THE SLOW ROLL

CHARTERED #921
Since DEC.

Editor—Bob Purdy
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JUNE 2010

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 Jay Steward, J.B ……..How to Crash .....Crashless…….…..B-36B Story…….....Prez report……Minutes…... B'Days & Treasurer Report …….SVF Members photos…. …..Videos……*Much more, enjoy! Have a great and safe Memorial Day holiday!*

Jay and Jack Steward Army & Navy F4B-2

THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ

JUNE 2010 SLOW ROLL PRESIDENTS LETTER

Welcome to Junes Slow Roll.
Elections are over and for those of you that weren't in attendance at the election meeting in May, the results are as follows: All of our current club officers; (President, Vice President, Secretary and Treasurer) were elected to hold their current positions. I thank those of you that voted for me to continue as President. Ron Long was voted in as a new board member. He will be replacing Bruce Bretschneider. I wish Ron good luck and am looking forward to working with him and the rest of the BOD's to make Sun Valley Fliers Club the best RC flying club in Arizona!

Here is the most current list of your **Officers:** Frank Moskowitz – President, Tony Quist – Vice President, Gene Peterson – Treasurer, Rusty Fried – Secretary.

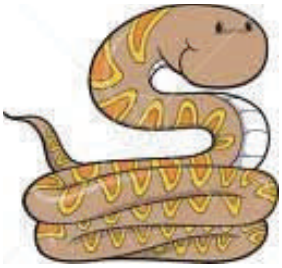
Board Members: Charlie Beverson, Mike Peck, Howard Kennedy, Ron Thomas, Greg Frohreich, Dan Jacobsen, Eric Stevens, Ron Long and John Geyer.

Joe Balabon has volunteered to continue as safety officer for the upcoming year. The board did not disagree. Thank you Joe for all your input and ideas on helping our members stay safe. We look forward to working with you for another year.

Remember to protect yourself from those harmful summer rays with our **Huntley Gambler Straw Hats for $20.00, or the Adams Sun block Safari Hats for $30.00.** If you are interested in one, please contact Gene Peterson for more information on availability and pricing.
Our next meeting is **Wednesday June 2nd 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). Lots of great food and a smoke free environment.** The Club meetings get better every month. 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!

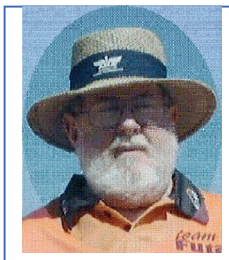
Frank Moskowitz

President



Editor: ***We will have the Officers and Board members portraits in the July Slow Roll for you new members to know who they are. So guys give me your best shots.***

SVF MEETING JUNE 2, 2010 AT 7:00 PM @ D V AIRPORT



Sun Valley Fliers Club Meeting Minutes
Date May 6, 2010

The meeting was called to order at 7:00 pm by President Frank Moskowitz.

Guests: Welcome Mrs. Pirelli.

New Members: Welcome Loren Counce, Kirk Welch, Jim Talmadge, Steve Miller, Peter Dickinson, Gino Pirelli, congratulation to all our new members.

New Solo Pilot: none

Secretary's Report: Motion made and seconded to approve minutes from our last regular club meeting. Voted and approved.

Treasurer's Report: Gene Peterson. Treasurers report was approved as presented.

1. As of this meeting we have 314 paid members.
2. We have acquired 34 new members since January of 2010.

Safety Officer Report: The safety officer mentioned that people are hogging the flight stations. Be courteous and keep it around 15 minutes per flight.
If a person brings a dog or a pet to the field please pick up the exhaust. (POOP)
Gene Perterson said that the Safety Rules are in each new membership packet.

Old Business:

1. Many thanks to Bob Purdy for his great work as editor of out Slow Roll.

New Business:

1. This is an Election meeting.
2. Results:

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

BOARD Members.

Charles Beverson
Ronald Long
John Geyer
Dan Jacobsen

Marty Jones and Tony Quist counted the ballots and tallied the results, thank you for your help.
This was the largest vote the SVF has ever had with 106 members casting ballots, great job guys. The Club furnished a buffet dinner for all who attended.

3. John Geyer is the head of the SVF community affairs dept. had nothing to report for the month.
4. Craig Guest reported to the membership on the condition of Mitch Tauber.
   It looks like Mitch is going to make it he is too tough.
   We all wish Mitch a quick recovery.
5. Ron Long told the membership how grateful he was for being elected. Ron just wait and we will see how grateful you are in a few months

Door Prize Winners: Fuel Eric Strevens, Fuel Loren Counce, Fuel Val Roqueni, Fuel Bruce Bretschneider, Fuel Ray Fulks, Hat James Goessling, Shirt Dan Jacobsen

50/50 Drawing Winner: Val Roqueni won $75.00 in the 50/50 raffle.

Show & Tell: Bob Morris brought some old proportional radios. He gave a brief history of these radios, Thanks Bob.

Meeting adjourned at: 7:35PM.

