

# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

President—Frank Maskowitz  
Vice President—Mike Peck  
Treasurer—JB Bowers  
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## OCTOBER 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~~



**Inside this issue:** Cover Photo by Marty Jones with Sarah holding the AJ Aircraft Lasers

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**D. Pits + Flying Boat**

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**SVF MEETING October 1 @ 7 PM**



## THE PRESIDENTS CHANNEL

*Frank Moskowitz*

Welcome to the October 2014 Slow Roll.

I hope by now that all our members have noticed how nice the grounds look at the field. As I have mentioned in previous letters; all members need to practice good maintenance while onsite. Picking up cigarette butts, empty water bottles, etc. If you see weeds... pull them. We all need to chip in. That also includes adding a few bucks to your membership renewals. The extra maintenance dollars really help our field quite a bit. Every little bit helps.



Remember the field will be closed for the "One Eighth Air Force Scale Fly In" on October 18-19. Friday the 17<sup>th</sup>, you will notice those folks setting up shop. The field will be open to our members Friday but be courteous to the activities around you. This year we will not require any volunteers at this event. If you show up it will be as a spectator only. So enjoy!

A few members have asked me if they fly a foamie or micro size airplane, do they still need a spotter. We all take liberties when it comes to small foam airplanes. But Foamies or Park Fliers (airplanes under two pounds) do fly while others are flying. While they do not pose a problem regarding our 400 foot rule, they still can be involved in a mid-air if other pilots are flying and for that reason we require all pilots to have a spotter. Just use good common sense if you are the only one flying. The rules are also posted at each flight station on the metal signs. Remember: Spotters must be AMA members.

One last note is that our safety officer and board member Ken Justice is still the guy to go to for hats, jackets and T-shirts. Soon we will have on-line purchase capabilities. The cooler weather is upon us already. So if you want to order a windbreaker or jacket, now is the time to do it.

Please join us for our next club meeting Wednesday October 1<sup>st</sup> 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 OCTOBER 1 @ 7 PM**



## Sun Valley Fliers General

## Membership Meeting Minutes – 9-3-2014

Meeting called to order by Frank Moskowitz at 7:05Pm. There were 21 members present

### Executive members in attendance

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

- Absent: Mike Peck

### Board Members in attendance:

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

### Guests:

- None

### New Members

- Brandon Walker

### Solo Pilots

- Brandon Walker

### Secretary's Report – Lou Pfeifer

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

### Treasurer's Report – J B Bowers

- Petty Cash- \$ • Performance Bond- \$ • Operating Account - \$ • Rolling CD- \$ • Total, All Accounts- \$
- Ending Balance, All Accounts- \$

### Membership Director's Report – Mike Peck

- 280 members Mike was absent.

### Safety Officer's Report – Ken Justice

- **Please close the gate and LOCK IT!!!!!!**
- Ken setting up web purchasing for all our SVF items. Apparel, cups, key chains, jackets, etc.
- Watch for snakes!!!

### Old Business:

- **Dan** seems to think that calling the tower when we fly and stop flying seems to have gone away!
- Still maintain **400 ft.** ceiling until we hear otherwise!!
- On July 16, 2014 the Academy of Model Aeronautics submitted a request to extend the comment period by (60) days to September 23<sup>rd</sup> citing the need to "educate" the aero modeling community, clarify the issues, and respond to questions regarding the impact that the interpretive rule has on various aspects of the modeling activity. Go to AMA website for details. Good video from AMA's **Rich Hanson** explaining Model Aircraft Rule.
- **Dan Bott, Mike Peck and Ken Justice** had a meeting with Air Traffic Control at Deer Valley Airport.
- Thanks to these members a redraft of the letter agreement was drafted and hopefully will be accepted by DVT/ATCT. This will relax some of the rules originally requested by Deer Valley Air Traffic such as calling in when we are flying!

### New Business:

- SVF is working on field maintenance of the field. Hopefully we will have it done soon. Hold tight!!
- **J B Bowers** is working on a bid from a landscaper to clean up.
- **Dan Bott** is getting another bid.
- 1/8 Air Force event on October 18-19. Field closed on those two days.

### Door Prize Winners:

- **John Geyer CA and canopy glue, Ken Justice volt meter, John Scarta epoxy, Jim Spice saw, John Scarta CA and kicker, John Russell CA and canopy glue, Dave Uhlving saw, Wayne Layne CA and kicker, Dan Bott Missile, Ron Thomas scissors, Nate D' Anna CA, Ron Norris Adapter plugs, John Russell Filler.**

### 50/50 Winner: Tom Kametz

The meeting adjourned at 7:42 pm

Respectfully submitted,

*Lou Pfeifer IV, Secretary*

## IMAA IS REALLY GONE

Hello to all past and present members of the International Miniature Aircraft Association. I guess, it is fair to say, that we are all past members.

**JUST A SHORT HISTORY OF MY MEMBERSHIP IN THE IMAA** - My name is Dick Russell. I joined the IMAA in 1991. In 1992, I organized Chapter 392 which grew to over 35 members. In 1992, I was asked to be the Event Director for the 1993 Rally of Giants. Chapter 392 joined with Chapter 44 to have the first and only Rally of Giants in New England. Chapter 392 later followed in 1994, 1995, 1996 with The New England Miniature Aircraft Festival. In 1995, I was appointed Director of District 1 to replace Josh Harel. I later resigned in 1996 to take a Plant Manager's position in South Carolina. In 1999, I was elected as Vice President. Unfortunately, due to illness, I was forced to resign. In 2008, I again was elected Vice President and served until the fall of 2011. I have been the CD of several AMA and IMAA events.

**END OF AN ERA LETTER** - I am sure that you all received the letter from Taylor Collins, Editor of HIGH-FLIGHT, indicating that the IMAA is closing its doors. It seems strange that a paid employee penned the letter and not the IMAA President. The process to close the doors, was not a last minute decision, it had to be in the works for some time. The BOD, did not even ask for help or input from the members, but, waited until all funds were supposedly depleted to close the doors.

This statement by Taylor Collins, “**At the same time, print and production costs have steadily increased so that the print version of the magazine has consumed more and more of our resources.**” is partially true. One of my duties as VP was working with the printer, Electric City Printers. A short time ago ECP was purchased by a larger company which actually lowered the paper cost. The real cost that increased printing HIGH-FLIGHT was **the increase in color pages which required color ink and higher grade paper**. At one time the color was only used when Advertisers wanted and paid for color. The first time that I can find color being used is in two articles of the HIGH-FLIGHT, Summer Issue 2005 (\*1). The color pages seemed to increase from there. The last HIGH-FLIGHT, Summer Issue of 2014 (\*2) contains approximately **79 pages of color** not counting the Advertisers. Trade Shows (2) and the Joe Nall were regularly sent as many as 15 or more cases for giveaways. Printing plus the cost of shipping added another cost to HIGH-FLIGHT.

