from the servo and is available in four sizes. Another very good tailwheel is the sport design from Great Planes (GPMA2868). It is one of the best I have seen in ARF kits. A nylon bushing is mounted in a hole in the tail. The tailwheel-wire strut is mounted in the bushing with a wheel collar installed and retained by an aluminum clip. A thin wire that acts as a spring is soldered to and wrapped around the tailwheel strut and captured in a nylon bushing mounted under the rudder. The tailwheel assembly is plated, and it includes a wheel.

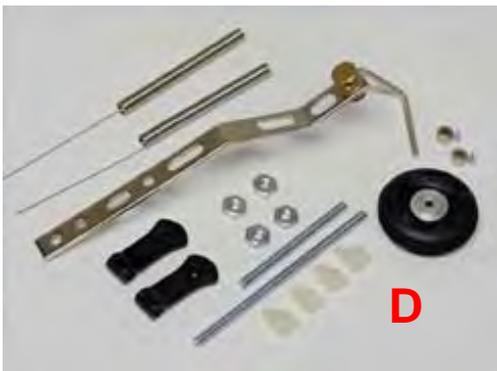
Carl Goldberg Products offers a new tailwheel assembly in three sizes for 6- to 35-pound models. It is a more conventional design and very true to scale. It comes with all the hardware, including the wheel. The strut is made of hardened, plated and polished steel, and the wheel caster comes mounted. A tiller arm is connected to the rudder with two springs, and this arrangement isolates the servo from steering shock.

Another excellent choice that has been around for years is the Ohio Superstar tailwheel. It also has a tiller arm and springs to isolate the servo from steering shock. It comes painted black and is available in sizes to fit small and large airplanes.

Be aware of the flimsy tailwheel setup that has the wheel attached directly to the rudder. This setup is acceptable for small models, but it is not good for larger planes. Because of the constant shock of ground steering and landing, sooner or later, a tailwheel that's attached to the rudder will fail and damage the rudder and possibly its servo, too. A good tailwheel setup provides positive steering and ground handling, isolates the rudder from steering shock and should last a long time.

So, with your next model, take a closer look at the tailwheel assembly that comes in the kit. If it's wimpy, there are plenty of aftermarket tailwheel choices that will improve your model's ground handling and enhance its scale looks.

**BY JERRY SMITH**



# SVF At The Lake



# SVF's @ Best In The West Jet Rally, Calif.



# ARIZONA WORLD WAR II ARMY AIRFIELDS

## Yucca Army Airfield

**Yucca Army Airfield** is a former military airfield located about 1-mile (1.6 km) west of Yucca, in Mohave County, Arizona. It is on the east side of Interstate 40, 25 miles (40 km) south of Kingman. It is presently used as a testing facility by Chrysler LLC.

### Military use

In 1943-44, the US Army Air Forces acquired 2,284 acres (9.24 km<sup>2</sup>) to build a satellite airfield for the use of Kingman AAF & its Gunnery School. Activated on 1 December 1941, the facility consisted of two 6,000' asphalt runways, taxiways, control tower, a total of 45 buildings, roads, a railroad spur, electrical utilities, water utilities, and a sewage disposal plant.

Yucca AAF was commanded by the 3019th Army Air Force Base Unit, as part of AAF Western Flying Training Command. It primarily was a Flexible Gunnery School, with the adjoining Yucca Air to Air Gunnery Range being located to the southwest of Yucca AAF. It consisted of a total of 550,000 acres (2,200 km<sup>2</sup>), and the range had four runways. Bell P-39 & P-63 fighters were used as gunnery targets at Yucca Aux AAF. B-26 bombers were also used as target tugs at Yucca AAF.

In addition to the main base, the adjoining Yucca Air to Air Gunnery Range was located to the southwest of Yucca AAF. It consisted of a total of 550,000 acres, and the range had 4 airfields. The civil Port Kingman Airport was also utilized as an auxiliary landing field:

- Cyclopic Army Auxiliary Airfield #1 [35°44'22"N 114°04'39"W](#)
- Hackberry Army Auxiliary Airfield #3 [35°26'02"N 113°47'59"W](#)
- Topock Army Auxiliary Airfield #5 [34°43'46"N 114°26'20"W](#)
- Lake Havasu Auxiliary Army Airfield #6 [34°27'36"N 114°21'36"W](#)
- Signal Auxiliary Army Airfield #7 [34°22'18"N 113°54'42"W](#)
- Port Kingman Airport [35°13'21"N 114°01'09"W](#)

Yucca AAF was closed and turned over to the Army Division Engineers on 23 December 1945. It declared surplus in 1946 and responsibility for it was given to the War Assets Administration.