Rusty Fried, Secretary

$ TREASURERS REPORT $ with *Gene Peterson*

TREASURERS REPORT JUNE 2010

Lots of new members in our club right now. 43 as I count from January 1st. There is a list in this news letter somewhere. Too all you are new with SVF, welcome and hope your getting what your expectations were when you joined up. We hope you are enjoying your flying experience, what ever that may be. Please ask any board member if you need some thing from the club. If you need flying or training help, or clarifications on one of the Field Rules, be sure and ask…….There are no dumb questions. Also we really want to encourage you to use a spotter when you fly and start your plane. This is the one thing over the years that has kept the safety issues to a minimum. Don't be afraid to ask for help.

We are sorry for the passing of Ron Petterecs wife, Irene. Ron has been a member of our club for many years, and basically is a winter visitor, as they live in the Chicago area during the summer months. Sun Valley Fliers has made a donation to a special fund Ron has asked to make contributions to in lieu flowers.

Summer is coming and maybe it going to get hot sometime soon. And maybe the *&^% wind will calm down at the same time. Fly safe and watch for the snakes.

Regards, *Gene Peterson, Treasurer*

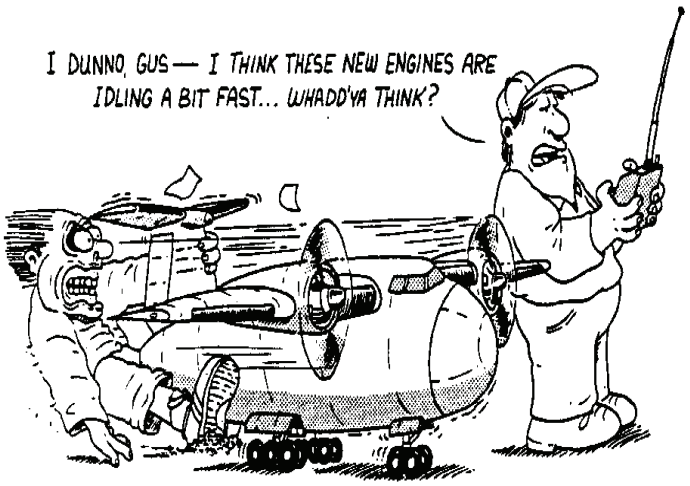
JUNE SVF BirthDay Boys

First name Last name	Member type	Dob
Roy McNeil	Senior	06/01/1939
Jerry Kolins	Senior	06/03/1931
Loren Counce, Jr.	Senior	06/04/1933
Philip Mahoney	Regular	06/05/1950
Richard Litt	Regular	06/05/1956
Kirk Welch	Senior	06/05/1945
Tom Perkins	Regular	06/06/1964
Mark Morris	Regular	06/07/1961
Jared Simmons	Regular	06/07/1983
Ward Emigh	Senior	06/09/1934
Keven Resinger	Regular	06/09/1962
Lucky Mitchell	Senior	06/10/1944
Peter Bruno	Regular	06/10/1965
Peter Dickinson	Regular	06/10/1954
Joseph Kiszczak	Regular	06/13/1954
Rob Keller	Regular	06/13/1969
Jim Ball	Regular	06/13/1946
Richard Wildey	Regular	06/14/1971
Allen Casey	Senior	06/15/1940
Yuri Higuchi	Regular	06/16/1969
Paul Donovan	Senior	06/17/1932
Curt Bennink	Regular	06/17/1965
Scott Zeller	Senior	06/18/1942
Ernie Mack	Regular	06/18/1967
Ryan Archer	Junior	06/20/1993
Robert Whipple	Senior	06/24/1932
Joey Marranca	Junior	06/24/1996
Donavan Lewis	Regular	06/27/1978
Louis Pfeifer IV	Regular	06/28/1952
Dave Wartenberg	Regular	06/30/1955

WELCOME NEW MEMBERS

Rick Baltman	James Talmadge
Kirk Welch	Loren Counce, Jr
Gino Pirelli	Steve Miller
Mike Ryan	Peter Dickinson

When a really big guy crashes his airplane, it's NOT a good idea to laugh.



SVF MEMBERS PAGE

Photos by SVF Members

Paul Nelson seen here holding the trainer he solo with this day. His instructor is John Geyer. Congrats Paul.

Has the SVF Weather Station help you?

findU needs your help!

findU has continues to be immensely popular, currently getting more than 2 million hits a day. Hosting a web site of this size is quite a task, and while one server is hosted in a donated academic site, the other is hosted in a commercial datacenters. The owner gives me a generous discount, but I still do need to pay for the site.

Last year was the first year in quite a while I did not ask for donations. This was because a single person made a very generous contribution that covered the hosting expense last year. This year I need to ask once again for your help. Besides the annual expense of hosting ($850), I need to replace one of the two servers that host findU. This machine is five years old, and has been getting cranky. Its disks are too small to hold the full database, so show much old data you will see depends on which of the two servers a request is randomized to. I need to fix that and to insure that findU will be able to continue to handle the load it faces. A server capable of handling findU is not cheap, currently about $6k -- eight cores, SCSI RAID array, and at lead 16 GB of RAM. I can't afford it myself, and Google ad revenue continues to decline. I need your help!