**MEMBERSHIP** – grew to its highest under Bob Dean as President in 1998 to 11,995, HIGH-FLIGHT Summer Issue 1998 (\*3). I understand the membership numbers to now be around 2,900, but I cannot confirm that number.

**FINANCIAL** - Statements from 1998 (\*3) indicate that there was cash in the bank of **\$35,165** and approximately **\$237,600** in the investment account with a membership of **11,995**. **The last financial statement published was in the 2010 Summer Issue of HIGH-FLIGHT (\*4)** for the financial period ending December 31, 2009. The Cash Assets at that time were **\$30,075.07** and **\$158,500** in the investment account with a membership of **5,858**. Did the Directors take action or any steps to correct excessive spending? Obviously no. They continued to spend more than the income received. Now they claim to have no money. **What the BOD did was to go dark**. All financial statements, minutes of meetings, proposed budgets and membership numbers were not published in HIGH-FLIGHT for the fiscal periods ending in December of 2010, 2011, 2012, 2013 and to date. Obviously during this period of declining membership, spending continued as usual. I believe that not publishing these fiscal reports is in violation of the Laws governing Non-Profit Organizations, but would have to be clarified by an Attorney familiar with Corporate Law.

The BOD over the years continued to promote many expensive Membership Drives which never gained enough members to justify the expense. Money was also given to District Mini-Festivals and to Clubs hosting the Rally of Giants. In 1993 we did not accept any funds from the IMAA for hosting The Rally of the Giants.

A new Assistant Editor to HIGH-FLIGHT was apparently hired, Summer Issue 2011 (\*5). To my knowledge there was never a vote of approval by the BOD.

The Printers (ECP) at one time offered to host up to 4 digital issues of HIGH-FLIGHT on their website for free. I passed this offer on, but, it was rejected.

**Trade Shows** were another expense. Trade Shows never, never gained enough **new** members joining to break even or cover the costs of the Directors' transportation, meals, lodging and booth cost. There was never any attempt to downsize, discontinue or reduce the cost of Trade Shows.

**The Board of Directors** over the years changed drastically. Originally the President, Vice President and District Directors were elected by the Membership. This process was changed gradually over the years so that when a

## **IMAA IS REALLY GONE**

Director did not want to run again he would wait until after or before the elections to resign, then the BOD would appoint his/her replacement. One election I can remember was when the ballots were counted by our Legal Advisor and two members of the BOD, with the excuse it was cost saving. Previously the ballots were submitted to an independent auditing firm. The good old boy network was in full swing. The next move was to remove the President and VP from the election process and have them appointed from the existing Directors. That happened around the fall of 2011. The elected VP never had a vote on any motions. The President could only vote to break a tie of a Directors Motion. To my knowledge, the BOD never ever proposed or accepted a Budget that had spending that was less than our income. Money was continually transferred from the Investment Account to meet expenses. The success of any Corporation is in the hands of its Board of Directors. They bear the full responsibility for the IMAA failing.

**Should not the IMAA members have a say as to when and how the Corporation shall be shut down?**

**As a side note**, my membership ended after the Summer Issue, 2014 of HIGH-FLIGHT. My check for \$35.00 was cashed on 7/14/2014. I asked for a full refund and they could keep the last issue of HIGH-FLIGHT. I was told it would not be refunded and I would receive the last issue of HIGH-FLIGHT. The balance of my dues would likely go pay off bills or salaries. I understand that several others are in the same situation even paying dues the day before the shutdown.

I understand that a group of IMAA members want to replace the IMAA with a new IMAA or similar group. I would recommend staying away from any revised version of the IMAA especially, if any of the current or past Officers of the IMAA would be involved. We are all members of the AMA and you do not need the IMAA or any other group to have a Big Bird event. Just have your Club Sanction it as a Class C Restricted event, using the 60" w.s. for biplanes, 80" w.s. for single wing and the ¼ scale rule. Enjoy the day without the politics. You will probably have a better turnout not having to ask for a membership card from another organization.

It is my intention to formally request those 5 missing reports along with yearly membership numbers, minutes of meetings, salaries and budget sheets. The members have the right to know. Should anyone be interested in receiving copies of these reports, please send your name, IMAA Number, phone number (optional) and e-mail address to russrichard88@gmail.com. I will make all efforts possible to see that you receive copies.

If any Attorney familiar with Corporate Law or a CPA would like to volunteer his/her services please let me know.

Some have said "Mission Accomplished". Was it??

Over the years, I contributed many hours of service to the IMAA, now I am rip-roaring mad that the Directors allowed our great organization to disappear. How about you?

In closing, I would like to say that I have enjoyed meeting, talking and working with the many IMAA members that I have had the pleasure to meet over the years.

Best wishes and thanks for your time,

Dick Russell  
AMA-8561  
IMAA-8293

### References:

\*1-HIGH-FLIGHT Summer Issue 2005

\*2-HIGH-FLIGHT Summer Issue 2014

\*3-HIGH-FLIGHT Summer Issue 1998

\*4-HIGH-FLIGHT Summer Issue 2010

\*5-HIGH-FLIGHT Summer Issue 2011

BOD refers to the 12 voting Directors from Districts 1 thru 12

# SVF FRONT PAGE SPECIAL



**Sarah is an Aeronautical Engineering student at ASU, Triathlete, friend of SVF member Andrew Schear. The aircraft are AJ Lasers.**

***Editor:* Thanks Sarah for your lovely help.**



**Photos by  
Marty Jones**



SVF Members please donate what you can to help us keep the fun of a better way of flying at our club. Thank you.

# Where Have All The Flowers (Weeds) Gone



# Warbirds Over The Rockies



Many Photos by Tony Quist

# Warbirds Over The Rockies



PHOTOS by TONY QUIST



# Happy Days Are Here Again



Brandon Walker having just Solo with the help of Lou Pfeifer and Steve Myers



CONGRATULATIONS.  
On September 5, 2014 Ron & Diana exchange vows in Chicago.



Steven Neumann & son Lucas



Debi Ray and his weed wacker??



Brandon Walker  
Receiving his  
Solo Certificate  
At the SVF  
Meeting



# SVF MEMBERS



Bill Marhevka & family!



Kyle Ponsler. New Edge 540



Steve & giant electric Extra



Welcome back Yuri



Paul and his PITTS



Charlie B. PITTS in the air.

# ARIZONA WORLD WAR II ARMY AIRFIELDS

## AJO ARMY AIR FIELD, AZ

### History

The airport was established on 22 August 1941 on approximately 1,426 acres near Ajo, Arizona as part of the expansion of the Army Air Corps prior to the United States entry into World War II. It was designated a sub-post of Luke Army Airfield as part of the Gila Bend Gunnery Range in Maricopa County, with small detachments being stationed at the airfield. The 543d School Squadron operated from Ajo Field operating towing aircraft for aerial gunnery practice.

