

THE SLOW ROLL

SEPTEMBER 2018

President—Lou Pfeifer IV
Vice President—Andrew Schear
Treasurer—Dan Smith
Secretary—Robert Poe
Editor—Bob Purdy

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.



CHARTERED #921
Since DEC. 1974



Inside this issue: Cover Photo, Election coming up!

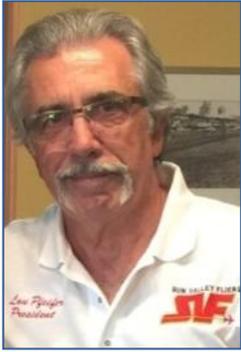
Wrong Deck
Hellcat
Vintage
Videos

President Report
Board Meeting
Minutes

SVF CLUB Starting 43 years

SVF MEETING SEPTEMBER 5, 2018

Birthdays in back



Presidents Report For September 2018

Hello all,

Not too much to report this month due to everything is quiet and still hot! Soon our snow-birds will be arriving along with the cooler weather.

If you have been down the field lately you will notice that our Solar Charger is not in working condition. I along with the Board made a decision to upgrade this system rather than just repair it. The club will pay for all the necessary parts in order to get this up and running in a much better system. This is a great addition to our club and it seems like EVERYONE is using it. Bob True and Andrew Schear are heading this up and doing the necessary installation! Thanks Bob and Andrew. So be patient we are getting the parts and waiting for a little COOLER temp.

I am starting to gets bids for the runway project. Danny Smith is going to get some contractors to come out and give us bids. This will be another great addition to the club! So please be patient while we get these things done.

That is it for now. Have fun flying and be safe! Our next Membership Meeting will be on Wednesday Sept.5 at Deer Valley Airport Restaurant at 7; 00 PM. If you are eating please get there early!

Lou Pfeifer PV.

President



08/01/2018 Sun Valley Fliers Membership Meeting Minutes

Meeting called to order by Lou Pfeifer at 7:00 pm. There were 11 members present.

Executive members in attendance

- President – Lou Pfeifer IV, VP.- Andrew Schear, Treasurer- Danny Smith.
- Board Members in attendance:
- Jamie Edwards, John Geyer, Frank Moskowitz, Bob True.

Absent: Robert Poe, Bobby Santoro

Open:

- Thank you all for coming!

Guests:

- None

New Members:

- David Widerhorn

Solo Pilots:

- David Widerhorn, Lou Pfeifer IV. Turbine waiver.

Secretary's Report – Robert Poe

- No Minutes for July -no meeting.

Treasurer's Report –

- Treasurer's report for July was approved as written. Report on file to see by request.

Membership Director's Report – Bob True/ Bobby Santoro (226 members)

- 1) Andrew Schear 2) John Geyer

Safety Officer's Report – Ernie Mack (none)

- No report

Old Business;

- Sent out Email for New High Altitude Flying rules.

New Business;

- Solar Charger is down. Discussion by Bob and Andrew.
- Going to start getting bids on repairing the runway.
- Dust signs have been re-installed by Bob True and Ben. Thanks guys!! Looking good.

Door Prize Winners:

- No report

50/50 Winner:

- No report

Show And Tell:

- None

The meeting adjourned at 7:45 pm

Respectfully submitted,

Acting Secretary



08/06/2018 Sun Valley Fliers BOD Meeting Minutes

Meeting called to order at 6:33 pm by Lou Pfeifer IV.

Executive Members in Attendance:

- President - Louis Pfeifer IV., Andrew Schear - VP, Treasurer - Danny Smith, Secretary.

Board Members in attendance:

- Wayne Layne, Frank Moskowitz, Wayne Robinson, Bob True.

Absent: Robert Poe, Bobby Santoro, Bryant Mack, Ernie Mack, John Geyer, Jamie Edwards, Bobby Santoro.

Open: Thanks all for coming. Is everyone getting my emails, if not let Bob True know.

Members/Guests:

- None

Guest Statements:

- None

Secretary's Report – Robert Poe

- No minutes due to no July meeting.

Treasurer's Report – Danny Smith

- Financial report for July 2018 were approved and on file for review.