I wish I did not need to beg, it very much goes against my grain. Times are tough for everyone, and I am very thankful that I am better off than most. I have donated thousands of hours of my time to APRS and findU, I'll continue to do that. findU is my baby, and I want to keep it available. I simply cannot jeopardize my financial future any longer, findU must pay its own way from this point forward.

If you are able to give, even a little, please consider doing so. Past donation drives have succeeded due mostly to the generosity of a handful of people. Thousands of people use findU, if each donated $10 I would not need to ask for money for a few years. If you are not able, please do not feel bad about it.

If you do wish to give, you can use this button, or PayPal to k4hg@tapr.org. If you prefer to mail a check, you may do so at

Steve Dimse
3744 Stewart Ave
Miami, FL 33133
Thank you! Steve Dimse

EDITOR'S PICKS

2009 AMA *Insider* Survey: Summary

By Ashley Rauen, Editor

In the November 2009 AMA *Insider*, subscribers were invited to take part in a survey about the publication. Approximately 1,000 subscribers participated.

Those who took the survey reported that technical articles were the most widely appreciated followed closely by Tips & Tricks and How-to articles.

When readers were asked what new column they'd like to see in AMA *Insider*, the most popular answer was **Contest Director information and tips**.

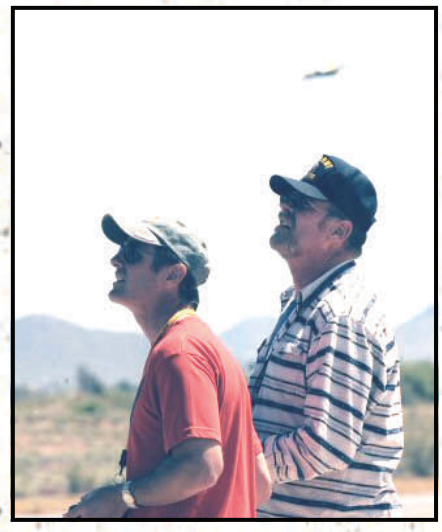
The survey also showed that AMA *Insider* readers are predominately **gas and glow fliers**, but at the same time feel that **there isn't enough attention given to Free Flight and Control Line models and fliers** and they want to see more of this type of article.

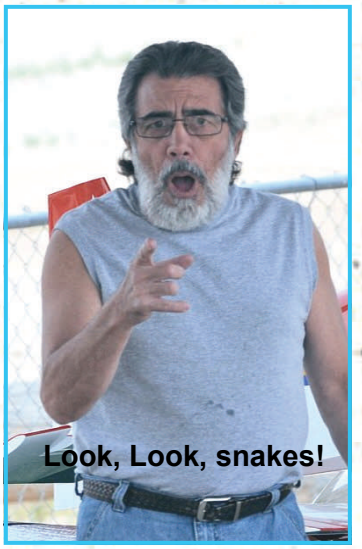
With these results in mind, **AMA *Insider* is looking for modelers who possess knowledge of Free Flight or Control Line and a desire to write**. Anything you'd like to say about your hobby is encouraged and please submit any articles for consideration to ashleyr@modelaircraft.org.

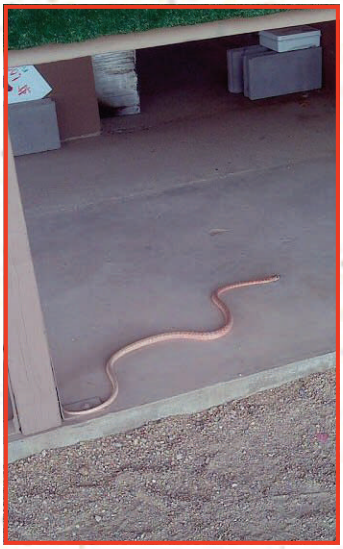
The *Insider* is also interested is **finding Contest Directors who would be willing to write** for the newsletter once or twice a year. Personal accounts of what made your club's event special could be a valuable source for readers.

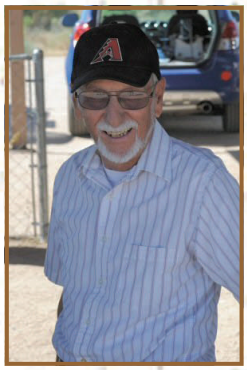
SVF MEMBERS PAGE

Photos by SVF Members









A Lesson in How to Crash

I recently destroyed a very nice aerobatic 49-inch Yak. Not really a great thing to do, but it happened and I hope by telling my story I can save at least one other pilot from doing the same.

I had just finished putting some very detailed cockpit work in a very nice Cermark 49-inch Yak 54 so I could enter it in to the 2010 Spring Fling Scale contest. I had earlier increased the power to 4S and had to beef up the motor mount with added carbon fiber along the top and sides to hold the now nearly 1,000 watts it could develop, so I was confident it would perform very nicely.