In June 1943, the Ajo AAF was transferred to Williams Army Air Field and the airfield was upgraded with three bituminous runways 5350x150(N/S), 5300x150(NE/SW), 6300x150(NW/SE). A large parking apron was built with additional taxiways, landing aids and several hangars. It later became a single engine gunnery school as part of the Fixed Gunnery School operated by the 82d Flying Training Wing at Las Vegas Army Airfield, although it still supported the flying training at Luke and also Williams Army Airfield. It was under the command of the 472d (Reduced) Army Air Force Base Unit, AAF West Coast Training Center.

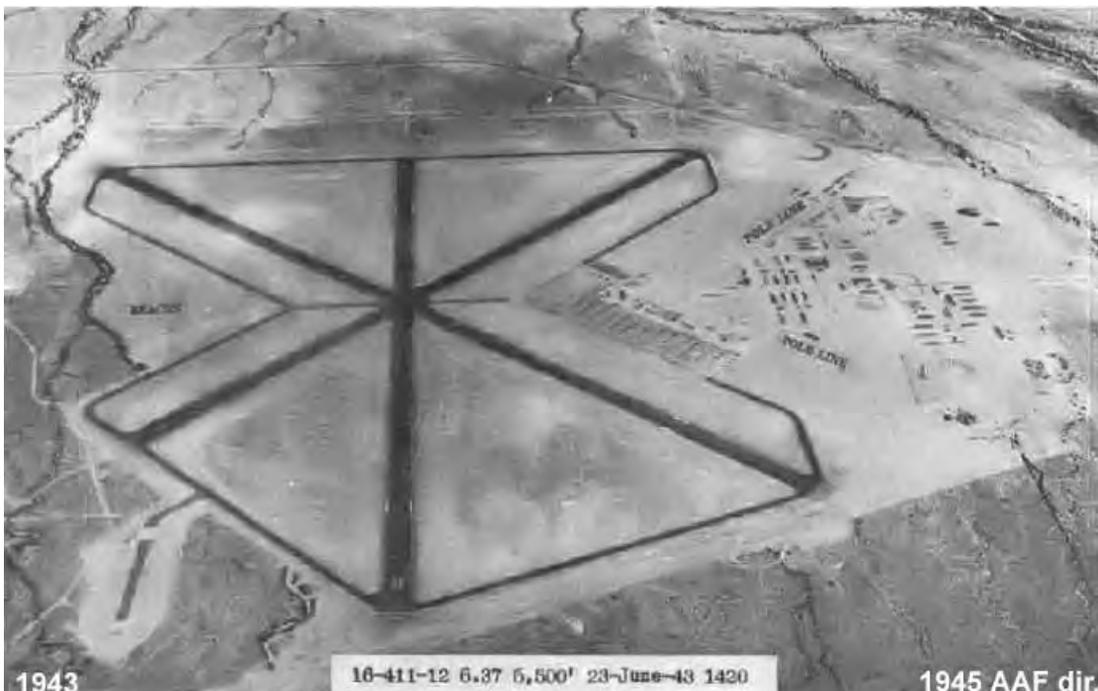
Ajo AAF also had three auxiliary landing fields, located out on the (now) Barry Goldwater bombing range

- Ajo Aux #1 at [32°31'41"N 112°55'58"W](#)
- Ajo Aux #2 at [32°36'19"N 112°52'41"W](#)
- Ajo Aux #3 at [32°39'38"N 112°52'14"W](#).

Although abandoned since the war, all of these fields are easily visible from the air.

With the exception of the small caliber shooting at the former fire-in-butt range, all live ammunition activities took place on the Ajo-Gila Bend Gunnery Range, well away from the Ajo AAF. A Chemical Warfare Service Detachment was assigned to the Ajo AAF; however, their activities were restricted to classroom instruction. All chemical warfare activities, other than classroom instruction, were directed through Williams Army Air Field. Ajo AAF was not authorized to receive any chemical warfare materiel

The airfield was used by the Air Force until the end of the war and was inactivated on 7 October 1946. A portion of the Ajo AAF property, approximately 51 acres, was returned to the Department of the Interior (DOI) on July 28, 1947, as part of a quitclaim. The remaining land was handed over to Pima County on August 4, 1949. Of the three original runways, only one is serviceable and still in use. Most of the buildings on the airfield were sold off, removed or broken up. Abandoned streets and taxiways are being eroded away by sands, tumbleweeds and time.<sup>[3]</sup>



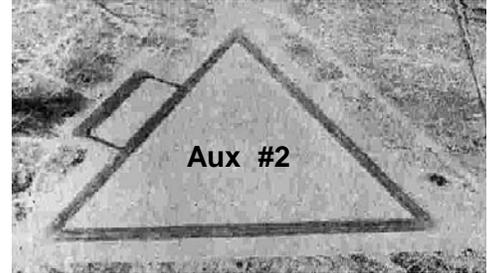


2006

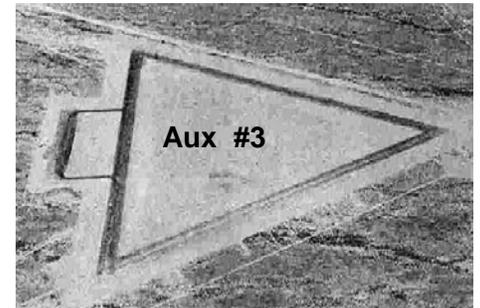
**Eric Marcus Municipal Airport**



Ajo Aux #1



Aux #2



Aux #3

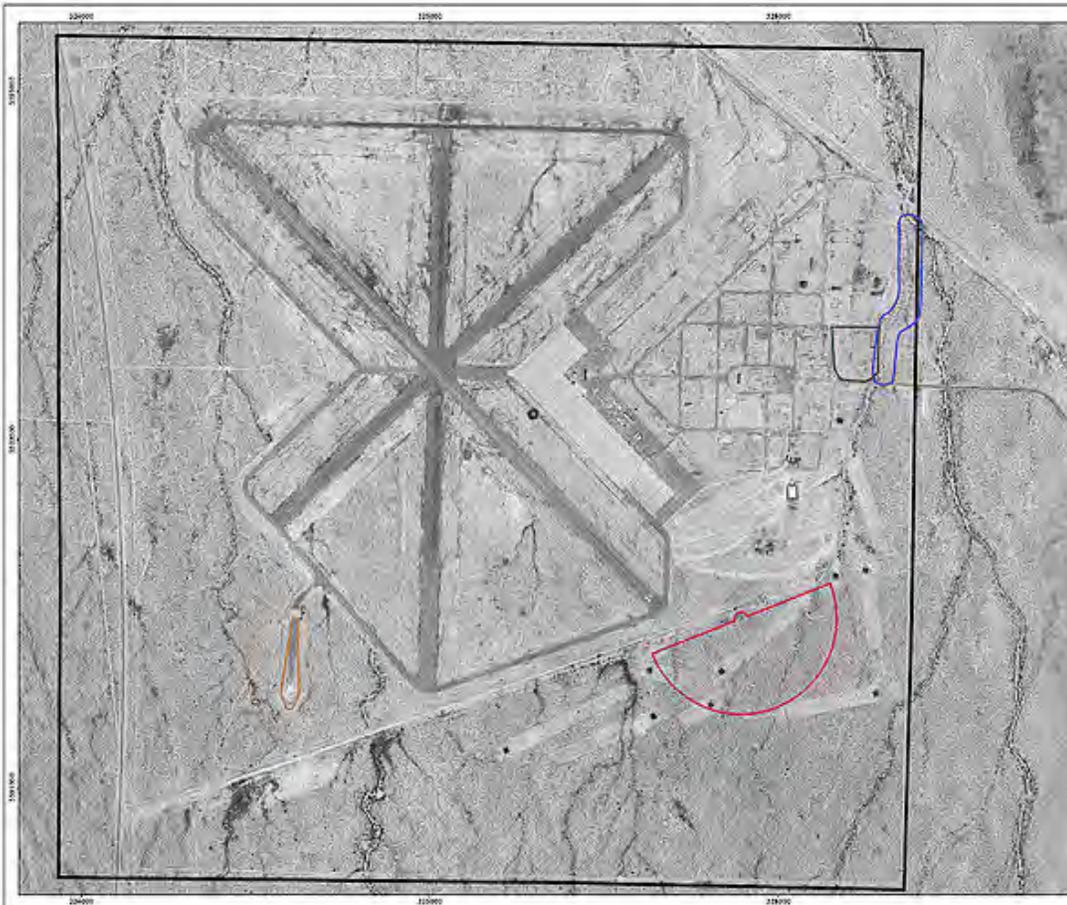
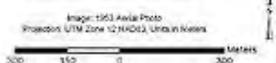