### Civil use

In 1954 the Ford Motor Company acquired the airport facility and began using the runways for automobile testing. Ford eventually built an extensive automotive proving ground surrounding the airfield.

As of 2002, the airfield itself was still operated by Ford as a private airfield, known as the **Arizona Proving Ground Airport**. Ford also continued to use some of the original military facilities, including the control tower, runways, taxiways, parking aprons, however all of the original military buildings (except for the control tower) had been removed. The Yucca airfield was evidently closed by Ford at some point between 2002-2006.

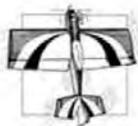
In 2007 airfield was sold to Chrysler which now operates the Chrysler Proving Grounds on this location. Harley-Davidson Motor Company has entered into an agreement to use the vehicle test facility to test their motorcycles. Harley-Davidson currently occupies several buildings at the test facility, including at least one they custom built. The USAAF technical site is now being used by buildings as part of the proving ground. No wartime structures are evident in aerial photos of the facility, nor is any of the wartime containment area. The wartime runways and taxiways are also nonexistent, the only remaining part being the concreted ramp area which is still used.



# Arizona Proving Ground Airport., Yucca, AZ







## The Yuri Higuchi story

**I'M GOING BACK** in time to write about one of the early 3-D innovators. Most of us don't know who invented many of the 3-D maneuvers we do everyday.

Flying 3-D is a fairly new concept to aeromodeling. But no matter how long one has been in the hobby, a pilot exploiting and stretching the envelope at the flying field is a sight to behold. It makes most modelers want to try it—even the ones who may not be part of this interest. That is probably why 3-D flying is gaining so much popularity among modelers.

Many pilots have paved the way for this innovative form of flying. Many modelers and manufacturers have spent countless hours developing aircraft and equipment to perform these 3-D maneuvers.

With John Sabini's help I'm going to write about one such innovator—Yuri Higuchi—in the hopes of encouraging more modelers to tell their stories of the hobby they love so much.

**Yuri is a** master craftsman and licensed A&P (airframe and powerplant) mechanic from Long Island, New York. He developed a passion for model airplanes at a young age. He would ride his bicycle to nearby hobby shops, fascinated by the airplanes he dreamed of someday building and flying.

At age 8 Yuri began building balsa-and-tissue-covered airplanes. He spent hours on minute details that set his

models apart from others. His building and flying abilities were evident.

When Yuri was 13 his mother and sisters bought him his first radio-control system; it was a Futaba unit. He started practicing and learning to fly on his own on the side streets of his home and at the local school yard.

Yuri learned about a club in the area, and on his second day at the local flying field he was immediately signed off as a pilot. He did more than 20 landings that day.

Two years later he received a Carl Goldberg Skylark 56 kit for his birthday. Yuri had the airplane ready to fly in less than 24 hours. He constructed it and covered it in the three-color MonoKote scheme that was depicted on the kit box.

His superb craftsmanship skills and speedy work were so



Yuri Higuchi constructed this custom-built Extra 330 in nine weeks. Look at that covering job! Photo by Barry Fink.



Above: This Extra 260 shows the huge amount of power that can be attained from electric motors. Times have changed! Photo courtesy Wildberry Productions.



Right: Jason Shulman (L) and Sean Plummer of Hacker Brushless help Yuri with the Hacker-powered 42% Extra 260. Photo courtesy Wildberry Productions.



**Yuri conducts a tail-touch session at the lake during the Joe Nall Fly In. Rich Hughes photo.**

impressive that others took notice. RC modelers began lining up to have Yuri build and paint their airplanes. Eventually he was earning enough money to support his passion.

One of his customers and admirers picked him up everyday after school, taking him to the Port Washington Flight Club. There he would, at the age of 15, practice and teach others how to fly.