In full-scale aviation, we always say it takes two or three problems to make a crash, as we are trained to recover from one problem at a time. I think this story bears that axiom out. It took three distinct errors on the pilot's part to create an unrecoverable situation.

It started with my desire to fly one afternoon after I had just finished the above modifications and checked the balance and control throws in my shop. Because of all the things needing to be done, it got later and later in the day before I got out to the field. By the time I got settled in and ready for takeoff the sun was very low on the horizon, but the wind had calmed down a lot (error one).

I did my preflight and noticed that I had a little extra throw in the surfaces, but that's okay, I wanted to be sure I could recover from any attitude I got into during the trim flight (error two).

I took off and climbed out to the west, noticing I needed to adjust the elevator a little for smooth, level flight. While doing this, I let the airplane get a long ways downwind to the east (error three). As I started to turn toward me to come back to the center of the field, I over rotated due to the larger-than-needed throws of the ailerons, and due to the low sun angle I lost orientation of how far I'd banked and in my attempt to recover I must have thought I was inverted and zigged when I should have zagged.

End result was a near full-power dive into the ground instead of pulling up smartly.

So how could I have avoided this unnecessary loss of a very nice and near new airplane?

1. Don't get in a hurry to go do a flight. If it's 3:30 p.m. when you leave for the field in the winter, it will be dark in only 1.5-2 hours.
2. A headwind is a good thing, dead calm requires more roll out and longer takeoffs.
3. Larger surface throws are inherently bad for control. Use small, reasonable throws and check that the surfaces are in line with the wing or tail fixed surface for easier flight control.
4. Keep your situational awareness! Don't let one aspect of flying (ex. trimming) get in the way of overall flight path control. If you get too far away with an "active" model, you'll have more problems keeping it under control

From the newsletter of the Silent Electric Flyers, San Diego

TIPS & TRICKS

Gluing on Canopies

Before gluing on your airplane's canopy, put a small hole in some obscure place to allow air circulation under the canopy. This will keep your canopy from popping off in the summer when the air inside expands or from collapsing in the winter when the air shrinks.

Soldering Wires

Unless you have nerves of steel, it's difficult to hold two wires still while you solder them together, even if one is clamped to your workbench. An easy solution to this problem is to glue two wooden clothespins to a wooden base, about an inch apart. Now, slip the wires to be soldered into the clamping part of the clothespins, and they will be held together without jiggling. You can put the clothespins side by side rather than nose to nose. This keeps them from interfering with longer wires. You will probably have to sand the gripping part to create a larger grip area.

—both from the Beachmasters RC Club newsletter, Ocean Park, Washington

SVF Mike Marranca was dreaming he was a pilot for Southwest Airlines,,,,,,,,,,,,,,,Did Marty do this to you?

SVF MEMBERS PAGE

Photos by SVF Members

SVF Sun Valley Fliers

Crashless Flying

Fly RC long enough and you will experience a crash. However, some pilots seem to crash often—too often. Let's explore some of the causes of crashes and perhaps minimize crash opportunities.

Split Second Delay Crashes: High speed creates high loads on the plane's control surfaces and servos, causing a possible split second delay of control after a stick input. A split second delay is all that is needed when your plane is in some maneuver heading toward that ground at 100 mph (147 feet per second). Point the transmitter antenna at the airplane you can create a cone of science at your receiver, which can cause a control response delay.

Pilot Orientation Crashes: Another cause of crashes is a non-mechanical one: pilot orientation. If you are low and fast and lose orientation, expect a crash. Have your airplane flying level or in an up attitude while flying close to the ground.

Distraction Crashes: Another non-mechanical cause: distraction. If you allow yourself to be distracted, even for just a couple of seconds, you're likely to crash. If you were stung by a bee, step on what you think could be a snake, or have another critter eating your pant leg, put your plane in a series of tight loops with full up elevator, then take care of your business and your airplane will still be there when you can tend to it again, not two miles down the range. This may be overly simplistic, but you get the general idea. All pilots get distracted sooner or later. Think out in advance what you will do so your fingers will react when you do get distracted.

Aerobatic Crashes: Among the many maneuvers pilots enjoy, snap rolls are at the top of the list. Just be prepared for that fatal snap of a control surface during this maneuver. Pilots usually enter a snap full bore with full deflection on all control surfaces. This can load your airplane up to as much as 30 Gs, plus air drag loads. Inspect your airplane carefully after doing this violent maneuver.

Elevator Crashes: Let's spend some time with the elevator. This is the most important crash prevention control on your airplane. First, the elevator itself must be built from good material. Too hard and brittle is not good; too soft is not good either. In today's world, the high-quality ARFs take care of this. Use your best servo in the elevator. I don't like the standard servos on any function except the throttle.

Buy some good servos for your primary control surfaces. Next, use only strong, stiff rod linkages from servo to the control horn. Fiberglass rod systems are great for long runs. Strong, stiff wire works well for short runs. It's very important to keep the bends in the wire to a minimum. Lots of pilots use them, but I don't like the flexible Nyrod-type systems. Any movement of flex here could allow surface flutter, and also cause a split-second delay crash. The plastic clevises and control horns supplied in many kits leave a lot to be desired. Get these items from Du-Bro or Hangar 9.