Figure 2.3  
**Ajo Army Airfield**  
**FUDS Project No. J09AZ022202**  
**(1953 Aerial Photo)**  
 Pima County, Arizona

- Legend**
- MR501 - Steel Range
  - MR502 - Fire-in-Butt Range
  - PAC001 - Potential Dump Area
  - PAC002 - Potential Street Range
  - FUDS Project Boundary



Site Location in Arizona



PARSONS | U.S. ARMY SOUTH PACIFIC DIVISION RANGE SUPPORT CENTER

1953 Aerial Photo			
Scale:	As Shown	Project Number:	767217-9-237a
Author:	KB	Date:	January 2013
Version:	PD	Scale:	2:10

# Geronimo Cleaning Out The Closet?



These Pictures were taken @ Deer Valley Airport a Couple years ago. The Turbo Jet came from France. It is new Military (Surplus) with 250 Lbs of thrust and the cost , after Import / Shipping, Taxes etc. about \$28,000. It is Very Easy to test / start right on the shipping crate that already comes even with the Throttle Control. Only two 12 Volt Batteries ( Starter ) And a Fuel Line in to a 5 Gallon Kerosene Jug ..And (A Good Quality Headsets) !



Jet Engine  
For the  
BD-5?



**SVF** Sun Valley Fliers



## FROM THE PITS

*With D. Pits*

*Mr. Pits I'm into building airplanes kits and thought I pass along a little tip on cutting boards. The item is not a board but more like a mat. I have used it and it does take the cutting of the knife well. I found it at Home Depot and comes in 4 X 8 panels for about \$20. It is flexible, easy to cut to the size you need a cutting panel. It is smooth on one side and rough? on the other side. The name it goes by is Polywall and it is flexible to roll up but tough to take on the Xacto blade. C.B.*

Dear C.B. as in Cutting Board? Only joking C.B.. Sounds good as I know some of those cutting mats are expensive. We'll put it in the Slow Roll and let the members know about. Thanks for the tip.

## Bob Hoover to Receive Wright Brothers Memorial Trophy

**September 25, 2014** – Robert A. “Bob” Hoover has been named recipient of this year’s Wright Brothers Memorial Trophy from the National Aeronautic Association (NAA). The honor will be presented at the Wright Memorial Dinner on Friday, December 12, in Washington, D.C.

The trophy, one of the most important, historic, and visible aviation and aerospace awards in the world, is awarded annually to a living American for “...significant public service of enduring value to aviation in the United States,” according to the NAA. It reflects a timeline of aviation and aerospace’s most innovative inventors, explorers, industrialists, and public servants.

“There are very few people in the world that capture the history, progress, importance, and sheer excitement of aviation and aerospace like Bob Hoover,” said Jim Albaugh, NAA chairman and a member of the selection committee. “For 70 years he has set the standard for skill, leadership, and bravery which may last forever.”

An icon of the aviation community, Hoover is considered one of the great pilots in history. At the age of 92, he is a living bridge from the origins of flight and space travel to the present, having personally known industry giants such as Orville Wright, Eddie Rickenbacker, Charles Lindbergh, Chuck Yeager, Jacqueline Cochran, Neil Armstrong, Yuri Gagarin, and James H. Doolittle – who called him, “the greatest stick-and-rudder man who ever lived.” The Centennial of Flight edition of *Air & Space/Smithsonian* magazine named him the third greatest aviator in history.

With the onset of World War II, Hoover enlisted in the Tennessee Army National Guard and, subsequently, entered United States Army Pilot Training. Upon completion, he was sent to England and, after the Allied invasion of North Africa, was stationed in Casablanca, where he flight-tested aircraft that had been shipped from the United States and reassembled. Later assigned to the 52nd Fighter Group stationed in Sicily, he flew 58 successful missions before being shot down off the coast of Southern France. That 59th mission led to his capture by the Germans and a 16-month detainment in the Stalag Luft 1 prison camp – where he famously stole a Focke-Wulf Fw 190 German fighter plane and escaped.

In recognition of his outstanding military service, he was awarded the Distinguished Flying Cross, the Soldier’s Medal for valor, the Air Medal with clusters, the Purple Heart, and the French Croix de Guerre.

But it was Hoover’s exceptional skill and precision as the world’s greatest air show pilot that made him an inspiration and example to pilots around the world. In over 50 years of flying, he is believed to have performed in more air shows, in more types of aircraft, in more countries, and before more spectators than any other pilot in the history of aviation.

His performances in the Shrike Commander were among his most thrilling exhibitions as he swooped, rolled, looped, and finally maneuvered the aircraft to a landing with no engines running, following his famed “energy management sequence.” As a tribute to Hoover’s legacy, the Shrike Commander was put on display at the National Air and Space Museum’s Steven F. Udvar-Hazy Center. EAA Founder Paul Poberezny received the Wright Memorial Trophy on 2001

# SVF Lake & Field Happenings



## Flying James Bond's Ride!



Gernot Bruckmann flew his latest scratch-built project, this 66% Bede BD-5 J at Jet Power last week, and here's the video to prove it! This large scale model of the world's smallest jet takes advantage of its low weight (53 pounds!) to really put on a show. The 136-inch-span turbine-powered jet is 100 inches long. We think James Bond has some serious competition from Gernot, who's a world-champion RC pilot and owns GB-Models! Our thanks to YouTube's Bunterfisch for taking this great video at Jet Power and sharing it with us.