**Yuri began** designing model airplanes with Andrea Pasquarelli for the engineering department of Manhattan College, to compete against designers and pilots from approximately 100 colleges for the SAE Heavy Lift Design in Dayton, Ohio, in 1996. Their model design, along with Yuri's piloting, earned Manhattan College 11<sup>th</sup> place.

He and Andrea eventually started their own business. They designed 3-D models for Kangke such as the Extra 300, Laser 200, Texas Hurricane, and Rear-Wind Speedster. They introduced anodized aluminum control horns and pushrods to the market through their company: UCV Manufacturing.

Yuri eventually stepped up to bigger models, purchasing his



**Yuri takes time out to sign some autographs for future 3-D pilots in Puerto Rico. John Sabini photo.**

first 37<sup>th</sup> Almost Ready-to-Cover Precision Aviation Extra 300S. He applied his own custom-designed MonoKote scheme.

Yuri is one of the best MonoKote artists. His technique is stunning and flawless, and it has earned him many finishing awards. He added his unique top-half quick-pin-release cowl along with a quick-release canopy.

That Extra 300S won Best MonoKote and Best Aerobatic Aircraft in static competition at the 1996 WRAM Show in Westchester, New York, and the People's Choice Award at the 8<sup>th</sup> Jumbo Jamboree in Mercer, New Jersey.

Yuri went to many Tournament of Champions (TOCs) in the mid- to late 1980s and 1990s. He remembers Hanno Prettnner introducing music to a freestyle routine and seeing Waterfalls and Knife-Edge Spins there. Chip Hyde started Torque Rolling up high at one of the TOC events. Later Quique Somenzini came back Torque Rolling lower to the ground. Yuri was hooked.

This was the beginning of 3-D. Events such as the TOC pushed the hobby, pilots, and equipment to new heights. It gave motivation to experiment and try new things.



**Yuri gets ready for a flight at the tender age of 16. Photo courtesy Yuri Higuchi.**



**Only roughly half power is needed from Yuri's DA-150 to hold the 3.1-meter Composite-ARF Extra 300S motionless in a steady breeze. Sabini photo.**



was given an airplane ride and a model airplane—if there was anything else those at the Joe Noll could do for him. Aaron said he wanted to meet Yuri and get his autograph. The crowd line went nuts!

Yuri came back to the Triple Tree Aerodrome in Woodruff, South Carolina, to win with his prized Extra at the 2001 Don Lowe Masters, taking first place in Freestyle and fourth at the 2002 Extreme Flight Championships (XFC).

Yuri relocated to Anthem, Arizona, so he can enjoy flying and riding his motorcycle year-round. His sponsor and friend Dave Johnson invited him to compete in the 2004 Tucson Shootout.

Yuri had an accident on his motorcycle the day before the competition, but it did not stop him from flying at the contest. Scared and bruised, Yuri laughed at his second-to-last place finish. However, as he always says, "Half of it is just showing up and talking to people."

He did a flight demonstration at the Totally Outrageous Challenge in Las Vegas. There he met Hacker Brushless Motors' Sean Plummer, who asked Yuri to convert his gas-powered 42% Dave von Linsowe Extra 260 to an electric-powered model.

Yuri re-engineered the kit for a Hacker motor conversion and Thunder Power batteries. The Extra 260's

innovation and custom MonoKote finish earned him the Best Aerobatic Aircraft award at the 2005 AMA Convention in Ontario, California, and the model graced the cover of the April 2005 *MA*. Yuri was one of the first to build and fly a 40%-plus size, electric-powered Scale Aerobatics model in the US.

His great aerobatic moves and surprise finishes won him an invitation to the February 2005 Wild Ravens Air Show in San Juan, Puerto Rico, along with other greats such as Mark Leseburg, Jason Noll, Jason Shulman, and Mike McConville. Yuri put together a high-energy, 10-minute Freestyle routine that left a lasting impression on the Puerto Ricans. The spectators would say, "We want to see the USA flag plane fly."

At the banquet the club sponsors said to the other top pilots that Yuri was leaving them in the dust and that they better pick it up.

The rest of 2005 was not so good. Yuri had been taking care of his mom for sometime, and she passed on in September. This took a great toll on him, and he stopped flying for a while to get his life back together.

