



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974

President—Frank Moskowitz  
Vice President—Tony Quist  
Treasurer—Gene Peterson  
Secretary—Rusty Fried

Editor—Bob Purdy  
[rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

## November 2008

*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 Tom Stokes...Prez report...Minutes... B'Days & Treasurer Report....  
OEAF Photos....Tucson Shootout Photos....SVF Members photos/ Lou-Larry..... Safety Box.....  
TURKEY/WINGS-AZ flyer....A fighter pilot story.....Ramada painting..... etc...ENJOY!



Oct 19, 2008



**SUN VALLEY FLIERS**  
Phoenix, Arizona

Photo: Tom Stokes

# THE PRESIDENTS CHANNEL

## FRANK MOSKOWITZ



Welcome to the November Slow Roll.

The One Eighth Air force Scale Model Fly-In which took place at our field on October 25<sup>th</sup> and 26<sup>th</sup> was a huge success. There were **over 60** registered pilots and hundreds of spectators visited during the course of the event. For those of you that were unable to attend we have lots of pictures in this edition of the Slow Roll. The event started out with a Friday night pizza party, Saturday and Sunday flying and finishing off with awards on Sunday afternoon. In addition to the pictures in this edition of the Slow Roll, you can visit the One Eighth Air force website at [www.oneeighthairforce.org](http://www.oneeighthairforce.org) for more pictures of the events. Our next event is **Electric Turkey Fly-in**. This is a one day event on **Saturday November 8<sup>th</sup>**. **John Geyer** is the CD and can be reached at 602-810-1767 or [jegeyer@cox.net](mailto:jegeyer@cox.net). The weekend after the Electric Fly In is our **1<sup>st</sup> Annual SVF Fall Pattern Classic**. That will be for Saturday and Sunday (Nov 15-16). There will be a special category created for our members who would like to fly in this event. **Please contact Robert Beaubien** who is the CD for this event. Robert can be reached at 623-486-9987 or [rob@koolsoft.com](mailto:rob@koolsoft.com). **Troy Newman** is the assistant CD at this event and Troy can be reached at 720-939-0550 or [troy@troynorman.net](mailto:troy@troynorman.net). Flyers for the previous mentioned events are in this edition of the Slow Roll.

Last month I mentioned that we were negotiating with a contractor to perform quarterly maintenance on and around our field to maintain it in the best possible appearance. We have secured that contract with a top landscaping company and you will be amazed at the great work they will do. Additionally, the area south of the J-John will be dragged and cleaned up to allow park flyers to utilize that nice area without disturbing the larger scale airplanes or helicopters.

**Our condolences to the family members of Louis Graham who passed away this month.** Louis was a SVF member and was well liked by all who knew him. **More sad news was the passing of Mark Bernier's father Larry Bernier.** We offer our sincere condolences to Marks family. Information on these events appear later in this edition.

In last month's club meeting we were introduced to Jamie Johnston who is the owner of Arizona Model Aircrafters. Prior to November's club meeting on Wednesday the 5<sup>th</sup>, Jamie is sponsoring and open house at his location at 301 West Deer Valley Road. 6 PM is the start time and Jamie said there will be door prizes. This location is across the street and East of the Restaurant. Gene Peterson will send out a notice regarding this.

If you do attend this open house, don't forget that our club meeting on **Wednesday November 5<sup>th</sup> will start at 7:30 pm. Location is Deer Valley Airport Restaurant. (7<sup>th</sup> avenue and Deer Valley Road).** Remember in order to use the room free of charge each month we need to purchase some food items off the menu. **Lots of great food and a smoke free environment.** The Club meetings get better every month. For added fun we have show and tell. We will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it.

Have fun out there!

*Frank Moskowitz*

President

## UPCOMING EVENTS AT THE SVF FIELD

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <br><b>Eighth Annual<br/>Electric Turkey Fly-In</b><br>November 8, 2008<br>Hosted by the Sun Valley Flyers<br>Cave Butte Park, Phoenix AZ<br>Cave Creek Road to Jomax, Turn West at Traffic Light<br>\$15 Landing Fee<br><b>All Proceeds to the Boys and Girls Clubs of<br/>Metropolitan Phoenix</b><br>All Electric Aircraft Welcome<br>Open Flying<br>Phantom Judged Fun Events<br>Raffle, Trophies, and Prizes<br>On site Vendors, Lunch<br>Join us for a relaxed day of fun flying, and sharing information with<br>other Electric Flyers, while helping the Boys and Girls Clubs of<br>Metropolitan Phoenix<br>AMA Sanction 08-1775<br><a href="http://www.sunvalleyflyers.com">www.sunvalleyflyers.com</a><br>For More Information: CD John Geyer - 602-810-1767 or <a href="mailto:jegeyer@cox.net">jegeyer@cox.net</a> AMA License Required |  | <b>1st Annual SVF Fall<br/>Pattern Classic</b><br>November 15th-16th, 2008<br>@<br>Sun Valley Flyers Field<br>Phoenix, AZ<br><b>Contest Director</b><br>Robert Beaubien<br><a href="mailto:rob@koolsoft.com">rob@koolsoft.com</a><br>602-486-9987<br><b>Assistant CD</b><br>Troy Newman<br><a href="mailto:troy@troynorman.net">troy@troynorman.net</a><br>720-939-0550<br><br>Sun Valley Flyers field is at<br>N. Cave Creek Rd & E. Jomax Rd,<br>Phoenix, AZ 85024<br>Use caution here |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



## Sun Valley Fliers Club Meeting Minutes Date, October 1, 2008

The meeting was called to order at 7:30 pm by President Frank Moskowitz.

Officers and board members were introduced by President Frank Moskowitz., Secretary Rusty Fried  
Vic President Tony Quist, Treasurer Gene Peterson

**Guests: None**

**New Members: None**

**New Solo Pilots: Paul DeLawder, Bruce Btetschneider and Marty Knopf all soloed and received there pilot certificates great job done by all.**

**Secretary's Report: Voted and approved as published in the Slow Roll.**

**Treasurer's Report: Gene Peterson Voted as read at the club meeting, voted and approved.**

**Safety Officer Report: Tony Holden. No issues.**

### Old Business:

The Plane restraints will be installed on pad 5 by Gene Peterson and Charlie Beverson, Soon.

The Ramada Will be painted October 11, 2008 @ 7:00am by Dan Jacobsen and crew. John Geyer Gene Peterson and Jay Steward will be helpers. Many Thanks to these guys.

Thanks To Wallace Balfour who furnished the paint for the job.

The paving contractor said he will come back in six months to repair the fishers that are starting to show up. We see them as cracks in the newly paves surface. We will be restriping the runway with 4" wide stripes done in a pastel white tinted with cobalt.