**VIDEO**

[http://www.youtube.com/watch?v=A9pmCLGgnGY&list=UUH6AYUhtonG7OTskda1\\_sIQ#t=243](http://www.youtube.com/watch?v=A9pmCLGgnGY&list=UUH6AYUhtonG7OTskda1_sIQ#t=243)

### Just a quick note..

I am a new member to the club, but I wanted to share a project I have been working on for a while..

I am a scale Helicopter/Airplane builder and compete at a National level Finishing 2nd place at the International Radio Controlled Helicopter association event at the AMA site in Muncie Indiana.

But, I am getting ready to attend the Helicopter Scale Masters meet in Sacramento, CA. this coming week (Sept, 25-28) I will be taking my (Just finished) Huey Cobra, reconfigured in a "Washington State Department of Natural Resources" Livery...

I'm including a few pics here.. but the description of it is;

This is a highly modified Len Mount (Cobra) 84" Fuselage that features;

Vario (Gasser) mechanics converted to electric using the clutch with a custom made cable drive system for the tail rotor.

It flies on 12S 5000MA batteries, with a 3500 6.6V Life pack for the radio/flight system.

I am using a Castle Creations 120HV controller and a 4530-500kv Quantam Motor.

Futaba servos handle the cyclic, a Savox servo controlling the tail, and a spectrum QQ18 radio system W/ Ar7200 beastx flybarless system finishes out the electronics

Over all weight is 28-30lbs... And it flies on Vario Scale 810mm blades.

I modeled the helicopter after a Washington State Dept. of Natural Resources helicopter that is currently on display at the "Russell Military Museum" In IL.

A short **Video** of the Maiden Hover (in Paint) can be seen here....<http://youtu.be/NJuMHo66arA>

Enjoy!!!!!! Jim Spice





## Carl Bachhuber's Giant Baby Clipper

**VIDEO 4:36 Giant Scale Sikorsky S-43 JRS-1 "Baby Clipper"**

<http://www.youtube.com/watch?v=DLKiVrL225Q>

For many years, expert model designer, builder and pilot Carl Bachhuber of Mayville Wisconsin, has become famous for his amazing multi-engine giant scale airplanes. There is hardly a famous airliner or military bomber and transport that Carl hasn't successfully built and flown. And for the most part, he usually takes less than a year to complete a project from plans to first flight. Recently, we chatted with Carl about his newest giant scale project. Here's his inside story.

"I like building unusual aircraft and I chose the Sikorsky S-43 JRS-1 mostly because my good friend Bob Walker had an *in* with Kermit Weeks over at the Fantasy of Flight Museum. Kermit had just purchased Howard Hughes' S-43 about a year earlier. The S-43 has not been modeled all that much and I thought it looked like a fun build. I didn't have a proper 3-view drawing with cross-sections to use to develop my working drawing with, but Bob had an old plastic model kit which he allowed me to chop up and cut into sections which I then could scan into my ModelCAD program.

The aircraft itself is more of a sport standoff scale and the project begun in September 2013 and I finished it up in March 2014. The plane has a wingspan of 200 inches which makes it about 1/5th scale. The S-43 is powered with two Desert Aircraft DA-100 gas engines and the S-43 has a finished weight of about 110lbs. The engines came from my ill-fated Lockheed Hudson. It took 6 months to build and on May 4, 2014 the first flight lasted about a minute. Took off very easily and climbed to about 150 ft. I throttled back and at that point the left engine sheared off all 6 of the prop bolts. However, the prop continuing to freewheel never left the plane. Well after a couple of yawing turns I was able to set it down in the parking lot of the Fond du Lac field. The plane is undamaged. Engine is going back to DA. These are the same engines used in the ill-fated Lockheed Hudson.

Once I had my general view drawings completed Bob started work on the pneumatic retract gear which is one his usual masterpieces! Bob used 8-inch wheels and 1.25-inch diameter air cylinders to lift the gear and which feature Sierra Precision wheel rims and brakes. When the time came, everything just bolted into place. Bob also designed and built the tailwheel assembly. I use a Futaba 12FG transmitter and 14 Hitec RCD servos exclusively. Two 3600mAh 5-cell redundant NiCd packs power the Hitec servos and Futaba receivers. Servos are connected to the control surfaces with short Titanium pushrods. Control horns and ball links are all heavy-duty and are from Du-Bro Products. All the hinge points, air canisters, air connectors, and retract valves are from Robart Mfg

Known as the "Baby Clipper," the S-43 first flew in 1935, and was a smaller version of the Sikorsky S-42 Clipper. It was designed to accommodate up to 25 passengers and two-crewmembers in the forward cockpit area. The S-43 was flown primarily by Pan American World Airways for service to and from Cuba and within Latin America. The aircraft was also in service in both Alaska and Hawaii and approximately 53 S-43 flying boats were built. On April 14, 1936, the S-43 piloted by Boris Sergievsky, (with a 1,100 lb. payload,) set an amphibious aircraft altitude record by reaching an altitude of 27,950 feet. Designer Igor Sikorsky was also aboard during the flight



## Movie Stunt Pilot: Wilson 'Connie' Edwards...

I can well recall the great excitement I felt when, back in 1969, my mother took my brother & I into Winchester's Theatre Royal during our long summer holidays to watch the new Guy Hamilton-directed movie: '*The Battle of Britain*'.

It was my first real experience of a major World War Two motion picture up on the 'big screen'... and, *oh boy*, what an action-packed film it was, (still is in fact), and it really was the talk of my school and amongst all of my other pals that had similarly also seen the movie during their holidays!

Once back at school after the break, as well as talking about the movie we'd all seen and thoroughly enjoyed during the summer, there was then the added excitement of the swaps & trades of the associated chewing gum 'cigarette cards' doing the rounds that were issued to co-incide with the movie's release. Based on the myriad official press stills from the movies, I remember that my young pals and I soon had our fill of the revolting, bland gum contained within the packs that new school term as we laboured hard to collect all of the fantastic cards in the series..!

At the time I had absolutely no inkling whatsoever that I would, a lifetime later, actually be standing in a huge aircraft hanger over in deepest Texas clambering over & around the actual Messerschmitt Bf-109s and lead Spitfire from the movie and interviewing the chief stunt pilot in charge of all the American 'crop dusters' who flew the vintage fighters in the movie!

One of the reasons for my Texan trip all those years later was to interview an ME-109 pilot, however unfortunately the fighter that was due to be at the Confederate Air Force's annual weekend show at its air-base at Midland-Odessa had been forced to ditch somewhere in the desert en route to the show. Mercifully, though the pilot was OK, the plane wasn't thus leaving me casting my eyes around for another opportunity, if that were at all possible.

Then somebody asked me if I knew of Connie Edwards... "*Connie who?*" I asked in dreadful ignorance... to be told that not only had Wilson 'Connie' Edwards' been the lead stunt pilot on *The Battle of Britain*, but he also owned about a dozen or so of the movie's Spanish-built ME-109s... and he lived just a 50 mile drive from Midland...