However, Yuri is practicing and dedicating time again to his passion of model airplanes. He finished eighth at the 2005 XFC and 11<sup>th</sup> at the 2006 XFC. At the 2006 XFC the Canton RC Club in Ohio posted the following on its Web site.

"Yuri and his team were so friendly and answered so many questions with patience! Yuri is funny and friendly and a lot of fun to talk with too. I guess you could say they all fit together as a group and it's definitely apparent in their manner with each other and their admirers."

His contagious laugh; selfless, kidlike attitude; and willingness to help others with 3-D flight has inspired many spectators and pilots throughout the country. You can hear in Yuri's voice how grateful he is to his sponsors and friends; he believes he could not have done what he has without them. He is humble and thankful to all the people who have stood behind him.

Yuri has become a highly prized pilot who performs half time shows at full-scale air shows and model shows. He said:

"I have always enjoyed both building and flying, especially flying in competition and to entertain the crowd. I want to thank everyone for their support. Stop by the trailer that says 'Team Higuchi' and say hello. We go to most of the events around the country. I will be there to answer any questions and talk 3-D! Otherwise, look for me at Show Center!"

To watch video of Yuri practicing and flying his routine, go to [www.ama.org/groups.com](http://www.ama.org/groups.com). **MA**



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## Iconic Firepower: SAM SA-2: The Aviator's Real Enemy

By Barrett Tillman

In May 1960, a CIA-operated Lockheed U-2 reconnaissance aircraft was destroyed in flight over central Russia. From more than 60,000 feet, Francis Gary Powers parachuted into captivity for two years, giving Moscow a huge propaganda victory over President Dwight Eisenhower, who pledged to stop all overflights. The surface to air missile had arrived: the NATO alliance called it the SA-2 Guideline. Though Powers' U-2 was by far the best-known SA-2 kill, the missile already was combat proven. Deployed in 1957, a high-flying Nationalist Chinese RB-57 was downed over the Asian mainland two years later. The SAM returned to the world stage in October 1962 when a U.S. Air Force U-2 was downed over Cuba during the strategic missile crisis.



Like most Soviet weapon systems, the SA-2 was known by various designations. It began as the S-75 but more widely was called V-750. Its popular name was *Dvina*, named for the Russian river. Developed between 1953 and 1957, the S-75 was the second Soviet SAM after the larger S-25 (SA-1) deployed around Moscow.

SA-2 is a two-stage missile: a booster with solid fuel propellant that rockets off the launcher for the first five seconds after launch. Then the liquid-fuel second stage ignites, providing power for the duration of the flight, achieving Mach 3 for 20 to 25 seconds. Its effective altitude usually is cited as more than 80,000 feet. The 420-pound warhead kills by fragmentation, spewing lethal fragments 200 feet or more from point of explosion.

Guidance was achieved by two radars. NATO dubbed the early-warning set Spoon Rest, which could track a target as much as 170 miles distant, while the Fan Song tracked the target and directed the missile within the 30-mile terminal guidance phase. SA-2s were widely deployed in North Vietnam from 1965 onward. From a high of 5.7% success in 1965, kill figures steadily declined to less than 1 percent at the time of the 1968 bombing halt. Air Force "Wild Weasels" and Navy "Iron Hand" anti-SAM teams coupled with electronic jamming proved highly effective. When the air campaign resumed "up north" in 1972, the Vietnamese slightly improved on their previous record, downing at least 49 U.S. aircraft from more than 4,200 launches, or 1.15 percent. Clearly, the Wild Weasels and Iron Hands had mastered their enemy.

Start to finish, the Vietnamese downed 150 "Yankee Air Pirates" from more than 9,000 missile firings, or one in 60. Nevertheless, a SAM launch remained a memorable experience. Brig. Gen. Robin Olds said, "I had 22 shot at me, and the last one was as inspiring as the first."

Commander John Nichols, a three-cruise naval aviator, described a SAM evasion technique. "The key to beating SAMs was early sighting. TacAir pilots learned to avoid hugging cloud decks since the missiles could pop up undetected through the undercast. In reasonable weather, the telltale dust cloud, which indicated a launch, was the best visual cue. The dust was quickly followed by a streaming white trail of burning nitric acid and kerosene — the second stage."