Dirt and grit will weaken the plastic clevis pin very quickly, and generally they are too soft and flexible. Consider using metal or the super strong carbon fiber clevises and control horns. Metal-to-metal contact is taboo, but most metal systems have an insulator to prevent any metal-to-metal contact. Always install a rubber or nylon safety "keeper" on this and on all your clevises.

Crashes are extremely frustrating and expensive. With a better understanding of what causes crashes, we can more easily prevent them.

Servo Damage Crashes: Servos can be unknowingly damaged by a hard landing or by bumping a control surface while loading the airplane into a car. What happens is the servo's gears get cracked but it continues to operate until subjected to flying loads, then the gears break. After a hard landing or a bump, and from time to time, check your servos by applying slight hand pressure to the control surfaces while operating the servo. If it takes hand pressure, it will usually stand up to flying loads.

Take-off Stalls: The airplane will very likely turn to the left during take-off. One method to prevent this type of crash is a high-speed takeoff run and a shallow climb after liftoff until maximum climbing speed is reached. Use rudder to maintain direction with very careful use of ailerons to stay level. If the engine quits on takeoff, don't try to turn back to the runway. Keep the airplane heading into the wind and make your landing.

Landing Turn Stalls: A very common pilot error occurs while setting up a landing approach and performing too steep a turn from downwind to final. Airplanes stall at a much higher speed in a bank, and a steep bank into the wind will quickly slow the airplane and cause it to stall. Keeping turns shallow on your approach will help prevent this type of stall, and using rudder to turn will also help keep the turns shallow and reduce the additional drag of the ailerons. This becomes especially critical if landing dead stick.

Routinely check and tighten motor and engine mounting screws. Carefully inspect and test all flying surfaces. Pull on them to make sure the hinges are secure

From NOTAM*, Lewis Jordan, Editor*

ON THE SAFE SIDE

The Lighter Side of Safety: Revisited

By Don Nix

A few months ago I wrote about some things I had seen at various flying fields that could have been safety disasters, but happily turned out funny instead. I decided to continue the subject because (1) I've remembered a few more, (2) many seemed to enjoy them, and (3) I drew a blank for a subject this month ... Seemed like good reasons to me.

As I've mentioned before, I've been a modeler since I was six years old, and a full-scale pilot for nearly 51 years. I got into RC a little late in life—back in the mid-1980s—after full-scale began to be almost prohibitively expensive for the average guy. I'm sure readers who also fly full-scale can understand what a humbling experience the transition to RC can be. Suffice to say it took a very long time to get my head out of the cockpit and fly the airplane viewing from the outside.

My late wife was also a licensed pilot, and after I became fairly comfortable with a couple of RC trainers, it was her turn. Things went well for the first few sessions using the buddy box system, but she was a long way from soloing. After a takeoff one day, she said, "My transmitter is out of trim, and I don't feel comfortable enough yet to try to trim it myself." I replied, "Nooo problem. Here, swap transmitters with me, and I'll get yours trimmed up."

(Rim shock….cymbals….think about it for a minute.)

An incident some years earlier occurred while I was flying a full-scale airplane, but the lesson learned remains the same as for models. I lived in northern Illinois at the time and did a lot of business flying in my Piper Comanche.

One winter we had a several-week stretch of weather that I didn't care to attempt to fly in even though I was instrument rated. When the weather finally improved a bit, I departed one day on a long-delayed business trip. I had several thousand hours experience and hundreds in that airplane, but I was quite aware that inactivity for an extended period—models or full-scale—can be dangerous. I went through my checklists very carefully before and after starting the engine, during taxi, and pre-takeoff.

Takeoff and climb to altitude proceeded without a hitch, so I trimmed for level flight, set the autopilot and began to relax, but not for long. My Comanche normally trued out about 180 mph, but after tweaking everything I could think of, I couldn't nurse more than about 155 out of the beast. I stewed and wracked my brain for at least 10 minutes. Remember the cartoons where the little light bulb suddenly lights up over the character's head?

In my special efforts to be very, very careful during takeoff and climbout, concentrating and perhaps too focused, I had neglected to retract the landing gear. I was alone with no witnesses, but shame and embarrassment washed over me.

Lesson: No matter how high one's level of experience, after a period of inactivity use a checklist—all of it.

Back to models. The first good-weather weekend after Christmas was always interesting at my favorite RC field in Southern California. All the people with new Christmas airplanes would show up, many of them beginners. I was hangar flying with a friend one January while we watched a young fellow about 14 getting his new ready-to-fly toy assembled. It was some sort of long-winged motor glider powered by a ½ A engine. His mother was standing close by watching sonny boy.

It quickly became obvious the lad had never flown before so my friend, one of our club's instructors, walked over and offered to help. Instead of gratitude, this whiz kid erupted with profanity, suggesting my friend perform an anatomically impossible act on himself.