Connie's number was found and I made a tentative call that was answered by a bluff voice that immediately mellowed when he heard my English voice. Apparently Connie was not in the habit of giving media interviews but as an 'Anglophile' said he'd would love to meet me if I would to come out to his ranch. So the following day, hire-car booked, I found myself on the highway driving out to Big Spring looking for his ranch, not realising that it was nearly half the size of Texas..!

I still remember the look on the faces of the construction workers on the side of a very hot & dusty road in the middle of nowhere when I stopped, wound down the car window and politely asked, (in something of an 'Oxford-English' accent), if they would kindly point me in the direction of Connie's ranch..!

Once found, I began the long drive from the highway over hill & dale all through huge cotton fields to a long air-strip with massive hangers and, parking up, I walked over to the nearest and opening a small door, stepped in out of the blistering heat to see a huge Catalina flying boat and the backsides of two men in overalls bending over tinkering with some engine part on the floor.

"*Mr Edwards?*" I called out and up popped Connie, typical farmer's oily dungarees, a grimy baseball hat to the back of his head and a grin from ear to ear... "*Welcome boy... c'mon in and have a beer*". the warm Texan greeting I was beginning to get used to in this wonderful part of America. After our initial chat and introductions he invited me to jump into his old pick-up truck outside and, (accompanied by the most ferocious looking 'attack dog' I had ever seen that alarmingly jumped in behind me and stuck its head between the two front seats and slavered alarmingly near my right ear), we shot across the tarmac strip to another equally large hanger.

Here again stepping inside out of the searing noon-day heat, as my eyes slowly accustomed to the gloom I was met by the most incredible sight... a 'multiple plane crash' with parts of ME-109s all over the shop, wings here, fuselages there, tails hanging from the roof... what on earth had just happened..?

Seeing my confusion, Connie quietly explained that for the movie in '69, the production company had spent years scouring the world looking for the required ME-109s, few if any remaining in Germany. However the Spanish had been a customer of Messerschmitt during their Civil War and had acquired a number of the latest ME-109s in the late 30s, including a rare 2-seat trainer used, post-war WW-II, by a Spanish Air Force Colonel,

and these had continued to fly into the 1950s and early 1960s.

Producer Harry Saltzman had managed to buy all of the ME-109s, (plus several still-flying Heinkel-111s), from the Spanish Government and these, with Rolls Royce replacement engines fitted, were the planes used in the aerial action scenes.

Connie was tasked with gathering together a 'squadron of bush pilots' to come over to Europe and fly most of the aircraft, including the Spitfires that we now see on screen... in fact Connie took the lead Spitfire role and so it was even more of a school-boy dream when we wandered into the next hanger to see the actual Spitfire standing there, albeit covered in dust & grime, before my eyes... but as I was still reeling from seeing so many of the movie aircraft from my youth standing here in various states of disrepair, my first questions to Connie had to be: "why and how..?"

Apparently, according to Connie, the finished movie that we now regularly see on TV was not quite the film that was due to be eventually shown as much of the air sequences ended up on the cutting-room floor and indeed as the film company was running short of money, a number of short-cuts were taken. So when it came to being paid off, such was the shortage of money that Connie, (so obviously a fabulously wealthy oil-billionaire), simply said 'fine, I'll take the aircraft as IOUs'... and he actually had all of the ME-109s plus the two lead Spitfires subsequently crated up and shipped back home to Texas *in lieu* of his movie payment!!!

Unbelievably, in a third hanger I saw through the further gloom a pair of sleek, but completely dust-covered, piston-engined fighter aircraft in an unusual gray & green camouflage: and when I looked closer my eyes nearly popped out of my head as I realised I was actually looking at 2 World War Two-era USAAF P.51 Mustangs..!

Again Connie saw my querying expression and answered, "yep, two original Mustangs: I flew them in the Nicaraguan Civil War and they couldn't pay me either... so I had these two beauties shipped home as well!"

I have to say in all of my working life I have never met such a character as Connie, he was truly a *Texan one-off* and my time with him and his WW-II aircraft was just out of this world... but the strangest thing was yet to come. I was already being to realise that I was in the company of both a kindly man and a true eccentric and bordering on eccentric myself I certainly recognise the signs. However having taken me on a tour of the ranch and then walked me out, chest-high, into the middle of a cotton field (and when I enquired what the rattling noise near my feet was, told. "Oh that's just a rattle-snake!" Jeez, I never realised I could move so fast!!), he calmly asked me if I'd like to take a look at the 'house' he was building?

By now I was ready for anything, or so I thought, and after another drive we crested a hill and there before me... *was a half-built Camelot!* Connie had become so enamoured of our history during his time in the UK that on his return to Texas he set about building himself a true English castle – even down to building himself a 'castle brick-making machine'..!

A guided-tour of this castle, (including a visit to his office to see photos on every wall of him in the cockpit of almost every fighter aircraft you could imagine), eventually led me to a huge oak wooden door through which was *Camelot HQ*, a huge hall with minstrel galleries & shields & lances on every wall, a massive banqueting table and even an entrance down on the rock floor through which you could swim from his outside pool, dive under the outer wall and come up in the main baronial hall..!

By this time I was beginning to wonder if the heat was getting to me as I continued to wander in stunned fashion after Connie around his castle... seeing all those original WW-II fighter aircraft in his hangar was one thing, but this was another.

However there was one final joke to come from this jovial 'Anglophile':.. leading me down an old, dark passage-way in the stygian gloom, we came up against another a massive old door.. "go on son, open it up..." Connie grinned, as he stepped back to let me through...

Gripping the huge wrought iron handle I opened the door and pushed the heavy weight inwards accompanied by a real 'Hammer House of Horror' squeal of rusty hinges... to be faced with a mass of cobwebs, and pushing through the dust & muck I realised I was in an 'old' wine cellar. Connie came past me and reached for a bottle and pulling it down off the dusty rack, blew away the cobwebs to proudly show me the bottle label... *with last months' date on!*

Connie had only gone and built himself a *cobweb-making machine* as well... and there I was thinking it was only we Brits that were so wonderfully eccentric..!

*Truly an incredible day... truly an incredible man..!*

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## 'Battle of Britain' movie airplanes sold

Will be restored by U.S., European collectors

**VIDEO** <http://www.aopa.org/News-and-Video/All-News/2014/August/28/Battle-of-Britain-movie-airplanes-sold>



Shown is Edwards' single-seat Messerschmitt Bf-109, taken as payment for Connie's involvement in the 1969 movie *Battle of Britain*.



Shown are Edwards' collection of various rare engines, wings, and other warbird parts and P-51 Mustang canopies.

The rare fighters from the 1969 *Battle of Britain* movie have been sold to restorers in the United States and Europe, according to the agent handling the sale.

Wilson Connell "Connie" Edwards, the irascible 80-year-old pilot who coordinated the movie stunts and took the airplanes as payment, has stored most of them in a dusty, west Texas hangar for more than 40 years.