Timing was crucial in defeating a SAM. If the pilot broke into his evasion too early, the missile had time to correct. If he waited too long, he lacked enough time to compensate. Therefore, pilots used the SAM's vastly superior speed against it. As the missile approached detonation range, its small wings could not "hack the G" of a hard turn. So the optimum evasive maneuver involved two simultaneous planes of motion. A barrel roll turn, keeping the missile at least 30 degrees off the nose, usually worked.

The Guideline remained in use around the world long after Vietnam. It took a toll of Israeli aircraft during the 1973 war with Egypt and Syria and, ironically, both Iran and Iraq employed SA-2s during their 1980-1988 war, but with disappointing results.

Georgian SA-2s were reportedly effective against Russian jets in the 1993 conflict, which may have been the last time Guidelines were successfully employed.

Naturally, over the years, the missile and radars have been upgraded, including electro-optical tracking. Though retired by Russia in 1996, the SA-2 is thought still operational with 20 nations. Thus, the original S-75 concept demonstrates exceptional "stretch" over a period of more than half a century.



## *VIDEOS and Websites Links*

Click on to view video, website

### **WEBSITE**

<http://gelio.livejournal.com/193025.html>

**First air force one 4:59**

<https://www.youtube.com/embed/ehwvZXVKmPU>

**Jacob and the Viking 4:00**

<https://www.youtube.com/watch?v=MAItbExvMQw>

**FORCED LANDING 1:00**

<http://www.azfamily.com/news/Pilot-of-rare-plane-forced-to-make-belly-landing-280269662.html>

**RC BEST JET DUO 7:44**

[https://www.youtube.com/watch?feature=player\\_embedded&list=UUXkBXKQwcMe9LOZfAqmFcSA&v=4Tn53l2ghgY&app=desktop](https://www.youtube.com/watch?feature=player_embedded&list=UUXkBXKQwcMe9LOZfAqmFcSA&v=4Tn53l2ghgY&app=desktop)

**The Pearl Harbor P-40 Boys 5:58**

<https://www.youtube.com/watch?v=zS8HWFwaqa4&app=desktop>

**Wings Over the Rockies 10:00**

<http://vimeo.com/41425441>

**EPIC Radio Control CRASH, FAIL and THRILL Compilation 11:20**

<https://www.youtube.com/watch?v=zl7EA0wWTqk>

**Getting closer with the Ryan 2:00**

<https://www.youtube.com/watch?v=OAcfMaCM4A>

**GIANT SCALE RC JET: ME-262 10:49**

<https://www.youtube.com/watch?v=P1xsCp1h-rw#t=636>



**\* Check Out the New Items \***

**SVF Website Buy & Sell items.**

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

**My thanks to those who passed this info on.**





# REMOTE POSSIBILITIES RC CLUB OF ST. GEORGE, UTAH

[WWW.REMOTERC.COM](http://WWW.REMOTERC.COM) TO SEE FIELD AND MAP

## WAR BIRDS OVER ST. GEORGE

### ANNUAL FLY-IN

EVENT NOVEMBER 7TH & 8TH

8AM THURSDAY FIELD OPEN FOR SET-UP

9:00 AM - 5:00 PM HOURS DAILY SUNDAY TILL NOON

AT REMOTE POSSIBILITIES RC CLUB FLYING FIELD (DIRECTIONS AT BOTTOM)

ONLY WAR BIRDS, ELECTRIC GAS, NITRO OR JET

FOOD & REFRESHMENTS AVAILABLE AT THE FIELD

CD KENT NOGY 1 (805) 471-0934

[KENTNOGY@CONCENTRIC.NET](mailto:KENTNOGY@CONCENTRIC.NET)