### New Business:

**Mr. Jim Bridgwater passed away the other day. Our condolence to the family.**

The board has hired a contractor to due quarterly cleanup at the SVF Field.

The 1/8<sup>th</sup> AF will hold their Fly In on October 25 & 26 at the SVF facility.

**November 8 is our annual Turkey Electric Fun Fly CD is John Geyer.**

**November 15 & 16 will be our first annual fall pattern contest.**

Paul Steinberg brought clothing to the meeting and gave the club members a good reason to purchase the different types of clothing. Hats that help prevent skin cancers shirts that are windbreakers and sun screens. He did a great job with his presentation. Apparel prices are now on the SVF Web site. Thank you Paul.

Bob Purdy's birthday is today congratulations!

**Door Prize Winners: Jack Jasperson fuel, Ray Przybyiski fuel, Jerry Wright 30 minute epoxy, Bob Wainman, Mike Schmidt ball driver, Val Roqueni Exato Knife, Rick Powers Pump Joe Kiszczak receiver foam, Jamie Johnston CA, Aaron Moskowitz Knife, Bob Purdy Ca**

**50/50 Drawing Winner: Bruce Bretschneider won \$52.00**

**Show & Tell:**

**Rick Powers** brought the new extra small Eflite Blade MCX Helicopter for indoor flight. Weighs 1oz, rick did a flight demonstration in the meeting room it flew great. Even Aaron Moskowitz can fly it.

Hanger 9 new Pulse XT 60 size trainer is now available either electric or glow and now has no plastic parts for around \$249.00.

**Rick Powers was selected to be the chief Judge at Top Gun.**

**Meeting adjourned at: 8:22pm.**

*Rusty Fried, Secretary*

# \$ TREASURERS REPORT \$ with Gene Peterson



Well, hope you made it through Halloween OK. Sure was a Zoo at our house. We're getting a good start on the renewals for 2009. As of the end of October 127 had renewed out of current membership of 313. Thanks a lot for those of you that got it in early and for those that have not renewed....."What's holding ya back???" Had a good time at the 1/8 AF Event. Sure was a good one. Not sure of the number of airplanes, but I heard over 80 pilots signed up, so that's a bunch. Food by the SVF Kitchen Gourmet was excellent as usual.. We netted over \$1000 for the club so that was good and helps the 'ol bank balance. 1/8 AF pays us for the use of the field also so we will get some more for the club when the dust settles.

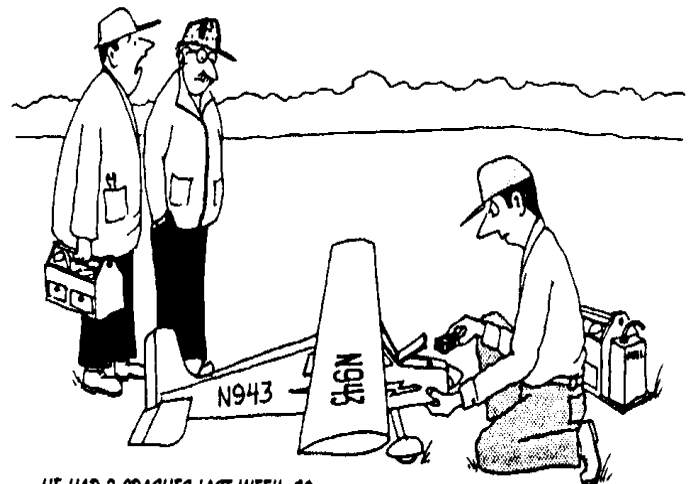
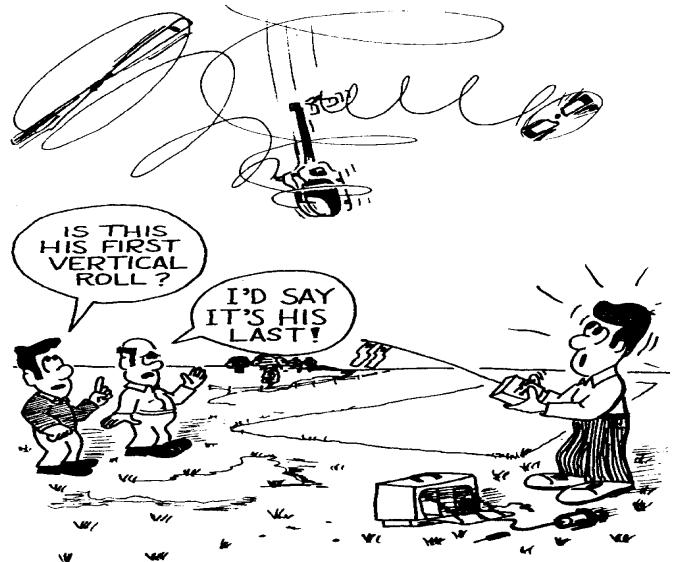
Don't forget the **Electric Fly** this month and the **General Meeting at the DV Airport on November 5th.**

Best Regards

*Gene Peterson Treasurer*

## November BirthDay Boys

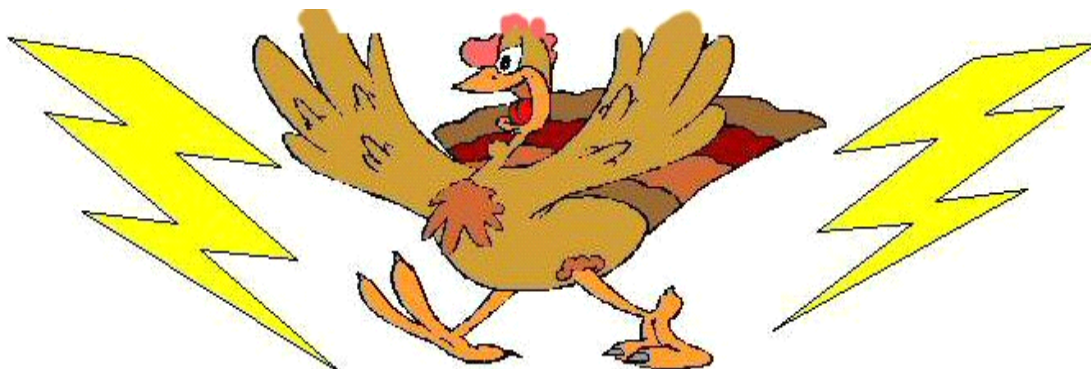
| <u>First name</u> | <u>Last name</u> | <u>Member type</u> | <u>Dob</u> |
|-------------------|------------------|--------------------|------------|
| Jim               | Brewer           | Senior             | 11/01/1938 |
| Jeff              | Wainman          | Regular            | 11/03/1972 |
| Lou               | Pfeifer          | Senior             | 11/04/1929 |
| Austin            | Goodwin          | Regular            | 11/06/1945 |
| William           | Byers            | Senior             | 11/08/1928 |
| James             | Goessling        | Regular            | 11/08/1946 |
| Peter             | Jones            | Senior             | 11/09/1942 |
| Mitch             | Tauber           | Regular            | 11/09/1957 |
| Jim               | McEwen           | Regular            | 11/09/1963 |
| Craig             | Demarcus         | Regular            | 11/10/1943 |
| John              | Gerhardt         | Regular            | 11/15/1957 |
| Wayne             | Baker            | Regular            | 11/15/1956 |
| Lou               | Roberts          | Senior             | 11/17/1933 |
| Charlie           | Beverson         | Lifetime           | 11/18/1945 |
| Derek             | Van Dyke         | Regular            | 11/20/1948 |
| Richard           | Slack            | Regular            | 11/24/1945 |
| Roger             | Eastman          | Regular            | 11/25/1965 |
| Howard            | Kennedy, Jr.     | Senior             | 11/26/1939 |
| John              | Hawbaker         | Regular            | 11/27/1952 |
| Ron               | Stephens         | Regular            | 11/27/1943 |
| Val               | Roqueni          | Regular            | 11/28/1947 |
| Tony              | Quist            | Regular            | 11/29/1963 |
| Theresa           | Mangino          | Regular            | 11/29/1948 |
| Lindsey           | Mincher          | Regular            | 11/29/1972 |
| John              | Deacon           | Senior             | 11/29/1940 |
| Peter             | Clark            | Regular            | 11/30/1966 |