"All of the airplanes have been sold, and they will be gone by the end of the year," said Simon Brown of Platinum Fighters, which handled the sale. "We had multiple full-price offers for each airplane. They are going to three different buyers who plan to restore them to top flying condition."

An original Mark IX Spitfire that actually flew in the real *Battle of Britain* is the jewel of the fleet and will return to England. Six Buchons (Bf-109s built under license in Spain) will go to a collector in Europe. And an original P-51 Mustang (that didn't appear in the movie) will be restored at a U.S. restoration shop. Brown declined to identify the buyers.

"These are barn finds—the last unrestored aircraft of their kind in the world," Brown said. "They went for about 20 percent more than flyable aircraft because they are so completely original."

Edwards and his many and varied aircraft were featured in the August issue of *AOPA Pilot* magazine (A tall tale that's true). Edwards had intended to give the movie airplanes to his son, Wilson Connell "Tex" Edwards, but the younger man was killed in a traffic accident about one year ago.

Edwards made a fortune in the oil, ranching, and stone business and kept his aircraft on a private strip at his Big Spring home. He has more than a dozen other rare aircraft including a Grumman Albatross, Mallard, and two Consolidated PBVs that weren't included in the sale.

Edwards unapologetically set high prices totaling more than \$15 million for the *Battle of Britain* airplanes and absolutely refused to negotiate. Brown said the tactic worked.

"Connie got his price," Brown said. "In fact, he got a little more than he was asking. The Buchons were sold in 24 hours, and the rest were under contract within four weeks."



## RENO 2014 RESULTS

If Steven Hinton Jr., hasn't already made the transition from air racing prodigy to air racing legend, he might have sealed it on Sunday.

The 27-year-old pilot from Chino, Calif., won his sixth consecutive Breitling Unlimited Gold championship on Sunday, taking the P-51 Mustang Voodoo on a wire-to-wire win from the pole position to cap the 51st annual Reno National Championship Air Races.

In truth, the championship might have been decided on Saturday when pilot Tiger Destefani in Strega, burned a piston in a photo finish with Hinton in the final heat race before Sunday's championship. Hinton won his first four championships in Strega before moving to Voodoo last year.

### **SCARY MOMENT: Sport plane catches fire during flight at Reno Air Races**

"They're all different," Hinton, who is called Steve-o to distinguish him from his father, said of his championships. "This one is more memorable, obviously racing against Tiger. He wasn't here today, but yesterday's race was very memorable. They're all special in their own right."

On Sunday, Hinton's closest challenger, Rare Bear, the 10-time champion race plan piloted this year by Stewart Dawson, had mechanical issues after the end of the first lap and went out of the race. That left Sherman Smoot in Czek Mate as Hinton's closest pursuer and, while he got closer at mid-race, Hinton pulled away and cruised to the championship.

Steve Hinton pilots his P-51 Mustang Voodoo around the pylon 2 on his way to win the championship again at the Reno National Championship Air Races Sunday Sept. 14, 2014. (Photo: Marilyn Newton/RGJ)

Hinton, of Chino, Calif., became the youngest pilot to ever win the Unlimited Gold in 2009 as a 22-year-old when he flew Strega to victory. Destefani, who owns Strega, had retired in after winning the Unlimited Gold in 2008 and handed the pilot's seat to Hinton.

Destefani said he returned this year because he thought he was the best pilot to challenge Hinton.

"It was a heck of a race," Hinton said. "Obviously, he was pushing hard to get there, but unfortunately it didn't work out for him, but it provide heck of the finish for the fans. It was really nice to race against him, finally. It was probably the first and last time I'll get to do that."

Destefani announced on Sunday he was going back into retirement.

The Air Races also crowned champions in five other classes on Sunday and one of them featured a Northern Nevada champion.

Fallon's Dennis Buehn started with the lead and never relinquished it in winning his second consecutive T-6 Class championship and his fifth overall.

Flying his No. 43 race plane Midnight Miss III, Buehn covered the 6-lap, 29.6-mile course in 7 minutes, 25.722 seconds, an average speed of 239.163. He finished about three seconds ahead of second-place John Lohmar of Euless, Texas, who averaged 237.853 mph in his plane Radial Velocity.

Buehn said his starting position gave him an advantage over the field. In the highly competitive T-6 Class, the planes run stock engines and are closely matched in speed.

Two Sea Furies compete during a heat race at the Reno National Championship Air Races Saturday Sept. 13, 2014. (Photo: Marilyn Newton/RGJ)

"Fortunately, we were on the pole and that gives you just a little bit of an edge over the others," Buehn said.

The windy conditions also made the racing a challenge, preventing Buehn from attempting to go full throttle for a course record.

"We were really looking for some calm, thin, dry air for maybe a race record, but, you know what, we're coming back in 2015, so look out for that race record," he said.

In the Formula One Class, Steve Senegal returned to the top of the field after a one-year absence, flying his No. 11 plane Endeavor to a convincing victory over defending champion Vito Wypraechtger.

It was the fifth Formula One title for Senegal, a commercial pilot from San Bruno, Calif. He also won the event in 2008, 2010, 2011 and 2012.

He covered the 8-lap, 25.5 mile course in 6 minutes, 4.155 seconds – an average speed of 252.090 mph, finishing 15 seconds ahead of Wypraechtger, who had an average speed of 241.904 mph in Scarlet Screamer.

Incline Village's Steve Temple finished eighth in the race.

In the Biplane Class, a new champion was crowned for the first time since 2008 as six-time defending champion Tom Aberle of Fallbrook, Calif., pulled out of the race for medical reasons, opening the field.

Jake Stewart of Benbrook, Texas took advantage, finishing the 8-lap course in a time of 5:20.772 and a average speed of 225.022 mph, in his Pitts S-1 plane Bad MoJo.

Stewart finished five seconds ahead of Karl Grove of Riverside, Calif., in "Drag Racer."

Aberle a 10-time champion, experienced dizziness from dehydration and heat exhaustion late Saturday and made the decision not to race on Sunday. He was signing autographs and visiting with fans in the Biplane Class hangar on Sunday.

Phil Fogg of Tualatin, Ore., flying the L-39 Fast Company, won the Jet Class Gold Race, finishing well ahead of Reno's Rick Vandam in the L-39 American Spirit after the two had been neck and neck all week.

The Sport Class saw the continued domination of Jeff LaVelle of Mukilteo, Wash., who took his Glasair III plane Race 39 to a third consecutive victory and fourth in five years.