The instructor said, "Oookay" and walked away. As we watched from the sidelines, the kid hand-launched the model and immediately pulled full up elevator, which was hooked up in reverse. Amazing how thoroughly and quickly a paved runway can convert a foam ready-built into a pile of packing peanuts.

The ironic part? My friend said to the mother, "Ma'am, that wouldn't have happened if your son had accepted my help." Her response was only slightly less vile than the son's.

Clearly, the needless incident could have hurt someone, so to head off myriad e-mails asking why we allowed the boy to fly: it was a public county park, and we had no authority whatever to control operations; we just suffered the criticism if someone did something stupid or careless.

Afternote: While on a nine-month RV tour of the western states this past year, I visited the flying field at Wenatchee, Washington. This was perhaps the most beautiful RC field I've seen in years, and it was clear safety was high on their list of priorities. Unfortunately, I didn't make a note of the club name, but you folks know who you are. Congratulations!

Th-th-th-that's all, folks. I could use some suggestions for safety topics, so ring me up at flyerdon1@yahoo.com.

A BAD DAY in a B-36B

Aircraft Commander 1st Lt. Oliver Hildebrandt, Pilot 1st Lt. Walter Ross, and Co-pilot Captain Wilbur Evans, and a crew of thirteen took off from Carswell AFB in B-36B, 44-92035 of the 26th Bomb Squadron of the 7th Bomb Wing at 5:05 A.M. on November 22, 1950. The planned 30-hour training mission consisted of air-to-air gunnery, bombing, simulated radar bombing, and navigational training.

Immediately after take-off, the #4 alternator would not stay in parallel with the other three alternators, so it was taken off-line and de-excited three minutes into the flight. About one minute after the #4 alternator was shut down, flames 8 to 12 feet long erupted from around the air plug of the number-one engine. The left scanner reported the flames to the pilot. Six minutes after take-off, the flight engineer shut down the number-one engine, feathered its propeller, and expended one of its Methyl bromide fire extinguishing bottles.

The mission continued on the power of the remaining five engines. 44-92035 cruised to the gunnery range on Matagorda Island, TX, at an altitude of 5,000 feet. It arrived at 7:00 A.M. and the gunners began practicing. Radar Observer S/Sgt. Ray Earl manned the tail turret. The charger for the right gun burned out, so he expended just half of his ammunition. Then the APG-3 radar for the tail turret started acting up, so S/Sgt. Earl secured the set.

Aircraft Commander 1st Lt. Oliver Hildebrandt noted that the vibration from firing the 20mm cannons increased significantly during the fourth gunnery pass. Immediately afterward, radar operator Captain James Yeingst notified Hildebrandt that the APQ-24 radar set blew up and was smoking. Vibration from the firing of the guns was causing shorting between the internal components of the radar. Then the liaison transmitter failed as well.

The cannons in the left forward upper turret and the left rear upper turret stopped firing. The gunners attempted to retract the gun turrets, but the failed turrets would not retract. Gunner S/Sgt. Fred Boyd entered the turret bay, but other problems began to take precedence over the stuck turrets. Boyd was called out of the bay before he could manually crank the turret down.

At 7:31 A.M. the number-three engine suffered an internal failure. The propshaft torque pressure fell to zero. The manifold pressure dropped to atmospheric pressure. The fuel flow dropped off, and the flight engineer could not stabilize the engine speed. The pilot shut down the number-three engine and feathered its propeller. The B-36B now had only one operating engine on the left wing, so the pilot aborted the remainder of the training mission and set course for Kelly Air Force Base.

Flight engineer Captain Samuel Baker retarded the spark, set the mixture controls to "normal", and set the engine RPMs to 2,500 to increase the power from the remaining engines. Unknown to Captain Baker, the vibration from the guns had disabled the electrical systems controlling the spark settings and fuel mixture. He immediately discovered that the turbo control knobs no longer affected the manifold pressure.

The B-36B could not maintain its airspeed on the power of the four remaining engines. It descended about 1,000 feet and its airspeed bled off to 135 miles per hour. The pilot called for more power. The flight engineer attempted to increase engine speed to 2,650 RPM and enrich the fuel mixture, but got no response from the engines except for severe backfiring. The fuel mixture indicators for all of the engines indicated lean.

The second flight engineer, M/Sgt. Edward Farcas, checked the electrical fuse panel. Although the fuses appeared to be intact, he replaced the master turbo fuse and all of the individual turbo fuses. He noticed that the turbo-amplifiers and mixture amplifiers were all cooler than normal. He climbed into the bomb bay to check the aircraft power panels and fuses, but could not find any problem there.

Kelly Air Force Base had a cloud overcast at just 300 feet and the visibility was restricted to two miles. The weather at Bergstrom Air Force Base not as bad, with scattered clouds at 1,000 feet, broken clouds at 2,000 feet and 10 miles visibility. Carswell Air Force Base was clear with 10 miles visibility, but it was 155 miles farther away than Bergstrom. Air traffic control cleared all airspace below 4,000 feet ahead of the crippled B-36B. Aircraft Commander Hildebrandt was flying on instruments in thick clouds.