AMA MEMBERSHIP REQUIRED \$35.00 LANDING FEE

AWARDS FOR PEOPLES CHOICE , PILOTS CHOICE, BEST MARKINGS

SHIRT & SATURDAY CONTINENTAL BREAKFAST FOR PILOTS

NO OVERNIGHT RV PARKING AT THE FIELD NIGHT SECURITY FOR AIRPLANE TRAILERS

\$15.00 (DRY CAMP) PER NIGHT AT TEMPLE VIEW RV PARK

975 SOUTH MAIN STREET

ST GEORGE, UT 84770-4084

(435) 628-1624

FIELD LOCATION 3780 SOUTH 1550 WEST ST. GEORGE, UT

#### DIRECTIONS

GET OFF I-15 AT BRIGHAM RD GO UNDER BRIDGE AND AROUND THE ROUND-A-BOUNT AND OFF ON PIONEER RD. TURN RIGHT ON MAN OF WAR RD. GO OVER THE BRIDGE THEN LEFT ON W. BLOOMINGTON DR. LEFT AT 1470 TO END, GO RT, TURN RT AT THE ELECTRICAL STATION AND DRIVE THROUGH THE LEFT GATE AND FOLLOW ROAD AROUND TO THE LEFT AND THEN LEFT AT THE TREE FARM, TURN RT AT THE INTER-SECTION AND FOLLOW THE ROAD UNTIL YOU SEE THE TWO TELEPHONE POLES WITH THE WIND SOCK / GATE AND YOU ARE THERE

SPEEDWORLD R/C FLYERS

# SWAP MEET

**WHEN:** November 22, 2014

**WHERE:** SPEEDWORLD FIELD

19420 W. HAPPY VALLEY RD.

WITTMAN, AZ 85361

**TIMES:** SET-UP BEGINS AT 8:00 AM

**OPENS FOR SWAP AT 9:00 AM**

**NO TABLE FEE!**

**TO BE SAFE, BRING YOUR OWN TABLE!**

HAVE YOUR CURRENT AMA CARD IF YOU ARE GOING TO FLY. THE FIELD WILL BE OPEN TO GUEST FLYING.

QUESTIONS? CALL BOB AT 623-341-2034 ([speedworldrcf.com](http://speedworldrcf.com))





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# 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

## NOVEMBER 2014 SVF Birth Day Boys

Nathan Cooper	Regular	11/01/1980
Michael Spandau	Regular	11/02/1966
Lou Pfeifer, SR.	Senior	11/04/1929
Neil Banyai	Regular	11/05/1962
Austin Goodwin	Senior	11/06/1945
Doug Welzel	Regular	11/06/1975
William Byers	Senior	11/08/1928
James Goessling	Senior	11/08/1946
Peter Jones	Senior	11/09/1942
Jim McEwen	Regular	11/09/1963
Craig Demarcus	Senior	11/10/1943
Lucas Martin	Regular	11/11/1975
Robert Jones	Senior	11/12/1927
Dane Clark	Junior	11/12/2000
John Gerhardt	Regular	11/15/1957
Wayne Baker	Regular	11/15/1956
Nikolis Pirelli	Regular	11/16/1976
Lou Roberts	Senior	11/17/1933
Charlie Beverson	Lifetime	11/18/1945
Dale Newnham	Regular	11/18/1962
William Mead	Senior	11/20/1946
Michael Smith	Regular	11/22/1952
Aaron Remer	Regular	11/23/1979
Bob Hass	Senior	11/25/1940
Howard Kennedy, Jr.	Senior	11/26/1939
John Hawbaker	Regular	11/27/1952
Val Roqueni	Senior	11/28/1947
Tony Quist	Regular	11/29/1963
John Deacon	Senior	11/29/1940

**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 same!**





# THE SLOW ROLL



**Club Officers 2014-2015**  
 Frank Moskowitz, President  
 Mike Peck, Vice President  
 JB Bowers, Treasurer  
 Lou Pfeifer IV, 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**

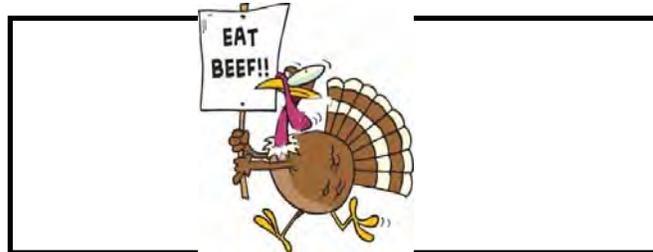
WWW.SUNVALLEY FLIERS.COM

**39**



**YEARS**

To:



**SINCE DECEMBER 1974**