***VIDEOS and Websites Links***  
**Click on to view video, website**

**AMA's Rich Hanson Explains FAA Model Aircraft Rule 3:46**

[https://www.youtube.com/watch?v=tFUPCv\\_5z1k](https://www.youtube.com/watch?v=tFUPCv_5z1k)

**SEA FURY CRASH 2:06**

[http://www.youtube.com/watch?v=x\\_sf9OK8P6k](http://www.youtube.com/watch?v=x_sf9OK8P6k)

**RC Raptors Take Flight 1:02**

<http://vimeo.com/94332100>

**Battle of Britain movie planes for sale**

<http://www.aopa.org/News-and-Video/All-News/2014/August/28/Battle-of-Britain-movie-airplanes-sold>

**Landing in clouds 4:11**

<http://www.choday.com/Videos/pilotnewzdaInd1>

**AMA Latest Rich Hanson on FAA 7:11**

[http://www.youtube.com/watch?v=VpB41RmsEs&feature=em-subsub\\_digest](http://www.youtube.com/watch?v=VpB41RmsEs&feature=em-subsub_digest)

**T-50 BAMBOO BOMBER Twin Radials Maden Flight 10:06**

<http://www.youtube.com/watch?v=kkxoEoZ84f0&feature=em-uploademail>

**Navy Aircraft Museum.....Pensacola, FL**

<http://www.cdsg.org/forums/viewtopic.php?t=337>

**LMA RAF COSFORD RC MODEL AIRCRAFT SHOW - 2013 15:16**

<https://www.youtube.com/watch?v=D7-IUBm-Guw>



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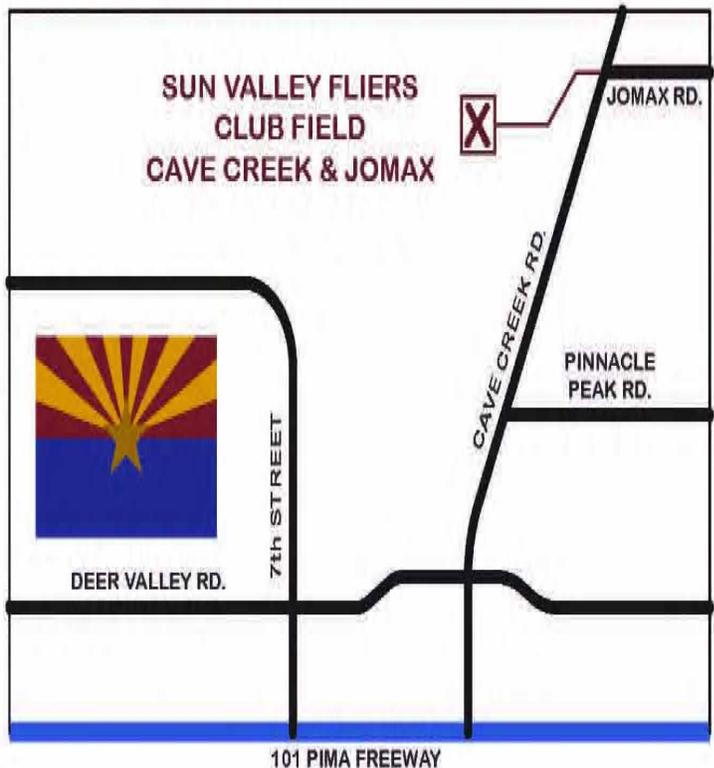
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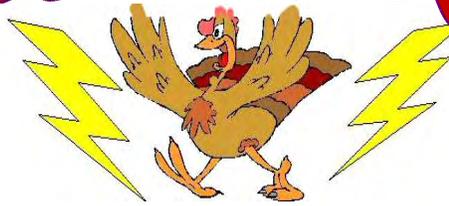
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#### DIRECTIONS

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

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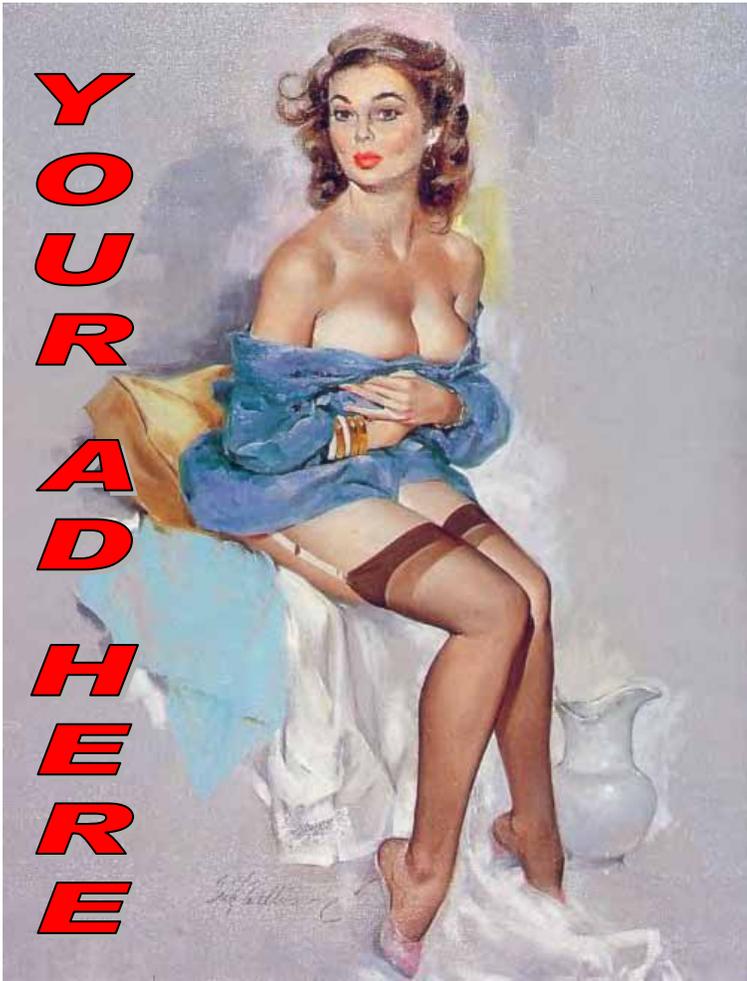
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### This Month Issue 10-2014

**AZ airfields new this month. Check out the Videos. GOOD stuff in this issue, MORE photos, so enjoy! Send those articles and photos in and for the SVF HALL of PLANES.!** Remember to **ZOOM** the PDF page to see more. We need your NEW projects to put in the SR SVF HALL OF PLANES.

### OCTOBER 2014 SVF Birth Day Boys

First name	Last name	Member type	Dob
Robert	Purdy	Senior	10/01/1935
George	Metro	Senior	10/01/1943
Dean	Brox	Regular	10/02/1973
Cecil	Walters	Lifetime	10/03/1940
Bruce	Bretschneider	Senior	10/05/1940
Warren	Fertig	Senior	10/10/1940
Lawrence	Laughlin, Jr.	Regular	10/10/1975
Abe	Mirich	Regular	10/11/1970
Steve	Miller	Regular	10/16/1952
John	Elder	Senior	10/20/1946
John	Wolcott	Regular	10/20/1972
Ken	Rhoads	Regular	10/22/1950
Ken	Justice	Regular	10/22/1951
John	Mullins	Regular	10/24/1952
David	Thielman	Senior	10/24/1947
Neil	Wallis	Regular	10/29/1969
Robert	Ritchey	Regular	10/30/1955
Howard	Buxton	Senior	10/31/1937
Edward	Hansen	Regular	10/31/1985



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



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