The poor weather at Kelly Air Force Base convinced Hildebrandt to change course from Kelly to Carswell Air Force Base, passing by Bergstrom Air Force Base on the way in case the airplane could not make it to Carswell. Bombardier Captain Robert Nelson made two attempts to salvo the 1,500 pounds of practice bombs in the rear bomb bay, but the bomb bay doors would not open by automatic or manual control, or emergency procedure.

There was no way to dump fuel to reduce the weight of the B-36B. The flight engineers resorted to holding down the switches used to prime the fuel system in an attempt to increase fuel flow to the engines. M/Sgt. Edward Farcas held down the prime switches for the number-two and number-four engines while Captain Baker held down the prime switch for the number-five engine and operated the flight engineer's panel. The configura-

The configuration of the switches did not allow them to prime the number-five engine and the number-six engine at the same time.

The high power demand coupled with the lean fuel mixture made the cylinder head temperatures of the engines climb to 295 degrees C. Flight engineer Baker jockeyed the throttles, decreasing the throttle setting of the engine with the highest cylinder head temperature until another engine grew even hotter. The high temperature caused the gasoline/air mixture in the cylinders to detonate before the pistons reached top dead center, diminishing power and damaging the engines.

Despite the critical situation with the engines, Aircraft Commander Hildebrandt decided to continue past Bergstrom Air Force Base to Carswell. Bergstrom was overcast and its runway was only 6,000 feet long. Carswell offered a much longer runway. By the time the B-36B reached Cleburne, the backfiring on all engines increased in violence. The number-2, number-5, and number-6 engines were running at 70% power and the number-4 engine was producing only 20% power. The airspeed had dropped off to 130 miles per hour.

Aircraft Commander Hildebrandt attempted to restart the number-one engine, the one that had spouted flames on take-off, but fuel was not getting to its induction system. He tried to restart the number-three engine, but could not unfeather the propeller on that engine. As the bomber passed to the west of Cleburne, the right scanner reported dense white smoke, oil, and metal particles coming from the number-five engine.

After a short while the number-five engine lost power, and Aircraft Commander Hildebrandt feathered the propeller on that engine while still twenty-one miles from Carswell Air Force Base. The B-36B could not stay airborne on the power of the three remaining failing engines. It was flying at just 125 miles per hour, seven miles per hour above the stall speed, losing both altitude and airspeed. Howard McCullough and W. Boeten were flying Civil Aeronautics Authority DC-3 N342 near Cleburne

They were notified by Meacham Tower to be on the lookout for 44-92035. They spotted it about five miles south of Cleburne. They observed that the number-one and number-three propellers were feathered and the number-five engine was on fire. They turned to follow the descending bomber. Aircraft Commander Hildebrandt ordered the crew to bail out of the stricken bomber.

Bombardier Captain Robert Nelson had bailed out of airplanes on two previous occasions. He had crash landed twice and ditched once. He was the first man to bail out from the forward crew compartment. He suffered contusions of his lower spine when he landed.

Radar Operator Captain James Yeingst responded to stress with laughter and jokes. He was a bit giddy before the bailout. He was the second man to exit from the forward crew compartment. His parachute streamed after he pulled the rip cord. He passed Captain Nelson going down. Captain Yeingst's parachute mushroomed open just before he hit the ground, but he suffered fatal injuries.

Co-pilot Captain Wilbur Evans was the third man to exit from the forward crew compartment. He had bailed out of airplanes twice before and crash landed several times during WW-II. This time he broke both bones in his lower right leg when he landed.

Navigator Captain Horace Stewart had previously tried to get off flying status because he felt that the B-36 was too dangerous. It is reported that during the hour before bailout, he was tense, nervous, and chain-smoking. He was the fourth man to bail out from the forward crew compartment. He pulled his rip cord right as he exited the forward escape hatch on the left side of the fuselage. His parachute opened and pulled him toward the number three propeller. His head hit the downward pointing blade of the propeller, killing him instantly.

Radio Operator Cpl. Paul Myers followed Captain Stewart out the escape hatch. Myers landed with minor injuries. Flight Engineer M/Sgt. Edward Farcas jumped head first through the exit hatch of the forward crew compartment right after Cpl. Myers. His parachute did not open when he pulled the rip cord. He pulled the parachute out of its pack with his hands and landed with only minor injuries.

Radar Mechanic Robert Gianerakis and Flight Engineer Captain Samuel Baker were the next to escape from the forward compartment. Both landed with only minor injuries.

Radio Operator Sgt. Armando Villareal bailed out after Captain Baker. Villareal did not trust his parachute to open, so he pulled the rip cord while he was still in the forward crew compartment. He held his parachute in his arms as he jumped feet first through the escape hatch. Despite his unorthodox method of escape, he landed with only minor injuries.

Pilot 1st Lt. Walter Ross was the next to last to leave the forward compartment. He landed with only minor injuries.

Gunner S/Sgt. Andrew Byrne and Radar Observer S/Sgt. Ray Earl were the first two crew members to bail out of the rear crew compartment. Both landed with only minor injuries.