Membership Director's Report – Bob True/ Bobby Santoro

- No change

Safety Officer's Report – Ernie Mack

- No change

Old Business:

- Dust/speed sign put up by Bob True and Ben. Thanks
- Discussion on COP Use Permit. (Wayne Robinson).
- Bob True took down the flag due to it being in bad shape. I am going to order a better one.

New Business:

- I will start to obtain bids for the runway project. Danny Smith will give some help.
- Discuss if we are going to have a Family Fun Fly this year. Discussed dates and other items. More discussion next meeting.
- Solar Repair Project. (Andrew and Bob). Andrew Schear made a motion and second by Frank Moskowitz to make improvements to the solar system the vote was taken.....approved 5 to 1.
- High Altitude Rules were emailed to club. Bob True to design signs to be put up at field.
- Bob True to post High Altitude Rules on the site.

The meeting adjourned at 7:37 pm – 1) Lou Pfeifer IV 2) Frank Moskowitz

Respectfully submitted,

**Wayne Layne
Acting Secretary**

What's Happening



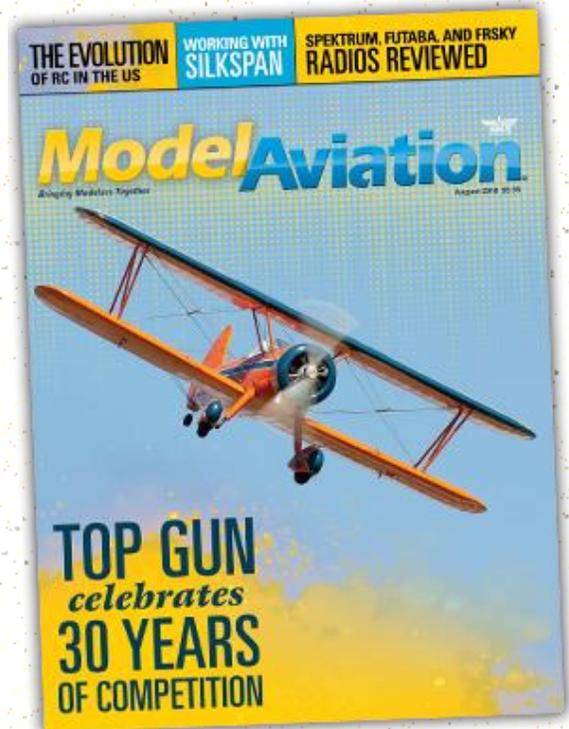
Do you need one of these ladies for a spotter/caller?
See Charlie



Tony's new Mini Convergence from EFlite. Uses a 3s 800mah lipo. You can hover indoors.



Cirrus SR22T from Wayne Robinson fleet



AMA EXPO WEST
FAIRPLEX | POMONA, CALIFORNIA

November 2-4

SWAP SHOP

#AMAEXPO



Landing on the wrong deck.



Other than a ramp strike, probably the most embarrassing error in carrier aviation is landing on the wrong flight deck. That's what happened to this VF-111 "Sundowners" pilot who returned to his home, USS Lake Champlain (CVA-39), with a billboard's worth of non-regulation markings applied to his F9F-5 Panther.

During the period immediately after the Korean War cease fire of late July 1953, Task Force 77 continued operations into August lest hostilities erupted again. This Sundowner mistakenly landed aboard USS Yorktown (CVA-10) which, being another Essex-class carrier, closely resembled "The Champ." As per tradition, the errant aviator's hosts bedecked his jet with all manner of graffiti.

Because Lake Champlain operated Air Task Group One, each squadron retained the tail code of its parent air group, in VF-111's case, USS Valley Forge's (CVA-45) "V." But note that the flight deck crew modified the V into Yorktown's M for Air Group Two, and further adapted the modex nose number 134 to 184.

Among the verbiage applied to the Panther is "Landed by the Fighting Lady," "Dopey," and "Barriers" with an arrow pointing to the white bomb mission markers on the fuselage. The latter represents an insider's taunt in tailhook aviation, as a pilot who gets "a barrier" has overshot the arresting wires and crunched his plane into the steel woven-wire barricade that protects aircraft parked forward of the landing area. The message atop the starboard wing is "Step on the ball," recalling a flight instructor's elementary advice to cadets as a way of centering the ball in the turn and bank indicator.