HE HAD 3 CRASHES LAST WEEK, SO  
NOW HE'S INSTALLING A BLACK BOX

BOB LANDIS '96

**S  
V  
F**



**S  
V  
F**

**Eighth Annual  
Electric Turkey Fly-In  
November 8, 2008**

**Hosted by the Sun Valley Fliers  
Cave Butte Park, Phoenix AZ**

**Cave Creek Road to Jomax, Turn West at Traffic Light  
\$15 Landing Fee**

**All Proceeds to the Boys and Girls Clubs of  
Metropolitan Phoenix**

**All Electric Aircraft Welcome  
Open Flying  
Phantom Judged Fun Events  
Raffle, Trophies, and Prizes  
On site Vendors, Lunch**

**Join us for a relaxed day of fun flying, and sharing information with  
other Electric Fliers, while helping the Boys and Girls Clubs of  
Metropolitan Phoenix**

**AMA Sanction 08-1775**

**AMA License Required**

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

**For More Information: CD John Geyer – 602-810-1767 or [jegeyer@cox.net](mailto:jegeyer@cox.net)**

# SVF MEMBERS PAGE



## Life's Reflections (The Obituary) A SVF Member

Louis Hershel Graham was born on July 31, 1942 in Baltimore, Maryland to the late Donaline and Preston Graham.

He attended the following schools: Cherry Hill Elementary, Cherry Hill Junior High and Carver High, all in Baltimore, Maryland.

Louis enlisted in the United States Army and served honorably for nine years. He is also a Vietnam War Veteran.

Louis worked for Xerox in Rochester, New York and in southern California. Louis left Xerox to become a Radio Shack store manager and during his Radio Shack career, Louis won several outstanding manager awards.

Louis moved to Phoenix, Arizona in 1993 and attended Refrigeration School, Inc. (RSI) to become a certified heating, ventilating and air conditioning (HVAC) technician. He worked in the Phoenix metro area for a number of years as a North American Technician Excellence (NATE) Certified HVAC technician. Louis returned to RSI as an instructor and he taught electrical principles for several years.

Louis was currently employed by Winfield Home Owners Association (HOA) as the facility manager.

He enjoyed being a ham operator and over the years Louis has talked to people from all over the world.

Recently Louis started flying radio controlled airplanes and he took great pride in the planes he built. Louis liked going to the air field on Saturday mornings flying his planes and hanging out with the other pilots.

Louis' life is celebrated by his loving wife, Sherrye; his three sons, Louis H., J., Byron and Eric Graham; his precious granddaughters, Marissa and Mona Lisa; brother and sisters, Margaret Carpenter, Wallace Graham and Janice Solomon; aunt, Geraldine Boone; daughter-in-law, Harumi Graham; very special friends, Tricia Hodgson and Danny and Molly Cortez, and a host of other family members and numerous friends.

Celebrating his homecoming to them are his parents, Donaline and Preston Graham and his brothers William Edward Pulley and Edward Winston Graham.



The above photo shows Lou with Larry Bernier.

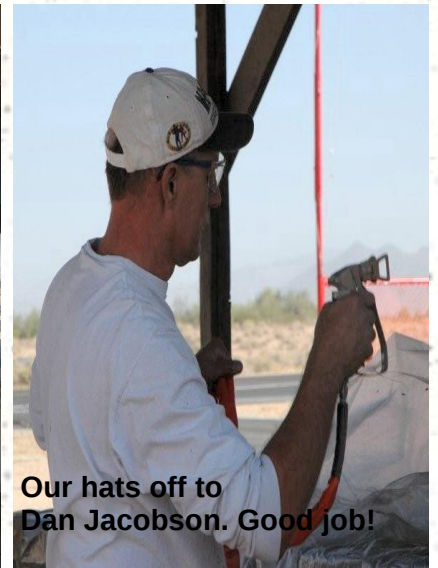
**UPDATE:** We were informed that Larry passed away in Michigan during the OEAF event. We wish to pass on our condolences to Mark and the family.



## SVF RAMADA BEING PAINTED ON OCTOBER 11, 2008



What's wrong with this picture?



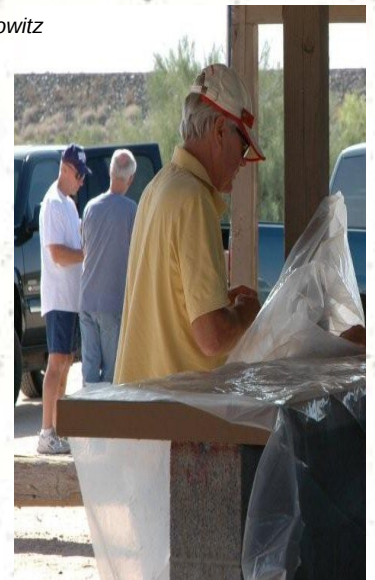
Our hats off to Dan Jacobson. Good job!



Photos by Frank Moskowitz



THOSE THAT GAVE THEIR TIME AND HARD WORK WERE, DAN, CHARLIE, GENE, JACK, TONY, BOB, & RON LONG CREW .