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Gunner S/Sgt. Andrew Byrne and Radar Observer S/Sgt. Ray Earl were the first two crew members to bail out of the rear crew compartment. Both landed with only minor injuries.

Gunner Cpl. Calvin Martin was the third man to exit the rear crew compartment. He was swinging under his parachute as he hit the ground. He broke his right ankle as he landed. He fell backward onto a rock, fracturing his third lumbar vertebra and compressing his tailbone.

Gunner S/Sgt. Ronald Williams followed Cpl. Martin out the rear escape hatch. He landed with only minor injuries.

Gunner S/Sgt. Fred Boyd was the last man to exit the rear crew compartment. He called to Aircraft Commander Hildebrandt over the intercom to let him know that everyone had escaped from the aft compartment. When he turned back to the exit hatch, it had fallen shut. He had to open the hatch again to make his escape. He broke the fibula of his left leg when he landed farther to the north than the other crew members.

After S/Sgt. Boyd reported that all other crew members had bailed out of the rear compartment, Aircraft Commander Hildebrandt set the autopilot and jumped clear when the bomber was less than 1,000 feet above the ground. He and nine other crew members escaped from the B-36B with only minor injuries. When McCullough and Boeten in DC-3, N342 saw the parachutes of the escaping crew members, they announced the bail-out on the emergency frequency of 121.25 megacycles.

Each report of Emergency Parachute Jump indicates that the incident occurred 20 miles south southeast of Carswell Air Force Base.

The descent of the B-36B was witnessed by Mr. Buck Bell and his wife, who lived about 5 to 7 miles southwest of Crowley, Texas. Mr. Bell saw the crew members parachuting from the bomber, but did not see it hit the ground about one mile north of his house.

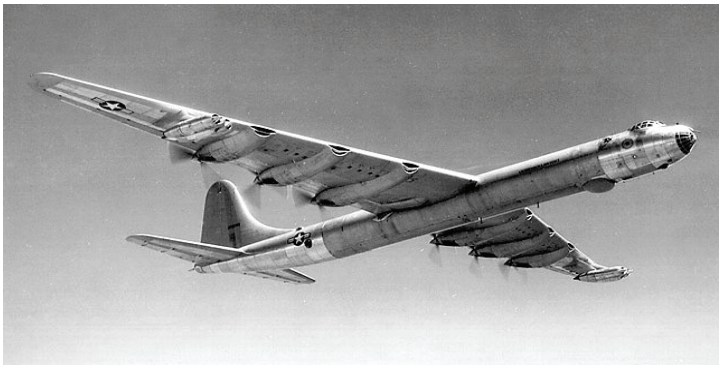
Mr. James Bandy and his wife were on the road to Cleburne about 4 miles from their house on Route 1 near Joshua when they spotted the B-36B trailing smoke, flying in a nose-high attitude. They saw it hit the ground in a level attitude, raising a cloud of dust.

The B-36B descended straight ahead in a nose-high attitude for a mile after Aircraft Commander Hildebrandt bailed out. It stalled, pitched nose down, and impacted in a terraced field on Less Armstrong's Dairy, 14 miles south of Carswell Air Force Base, 2 miles west of the Southleg FTW range, and six miles west of Crowley at 9:50 in the morning. The forward crew compartment separated and folded underneath the rest of the fuselage. The tail section broke off, and the rear crew compartment came away from the mid-fuselage as the wreckage slid 850 feet along the ground and twisted to the right.

The rear sections of the airplane remained largely intact. The elevation at the crash site was approximately 700 feet. Mr. W. Doggett witnessed the bail-out and crash from his home on Route 1 near Joshua. The B-36B impacted about 2-1/2 miles north of his house. He drove to the crash site in his pickup truck and helped the surviving crew members to regroup.

Four minutes after the crash, McCullough and Boeten in DC-3, N342 reported that two Navy aircraft were circling the wreckage. The wreckage smoldered for about eight minutes before a fire broke out in the number-six engine. The 15,000 gallons of remaining fuel consumed the forward fuselage and wings. The civilians and crew members were driven away from the crash site by exploding ammunition and the knowledge of the presence of 1,500 pounds of bombs aboard the airplane.

Read this the next time you think you're having a bad day



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1. High speed passes must be done NORTH of the runway

2. All aerobatic routines should be preformed NORTH of the runway

3. Helicopters SHOULD NOT fly North of the line of reels

4. ***All pilots & their spotters should announce their attentions as to taking off/ landing/dead stick/ touch and goes/etc. It's a long way from pilot station 1 to 5 so, try and make it heard .***

Safety Officer Joe Balabon

VIDEOS and Websites Links

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If you got something going let me know. Be the *SR* field reporter, great job and good benefits, like free fresh air.

Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.
AZ49ER@COX.NET

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

This Month Issue

Do look at the new videos, websites. How not to crash articles. Safety article to read. Enjoy and remember Memorial Day, also June 6, 1944. Drive safe and don't eat, drink to much.

Send those articles and photos in!

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

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