This particular Panther (BuNo 126037) had the distinction of dropping Lake Champlain's last bombs of the Korean War. On July 27, Lt.(jg) William A. Finlay, Jr., had flown in the ship's final combat launch, one of four F9Fs that cratered the runway of Yongpo Airfield southwest of Hungnam, North Korea. Finlay's ordnance also was the last known delivered by the U.S. Navy in the three-year Korean "conflict."

By Barrett Tillman

Updated: May 24, 2018 — 3:54 PM

Grumman's Ace Maker: F6F Hellcat



by Budd Davisson

Okay, so we'll admit it: just about every successful fighter of WWII was sleeker and sexier than a Hellcat. However, when it comes to fighters, "beauty is in the doing" and the Hellcat could do it. In spades! In terms of what it contributed to victory, it was the uncontested King of the Pacific.

The Hellcat was unique among almost all WWII fighters because it was designed from the beginning to be flown and maintained by teenagers barely out

of high school. It was Grumman's goal that all of their airplanes were to give outstanding performance while allowing a huge margin for error in the hands of 200 hour pilots and recently trained mechanics. This meant that simplicity in both its aerodynamics and mechanical design had to be foremost in the designers' minds right from the git-go.

Producibility was another goal. It had to go together easily and quickly, which was why the Hellcat looked as if it was assembled by a locomotive manufacturer, with rivet heads sticking out everywhere. But there was an elegance in the way LeRoy Grumman directed his engineers: you apply sophistication only where it's needed. For instance, only the leading edges of the wings were flush riveted, where it had the most effect.

Ineffectual complexity can be seen in comparing the fuselage of the Mustang or Corsair with that of the Hellcat. The Hellcat's curves are accomplished with a multitude of narrow, flat sheets, much like an armadillo, which can be produced in minutes rather than using stretch-formed compound-curved sheets that take hours of tooling and production time. With its 2,000 horsepower R-2800 Pratt and Whitney engine and huge wing area, the Hellcat was one of the fastest climbing (3,500 feet per minute) airplanes of the war and the wings which helped it climb, also helped it turn. It could fight the Zero on its own terms. More important, it could absorb enormous punishment and still bring its young, probably scared, pilot home.

Incidentally, let's dispel an aviation legend right here: the F6F Hellcat was NOT designed after a Zero was captured intact during attacks on Aleutian islands early in the war. By that time the prototype was already flying and the primary value of the captured Zero was that it told the Navy and Grumman Aircraft that their basic design assumptions had been dead on the money.

With a down-sloping cowling and high pilot position, the visibility over the nose was superb both in the air and on approach to the carrier. This combined with its excellent slow speed handling and docile stall characteristics to make it one of the easiest airplanes ever designed to land on a carrier. Many airplanes and pilots lived to fight another day because LeRoy Grumman had a firm rule that the airplane should have no vices whatsoever in the carrier environment and should be able to be flown, and fixed, by any one.

When the numbers were tallied up, an incredible 12,000 plus Hellcats were built and they downed more Japanese aircraft than any US fighter in the war with a 19:1 kill ratio. There wasn't even a close second. Equally as important, it carried huge bomb, rocket and napalm loads down to the deck and proved itself to be the very embodiment of the term "fighter-bomber." It did it all. It did it well. And it did it while providing as much safety as a combat fighter pilot could reasonably expect from his mount.

King of the Pacific – yeah, that's the Hellcat.



VIDEOS and Websites Links
Click on to view video, website



JET FIGTHERS LOW PASS

<https://www.youtube.com/watch?v=Tz1hhx8yxyU>

HANG GLIDER VIDEO

<https://www.youtube.com/embed/ft5aY1l22j4>

WANT TO BUY A MOVIE?

<https://www.indiegogo.com/projects/stormbirds-feature-film#/>

AMA EXPO WEST

https://www.youtube.com/watch?time_continue=4&v=y1jrF5aTyPM



My thanks to those who passed this info on.