# The Safety Box

## Dr. Paul's Corner, November 2008

### Top 10 Flu myths

10. **Hand washing is more effective than getting a vaccine**  
The good news is people have heard the message about hand hygiene, bad news is they mistakenly believe only Hand Hygiene is necessary to prevent influenza... You need the vaccine as well
9. **Only the very old and the very young need a flu shot**  
Young children and the elderly are at high risk from complications related to the flu, but people of all ages can become sick and pass it on to others, you can be contagious prior to being symptomatic.
8. **Flu shots are scarce**  
Manufacturers have more than doubled the amount of vaccine and this year's supply should be ample
7. **Getting a flu shot is a hassle**  
Flu shots take about 10 seconds and are available around the valley at most larger drug stores, the Mollen Clinics (check newspaper) and through your health care provider
6. **Flu shots don't work**  
Each year scientists develop vaccines based on projection for the upcoming flu season. Successful matches have occurred in 16 of the last 21 years. Even if the vaccine does not match perfectly, a flu shot can minimize symptoms and speed recovery
5. **Flu shots make you sick**  
**The flu vaccine can not give you the Flu**, like any medicine, side effects may occur. Most often side effects are mild and include soreness from injection, aches, and low grade fever.
4. **There are unsafe ingredients in the Flu shots**  
Although there have been media speculation about the safety of vaccines, the Flu vaccine has a strong safety record.
3. **Flu shots are expensive**  
There is a small cost if you have no insurance or are not on Medicare, but if you get the flu you may miss several days of work (and flying) and that may have a significant cost in terms of loss income!
2. **If I don't get my flu shot early, than its not worth it**  
There is not time limit on when to get the vaccine. Immunization started for patients and the public (in outside flu clinics) already, we will start Oct 30 for employees. The season can extend to late February/early March. The vaccine takes two to three weeks to build up antibodies and lasts about 6 months (Yes you need one every year)
1. **I don't get immunized, because the flu is no big deal**  
The flu is a big deal, many people will mistakenly attribute cold symptoms, mild illness and even digestive upsets to the flu. **Influenza is a serious and sometimes life threatening respiratory infection**  
**Plan on getting vaccinated, protect your fellow workers, your family and friends, and yourself.**

*Dr. Paul Steinberg*



Caps, Hats & Tees Price List 2008

**Hanes Beefy T's with Pocket \$9.00**

**Golf Shirts with Pocket & Embroidered Logo \$21.00**

**Flex Fit Caps with embroidered Logo \$21.00**

**Adams Sunblock Safari Hats with SVF embroidered logo \$31.00**

**WinnerMate SVF Windbreakers (special order) \$65-75.00 depending on size / style.**



(Prices in photos are up \$1.00)

I will bring a selection to every club meeting for purchase so please bring cash or checks. I can be reached at: [psteinberg@cox.net](mailto:psteinberg@cox.net) or 602-616-0833 if you would like to order any genuine SVF apparel!!

## SVF MEMBERS AT THE ONE EIGHT AIR FORCE EVENT



The "GONG SHOW" is back?

Photos by Frank Moskowitz  
K9 by Bob Purdy, had to fill the space in.

## AIRCRAFT AT THE ONE EIGHT AIR FORCE EVENT



*Photos by Marty Jones and Frank Moskowitz*

## AIRCRAFT AT THE OEAF EVENT HELD AT CAVE BUTTES FIELD



Photos by Mark Bernier, Marty Jones, Frank Moskowitz

## AIRCRAFT AT THE ONE EIGHT AIR FORCE EVENT



Photos by Marty Jones  
and  
Frank Moskowitz

## 2008 TUCSON AEROBATIC SHOOTOUT

SVF Rusty Fried  
taking 2nd place  
Sportsman



SVF Ryan Archer  
Taking 1st place  
Advanced



Photos by Marty Jones

# SVF MEMBERS PAGE



Max Hopkins WWI Birds



Photos by Marty Jones, Mark Bernier & Dan Crum



Ward Emigh with his Miles at the OEAF



Bruce showing his Solo Certificate with instructor Bob Morris. Finally!

# SVF MEMBERS PAGE



Geronimo Super Cub



Ryan Field L-2



.It flies absolutely wonderful. I will be fabricating in the full greenhouse L-4 window layout in the near future and a couple other scale feature upgrades :) Wingspan: 105in Weight: about 15lbs.-15.5lbs Motor: Zenoah G38 4 chl. *Photos by Marty Jones*

# 1st Annual SVF Fall Pattern Classic

November 15th-16th, 2008  
@  
Sun Valley Fliers Field  
Phoenix, AZ

- All AMA and FAI classes with awards for top 3 in each class
- Special 2-day Introduction to pattern class for sport pilots interested in learning to fly pattern. Each day a separate event with awards for top 3 each day. Experienced pilots will be on hand to help anyone that would like to participate.
- Sportsman and introductory pilots may fly any AMA legal airplane
- BBQ Saturday night
- Field open for flying everyday sunrise to sunset
- Pilots meeting at 8:00am
- Historical weather averages for that weekend in Phoenix are 50° lows and 76° highs

## Contest Director

Robert Beaubien

[rob@koolsoft.com](mailto:rob@koolsoft.com)

(623)486-9987

## Assistant CD

Troy Newman

[troy@troynewman.net](mailto:troy@troynewman.net)

(720)939-0550

## Entry Fees

\$40 - Intermediate - FAI Pilots

\$25 - Sportsman Pilots

\$10 - Introductory Pilots

**Pre registration required** {link will be up shortly}

Here is the routine and rules for the Introductory to Pattern class for publication in the Slow Roll:

SVF Club Class Maneuvers

1. **Straight Flight Out (Upwind)**
2. **Procedure Turn**
3. **Straight Flight Back (Downwind)**
4. **1 Loop (Upwind)**
5. **1 Roll (Downwind)**
6. **Horizontal Figure 8 (Upwind)**
7. **360° Aerobatic Turn (Downwind)**
8. **Stall Turn (Upwind)**
9. **Immelmann Turn (Upwind)**



**Sun Valley Fliers** field is at

N. Cave Creek Rd & E. Jomax Rd,  
Phoenix, AZ 85024

[View Larger Map](#)

## Rules

1. All maneuvers to be performed centered on the judges.
2. The maneuver order can't be changed, but pilots can make extra passes to get set up for the maneuver. Judging will begin when pilot indicates he/she is ready to begin.
3. Maneuvers will be judged on roundness of circles, straightness of lines, consistent altitude on horizontal maneuvers, same entry/exit altitude of loop/stall turn/roll. Takeoffs and landings will not be judged.
4. Each judge will score from zero to 10 for each maneuver and the lowest scored maneuver will be dropped for each flight. Total score will be the best 8 maneuvers per flight. 2 rounds each day. Each day is a separate contest. Top 3 pilots will be awarded each day.

# **The Arizona Model Aviators Present WINGS OVER ARIZONA II**



- **An IMAA sanctioned GIANT SCALE FLY-IN**

**All aircraft must comply to IMAA Guidelines.**

**80" Monoplane, 60" Bi-Plane or True 1/4 scale. Jets must be 140" combined wingspan + length.**

**Proof of AMA and IMAA membership will be required.**

**For Turbines, a waiver will be required.**

**IMAA Memberships will be available at the event.**

- **Date: Saturday & Sunday, December 6<sup>th</sup> & 7<sup>th</sup>, 2008**

**Friday will be an informal get together day at the field to fly if you want.**

- **Location: Superstition Airpark, Mesa AZ**

- **Food will be available Saturday and Sunday.**

- **Plaques will be awarded for nine different categories.**

**Categories: Best 1. Military, 2. Civilian, 3. Multi-engine, 4. Multi-wing, 5. Finish, 6. Racer, 7. People's choice, 8. Pilot's choice 9. Mystery category**  
**All planes must fly to qualify for an award.**

- **There will be random Pilot prize drawings during the event.**

- **Landing fee \$20, includes: Pilot's Registration for all aircraft, Parking & The Saturday Night Pizza Party with Pizza & Soft Drinks for Pilots & crew.**

- **There will be a Public Raffle**

- **Public Parking is \$6 per car as per Maricopa Parks Dept.**  
**No Overnight Parking Is Permitted At The Airfield.**

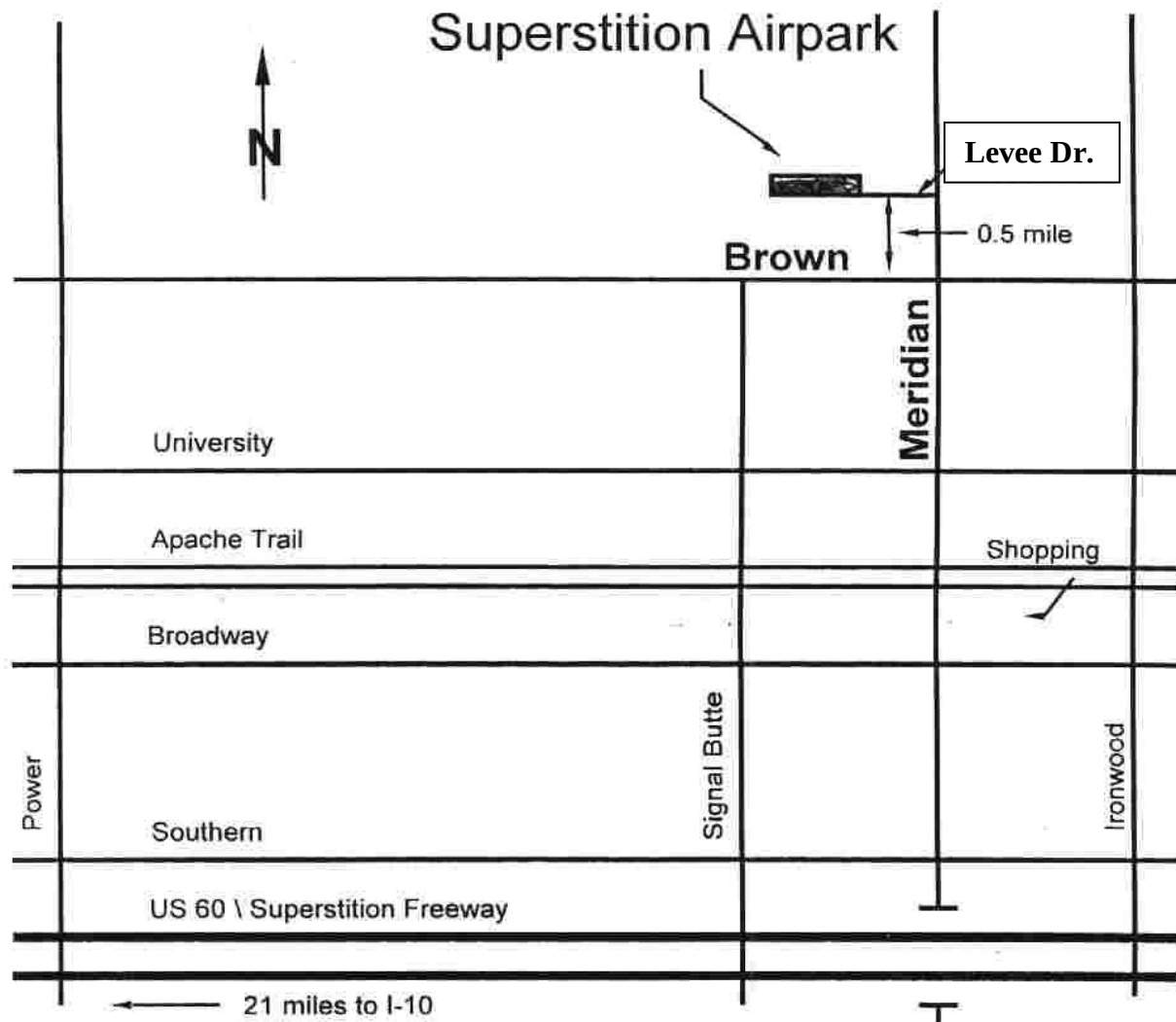
- **For More Info:**

**Primary Contact: Paul Goldsmith 602-323-7753, [wliinger@aol.com](mailto:wliinger@aol.com)**

**Secondary Contact: Ken Kear -- [kearskustomhobby@yahoo.com](mailto:kearskustomhobby@yahoo.com)**

**Arizona Model Aviators web site [www.azmodelaviators.com](http://www.azmodelaviators.com)**

The Arizona Modeler Aviator's flying site, *Superstition Airpark*, is at Usery Park near Apache Junction, AZ. Follow Route 60 to the Signal Butte exit, go north to Brown Rd. then turn right and turn right on Brown. At Meridian (1 mile) turn left, then go 1/2 mile past the Rodeo grounds to Levee Dr. Turn left to enter the club field. Look for the signs. Please keep your speed down to 10 mph.



## Subject: Fighter Ace " Robbie' Roberts : " Only Three Seconds To Fight "

Ace Newell ' Robbie ' Roberts, a descendant of Eddie Rickenbaker's ' Hat In The Ring ' squadron, tells how they ' worked ' their P-38s from six miles plus—down to North Africa's desert sand.

Robbies recalls : " With only ' three seconds to work ' there was no time to correct any mistakes — I learned this lesson from the first Messerschmitt I shot down. In that encounter, I had three seconds to [see it—pull up—and] shoot ! "

Back home, most people had thought fighter pilots would zoom and dive and twist around like a swarm of bees . . spitting bullets right and left. For us—it wasn't like that.