BLACK BUFFALO

The Story of Flying Officer Allen Selwyn Bundy

THE FIRST BLACK COMBAT PILOT IN THE RCAF

BY JAMES BATES. WITH MATHIAS JOOST, TERRY HIGGINS AND DAVE O'MALLEY



THE FIRST BLACK RCAF OFFICER PILOT FOUGHT INTOLERANCE IN THE SECOND WORLD WAR
LIKE THE TUSKEGEE AIRMEN BUT FOUND ACCEPTANCE IN AN INTEGRATED SQUADRON

[http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/
ArticleView/articleId/342/Black-Buffalo.aspx](http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/342/Black-Buffalo.aspx)

SEPTEMBER 2018 SVF Birth Day Boys

Bailey Cooper
Gene Peterson
Bryant Mack
Dave Uhlving
Steve Quill
Bryce Hatfield
Bradley Beedy
Barry Mazer
Gavin Sichewski
Debin Ray
Carlen Cyphers
Arthur Gambino
J B Bowers
Stephen Myers
John Serio
Oliver Heinen
Ronald Petterec
Wayne Robinson
Gerald Via



Mon-Fri 9:00 AM — 8:00 PM

SAT 10:00 AM — 8:00 PM

SUN 11:00 AM — 6:00 PM

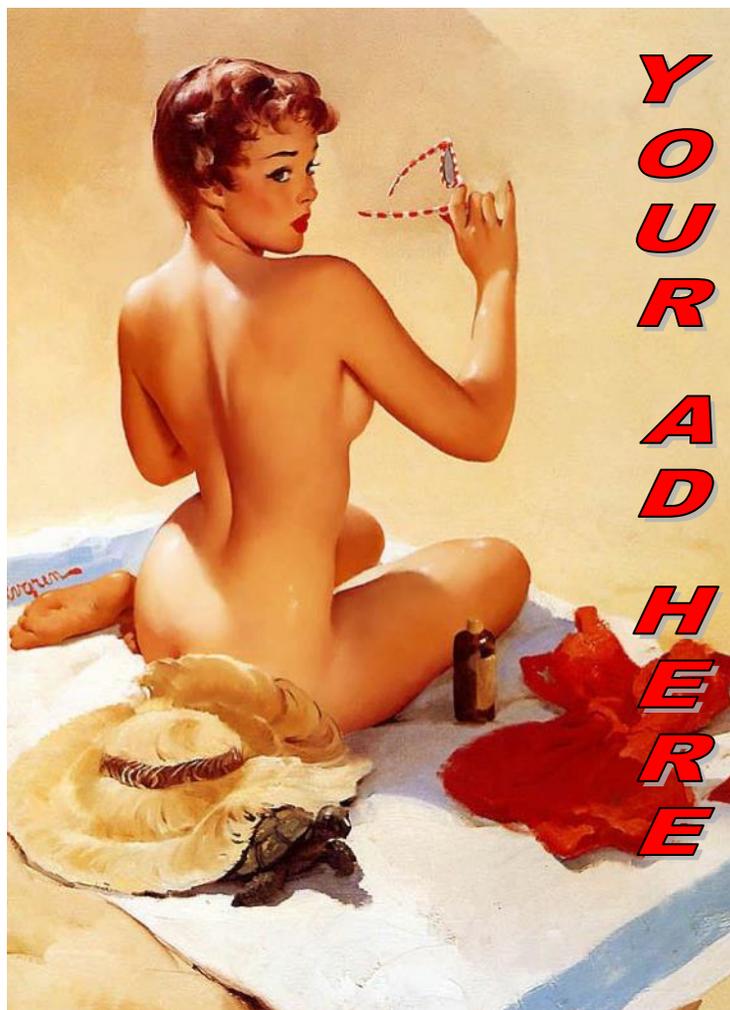
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M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

4240 West Bell Rd. 602-547-1828 Glendale

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





THE SLOW ROLL



Club Officers 2018-2019

Lou Pfeifer IV, President
Andrew Schear, Vice President
Dan Smith, Treasurer
Robert Poe, Secretary
Safety Officer Ernie Mack

Bobby Santoro

Website Supervisor

Please check your
Membership list for
Phone numbers.



Board of Directors

Wayne Layne '17-19
Jamie Edwards '17-19
Bryant Mack '17-19
Bob True '17-19
Wayne Robinson '18-20
Bobby Santoro '18-20
Frank Moskowitz '18-20
John Geyer '18-20
Ernie Mack '18-20



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YEARS



SINCE DECEMBER 1974