You take-off in your P-38 for several hours to escort bombers, patrol or strafe. Even though you had the most concentrated firepower of any WW II fighter at that time, you only had a couple minutes worth of bullets.

You held your fire until you were a hundred yards from your enemy, then ' let her go' in three second bursts . . each squirting 300 shells . . that could knock him down.

Unless, he shot you first !

My first shoot-down was one of two Me-110s cruising over Tunisia. I was the flight leader and we were patrolling the Mediterranean, trying to keep the U-boats' periscopes under the water.

On our return, we about to strafe German field concentrations, when I saw a couple of twin-engined Messerschmitts just above us . . . . [on our same compass heading !](#)

We had the speed to overhaul them—but no time to maneuver, so I just gave my engines full throttle, pulled up the nose, got one in my sights, gave him a squirt and he burst into flames. It took about as long to do it—as it takes you to read about it. My buddy was as quick—and he shot down the other one.

We learned to fight in teams, rather than accepting high risk ' solo ' aerial combat. And almost anytime we attempted to use aerobatic maneuvers, the Jerries could shoot us down. In a P-38, the pilot ' ate up ' his precious time trying to roll or pull it around—when a German fighter pilot could kill him in a handful of seconds.

In addition, many of the P-38 pilots we ' lost ' were those who let themselves be ' suckered away ' from their formations. The Jerries would often send one of their fighters, out ahead - down low - as a decoy. If one of our pilots attacked the decoy, a whole team of Me's would swoop down and kill him.

But, if our whole team dove after the ' bait,' the Me 109s would usually keep out of it. As a team, we could often outfly and outshoot the Jerry's team.

From England, we headed toward Algeria for nine ( 9 ) straight hours with a B-26 to guide us. Sitting in that P-38 was bad enough, but we were thinking about ' shooting our way in ' if the airfield was still in enemy hands.

Recently, the airfield had been surrendered to Allied troops. But German bombers had just cratered the runway. We landed anyway and successfully dodged around the bomb craters, except for our Colonel who smashed his P-38 ' flat as a pancake, ' but crawled out with only bruises.

Winging that far to North Africa had set a distance record for fighters. But after flying across the North Atlantic in mid-winter, it was easy. [ And that was an interesting deal—so let's back up a bit—and consider the threats of that scenario. ]

In case the Japs attacked the West Coast, after striking Pearl Harbor, our squadron of fighters was rushed to California to ' head them off. '

It was a lucky break for us, when that it did not happen. Our P-38s were so new, nobody knew how to effectively fly them in combat. Now, we had time to work out a new system of battle tactics, and learn how to use the P-38's strong points.

Formation flying in weather over the ocean was the most dangerous flying I have ever done. Sometimes. Our formations were so tight that our wingtips were only three feet apart. Less than that, it turned out . . when someone jammed his wing into my rudder. But we both got down okay.

Another day, I watched two Lightnings fold together—canopy to canopy—then plunge into the ocean. Not long after that, in the fog, a pilot smashed up into me from below and ' knocked out ' both of my engines. He had to bail out, but I chose to pancake ' dead stick ' into a small field. I didn't get hurt.

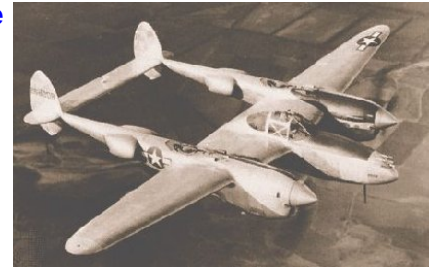
Then, we we given new P-38s equipped with jumbo belly tanks. And rumors quickly spread that we were heading ' overseas.' We felt good about it, because we now had confidence in the P-38s' strong capabilities.

Our squadron flew from California to Maine, where we practiced long flights in thick soup over the Atlantic.

Labrador was our first leg, but it was frequently buried in low cloud. So, each day, a Flying Fortress carrying our squadron's navigator, would take a look.

We got in there okay. However, the world's best weatherman could not predict the weather waiting for us in Greenland. After several false starts, we ' hovered closely' around our ' mothership' and headed for it.

With icebergs and mountains all around, our navigator in the B-17, was able to locate the tiny runway. We all got down alright. But, fighters taking off behind us, headed for a different airstrip in Greenland. Their navigator could not find it—so they all bellied in on the ice cap—stayed there for a long time.



We pushed on to Iceland.

That flight out of Iceland still gives me dreams more terrible than any aerial dog fight I've ever been in. In thick soup, with each Fortress ' mothering ' four Lightnings, we headed toward Scotland.

The soup became thicker. And then thicker. For five incredibly tense hours, we were forced to jam ourselves closer together under the Fortress' wings — with our wingtips nearly touching one another.

It seemed more like 50 hours !

Through a small hole in the clouds, we finally saw land. But it flashed by so quick— we didn't have a clue whether the hole was over Scotland or Germany.

We made contact with a radio station in Northern Ireland and asked them for a homing assist. We couldn't understand their instructions— and in our frustration, we cursed them out. They said : "Don't worry old chappies. Just stay up there—and we'll have you down in a jiffy !"

They sent up a ' night fighting ' radar-equipped Beaufighter.

And we fastened on that plane [ like fleas on a hound dog. ] And its crew mothered ' us into an airfield just in the nick of time. I had only enough gas for maybe thirty more minutes.

The British gave us combat training from the hottest combat squadron in Great Britain—the 303rd Polish Pursuit Group. Those Spitfire-flying Polish kids taught us everything they had learned flying while against the Jerries. We went along with Poles on seven of their combat sorties. But were we never jumped by the ' Jerries.'

Those Poles were the best dog fighter pilots' I have ever seen. By the time we reached Africa, we thought we could ' sweep the skies of Jerries and Eyties.'

Our squadron's first home was actually a goat pasture. And when it rained, we had to land without making a three-point landing. If we did, the P-38's nose wheel would bury itself in the mud and we would flip over on our backs.

We were our own ground crew, at first. We flew all day, then worked six or eight more hours at night, cleaning and loading our guns and filling our tanks from hundreds of five-gallon gas cans.

You've no idea how many gas cans are needed to fill a P-38's tanks. When the ground crews finally arrived, there were so many empty cans, they filled them with earth, then stacked them into ' walls ' for make-shift shacks. Rain or shine, we had been living in canvas ' pup tents.'

Early on, we lived on chocolate bars and emergency rations. I weighed 175 pounds when we arrived—four months later, I was a stringy 135 pounds.

Lockheed Lightnings were built to fly and fight at 30,000 feet plus and our main task was as high altitude escort for the Flying Fortresses on their forays over North Africa and Italy.

Nobody had any idea that the P-38s would be good for combat down to ten feet. And Buddy, I really meaTEN feet—to include a low-level mission on the strategic but enemy-held : Faïd Pass.

GHQ assigned us fly into it and ' clean out ' Jerry's tank and gun positions, so our troops could push through. The pass was just wide enough, to allow four P-38's—with near overlapping wings—to ' squeeze 'between its steep walls.

We were ordered to do the job between 7:20 and 7:25 a.m. No earlier than 7:20 a.m. — BUT —absolutely NOT LATER than the ' exact time hack ' of 7:25 a.m.

On the ' dot ' we roared into Faïd Pass—shooting—then climbing and diving and—shooting—as though we were on roller coaster rails.

Every time we dived, we shot a burst into a gun position or a tank, then zoomed up to gain a favorable position for the next dive. At 7:25 our ground troops charged through. The remaining Jerries were dead, wounded or hiding out. Our coordinated attack was so successful, we cleaned out the Kasserine Pass, on another day.

It was a tricky operation for a plane designed for—wide-open skies at 30M—traveling along at 400 mph.

The big advantage in buzzing in at the tree tops, was to let ' them have it ' before their flak could be set up. And with that same devastating effect, we zoomed in on a target where the Jerries had converted the town's sports arena into an military airdrome. We roared just above the main streets 'roof top's to side-step most of the ack-ack.

The P-38 wasn't designed as a bomber, but we often carried a couple of bombs on our strafing expeditions. During one of those sorties, we dropped our bombs, then zoomed up to be in position for aerial fighting.

While zooming up, I saw several Me-109s take off from the edge of a woods. I couldn't tell how many there were for the dust. But I told my flight : " Let's take them on. I'll take the first one." My wingman said : "I'll take the second." Lovell and McWhorter picked out their own.

One Me-109 pulled around ' head-on ' into me. Twice before, I'd had been flown into ' head-on. ' So talking to myself I said [ maybe shouted ] : " [If you can take it, Jerry—I can.](#)"

Both of us were just 200 feet off the ground, when I gave him a squirt. He blew to pieces and I made a quick turn left to avoid the debris.

Continuing in the turn, another Me 109 came into my sights. I was quickly on his tail. When I gave him a burst—he dove straight in.

My squadron mates were getting in their bursts, also. There were a lot more Jerries than I expected. But we had the position and the speed.

I heard someone yell : "LOOK OUT ! THERE'S ONE ON YOUR TAIL !" I looked back in a hurry. But the Jerry wasn't on me—he was on my wingman Jack Ilfrey's tail. Jack was asking : " [Somebody—please come do something !](#) "



It's funny how things just come out of your mouth in a ' pinch ' like that.

I dived to shoot the 109 off Jack's tail. And as quickly as I got the Jerry in my sights and pressed the trigger—nothing happened. In all the excitement—I had used up all my ammunition.

**That— was the most helpless feeling — I've ever known in my lifetime.** A three second burst was all that stood between having a live wingman or a dead one. **U-N-L-E-S-S !**

And faster than I can say it, my mind flashed : **" The only thing to do . . is to— R-A-M —this guy ! "**

So I swerved hard into the Messerschmitt.

As I swerved in, the German ' veered away ' to avoid the mid-air. But he veered into the gunsights of Bill Lovell. Bill's quick burst brought the Jerry down.

Mac's plane vanished in the skirmish. One of Jack Ilfrey's engines was out, so while Lovell and I hovered above his limping plane, we headed for home as the Jerries decided to break it off, also.

In about three minutes of fighting, the four of us had shot down nine ( 9 ) Me-109s, with our apparent loss of one pilot. Later that afternoon, with one of his engines sputtering . . Mac's plane limped in.

After being chased out into the desert, Mac was low on gas and landed on a village road. Scouting around the town, he located some auto gasoline, tanked up and flew home.

When Rommel's army was still in Tripoli, I was doing reconnaissance, and I'd dropped down to 5,000 feet over a peaceful place named Casa Bonita.

There wasn't a German plane in the air. No one seemed to be shooting at me from the ground. And I was curious as to —WHY WERE NOT— shooting at me ? I kept peering down.

In a flash, I saw blotched silhouettes—and I nearly jumped out of my seat.

Directly below, I could make out a very skillfully camouflaged airstrip that was stacked, wingtip to wingtip, with dozens of planes. Only intuition and pure luck had revealed them. Maybe ' Desert Fox ' Rommel, had been stashing them as an unpleasant surprise party for us. I immediately thought : **"Robbie, you'd better high tail it . . out of here ! "**

At a bomber base, the B-26's loaded up. Bombers had led me across the Atlantic and down to Africa. This time I led them. And we swept into Casa Bonita to unload bombs so quick that only three of Jerry's fighters had time to respond. Later, Intelligence counted 128 Axis aircraft destroyed by the raid.

After Rommel evacuated Tripoli, our squadron strafed his communications center, then using difficult to guess figure-8's, we swooped in on the lines of trucks, locomotives and rail cars . . and let them have it with bombs, cannon and machine guns.

Our missions with the Fortresses were at high altitude, with six to twelve Lightnings attached to each set of twenty B-17s. We flew high fly above them, so when the Jerry tried to get set to dive on them, we were positioned to dive on them.

As long as they let the bombers alone, we let them alone. They might even send a couple of Messerschmitts down to make non-firing passes. We stayed where we were . . unless they actually attacked the bombers.

That's how ' businesslike ' it was.

But it took plenty of nerve for the Jerries to attack our bombers. From the bombers defensive formation, at least nine Fortress' guns would be shooting at them. Meanwhile, our Lightnings would be attacking them with all we had.

Usually, the only time we broke formation was when a Fortress was struck by ack-ack ' or gunfire . . then it fell behind.

The Jerries always waited like buzzards for this to happen. But it would be our task to hover above the injured bomber, and fight off any attacking Germans while the bomber 'limped' home.

After a battle, I was protecting a shot-up bomber, as he was limping along at about 150 miles an hour. As I was trying to get in a better defensive position above him, two Me-109s attacked me.

All the other P-38's were spread out across the sky, so the Germans stayed on my tail. And the three of us circled around in a Lufberry at 15,000 feet. I couldn't gain on them; they couldn't gain on me.

So I called on my radio : **" I've got two Me-109s that need some help [ can you give 'em a hand ! ] "**

Lt. Murdock heard me. Soon . . he swooped in !

One Jerry got wise and went home. But Murdock got his sights on the other one and gave him a squirt. And down that Jerry went in . . trailing a long black streamer of smoke.

Over Tunis, our bombing missions were low-level. Our total mission distance was short enough to allow us to carry bombs, defend the bombers and still make it back home.

On one mission, I was flight leader for a dozen Lightnings, protecting two dozen Fortresses. After we completed that part of our mission, we headed down to drop our bombs on some railroad yards . . where I almost twisted my neck off . . looking around and up for Jerries on my ' tail.

Just as our bombers warned us by radio, I saw this bunch of Me-109s coming up behind us.

I called my planes together, and I began making a fifteen-degree bank join- up turn into the attacking Jerries. During the turn, I looked in the cockpit of the closest Lightning and saw its pilot munching on a chocolate bar. I guess he was distracted by his hunger and was not listening to his radio. Or he was not looking around. When I turned my head to look at him again . . he wasn't there.

Jerry shot him down.

They must have thought he was such easy meat . . they could shoot down the rest of us. So, going round and round about fifty feet off the ground -- eleven P-38s and fifteen Me-109s, fought for nearly 100 miles.

The Fortresses soon disappeared as we battled.

We lost two men . . the fellow who went down eating the chocolate bar and Bill Lovell. Bill shot down one Messerschmitt before he was also killed.

That fight explains why the next day's battle communique read :

"All our bombers returned safely."

Newell O. Roberts. M.D.

94th Pursuit Squadron

[ Abridged from Collier's magazine, September 3, 1943 ]

*Thanks to SVF Mike Vivian for passing this on.*

***Editor note: As we thrive to make this a newsletter all about radio control aircraft for the SVF members as well for others.. We do come up short on articles and feel we need to fill in some more pages,***

***I'll accept aviation articles like above to fill in when there are lack of R/C articles.***

### **The Know-It-All Modeler**

A very knowledgeable modeler with a know-it-all arrogant attitude challenged club members that he could answer any model related questions. For a small \$5 bet, he would go around and ask each member to ask one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions until finally no modelers would take up the challenge.

Always on the lookout for a new victim, one day the arrogant modeler came across a new novice member. "I challenge you that we will take a turn to ask model-related questions," said the modeler. "But because you are a novice, if I can't answer your question, I'll pay you \$100 dollars. But if you can't answer my question, you'll pay me \$5."

The novice just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeler, the novice just wanted him off his back so he accepted the bet.

The novice asked his question first: "What airplane has five wings, three tails, and one aileron, fitted with only an O.S. 28 and can go up to 250 km/h?"

After a long thought, the arrogant modeler concluded for the first time, he did not know the answer and paid the novice \$100.

"So what's the airplane called?" asked the arrogant modeler.

"I don't know," said the novice. He handed over the \$5 and pocketed the remaining \$95 for himself. Then he got on with his flying!

*From the Windom Eagles Model Airplane Club, Windom, Minnesota*

### **FOR SALE, WANTED, NIB, CHEAP, ETC:**

When was the last time you checked the **SVF Website classified section?** Did you ever see it? Or have you ever use it? Its FREE, yes FREE! Not only do the SVF members can check it out, but the world wide web will. For an example we have this, FOR SALE MOKI RADIAL ENGINE,NIB. Somewhere out in the web world someone will put out a search for an item like this, or the item your selling or want. So go ahead and use it. [www.sunvalleyfliers.com](http://www.sunvalleyfliers.com)

**SVF MEETING NOVEMBER 5, 2008 @ DEER VALLEY AIRPORT, 7:30 P.M.**

Y  
O  
U  
R  
A  
D  
H  
E  
R  
E



Lady's Men

Troy White

## 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

## HOBBY BENCH<sup>TM</sup> 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

### Next Month Issue

The TURKEY ELECTRIC is coming and the PAT-  
TERN Contest also in NOV. More photo shoots so  
get your cameras out. **The SVF got some cool stuff  
for sale to beat the heat. See Doc Paul.** Would you like  
to be notified when the SLOW ROLL new issue is avail-  
able? Give Gene your e-mail address. [AZ49ER@COX.NET](mailto:AZ49ER@COX.NET)

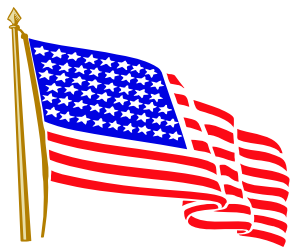
Hope you will enjoy it. Bob [rcbobsvf@aol.com](mailto:rcbobsvf@aol.com)

### This Month Issue

Great turnout for OEAF! Lots of photos by SVF  
members, great shots! More photos thru out  
this issue. FYI Flu shots. Good fighter pilot  
story.

Our thanks to the SVF members for those pho-  
tos, articles.

Remember to **ZOOM** the **PDF** page to see  
more.



# THE SLOW ROLL

**Club Officers**  
**Frank Moskowitz, President**

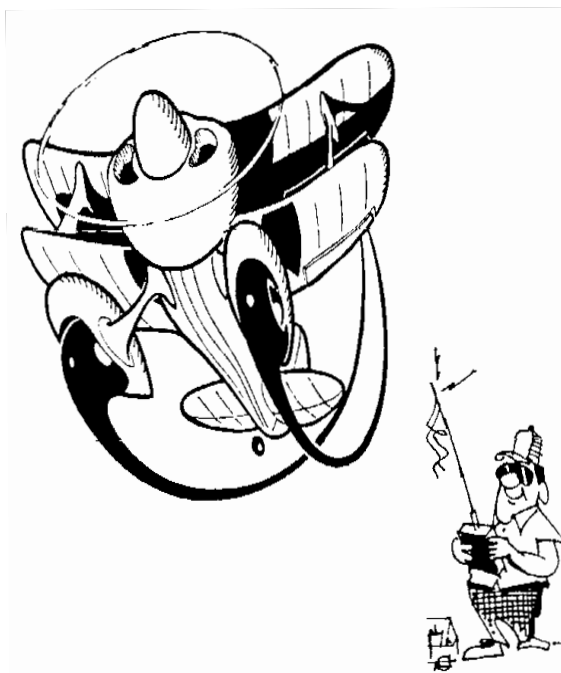
**Tony Quist, Vice President**

**Gene Peterson, Treasurer**

**Rusty Fried, Secretary**

**Walt Freese,**  
**Website Supervisor**

*Please check your  
Membership list for  
Phone numbers.*



## Board of Directors

**Charlie Beverson '08-10**

**Tony Holden '07-09**

**Paul Steinberg '07-09**

**Mike Peck '07-09**

**Eric Stevens '07-09**

**Ron Thomas '07-09**

**Dan Jacobsen '08-10**

**John Geyer '08-10**

**Bruce Bretschneider '08-10**



**First Class Mail**

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

[WWW.SUNVALLEYFLIERS.COM](http://WWW.SUNVALLEYFLIERS.COM)



**SINCE DECEMBER 1974**

**To:**