THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

President—Frank Moskowitz
Vice President—Tony Quist
Treasurer—Gene Peterson
Secretary—Rusty Fried
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MAY 2011 VOTE

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 Tony Quist showing Howard Kennedy P-47.....SVF BALLOT ..... AUCTION Photos.....Altitude and Model Flight Procedures.....SVF members photo..... Prez report.....SR-71 Story.....Minutes..... B'Days & Treasurer Report .....*GREAT VIDEOS*..... RON &SIG.....Float Fly.....Hemet Scale Meet.....D Pits.....*Take a day to remember MEMORIAL DAY...Much more, enjoy!* SVF MEETING MAY 4, 2011 @ 7PM

THE PRESIDENTS CHANNEL

Frank Moskowitz

Welcome to the May 2011 Slow Roll.

I'd like to start out by reminding everyone to please vote in the upcoming election. This will take place during our May 4th club meeting. Ballots will be available at the meeting and a sample ballot showing whose running is included in this edition of the Slow Roll. We will not be accepting any proxy votes. You must be present at the meeting for your vote to count. Please review the ballot for the positions that are open this year and the candidates that are applying for them. Some candidates are incumbents and some are newcomers. It's my personal opinion that your present club Officers and Board members have done an outstanding job. When making your decision on voting for a new candidate for either Club Officer or BOD, remember to consider that persons past involvement with the club; Have they been active at all our events, have they offered positive comments to help us move forward as a club. **The Officers and Board of Directors helps shape our future growth in this valley and is quite an important job. Use good judgment on your selections.**

We are in the process of delivering a document to each member to sign, signifying the member agrees to abide by the new 400 foot altitude and required spotter rule. There is a copy in this Slow Roll that you can print out sign and hand to any Board Member. **Soon after signing this acceptance document (hopefully within two weeks) you will be given a key to a new lock on the gate**. We will be replacing the combo lock in favor of a more secure key lock system, and the signing of this acceptance document will be a condition of continued membership at Sun Valley Fliers. This is a small price to pay to insure that we will always have this great field. I ask each member to help us with this move towards a safer flying environment.

Remember our next club meeting is **Wednesday May 4th at 7:00 pm. This is our annual elections meeting.** 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).

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

SVF MEETING
MAY 4, 2011
7:00 PM @ D V AIRPORT

Sun Valley Fliers Club Meeting Minutes
Date, April 6, 2011

The meeting was called to order at 7:04 pm by Vice President Tony Quist. There were 44 members in attendance.

Guests: None

New Members: Welcome to Harry Horton. Harry has been flying since 1994.

New Solo Pilot: None

Secretary's Report: Rusty Fried: Voted and approved as published in the Slow

Treasurer's Report: Gene Peterson. Gene was not in attendance so no report.

Safety Officer Report:

1. A Rattlesnake was spotted on our property, please look out for Rattlesnakes. Remember they have the right away and they were there first.
2. Make sure you fly with a spotter looking for full scale aircraft.
3. Remember we have a 400' top alt.

Old Business:

1. The new spotter's letter will be arriving at your mailbox soon. Each club member will be required to sign the agreement portion of the letter in order to get a gate key and it will allow your membership to continue. The 400' limit was not conjured up by the SVF board it came from the FAA. Since we are within the class D airspace the Feds have the right to enforce this rule. There was a lot of discussion from the floor and a few guys wanted to argue however it is what it is!
2. Sunday April 3 we had an auction at the SVF field. **Charlie Beverson and Mike Peck** did a very good job earning **$1463.00** for the club. **Many thanks to Mrs. Jasperson for the donation of Jack's stuff.** `

New Business:

1. Next Tuesday the field will be closed (4-12-2011) for runway crack sealing.
2. Election stuff:
   All officers are up for reelection, there are 2 open seats the VP and secretary are open positions.
   Frank Moskowitz and Gene Peterson are going to run for reelection.
   Board members that are running for reelection:
   1. **Ron Thomas**
   2. **Greg Frohreich**
   3. **Eric Stevens**
   4. **Howard Kennedy**

   Other guy's throwing there hats into the ring for board members are;
   1. **Jim McEwen**
   2. **Nate D'Anna**
   3. **Ernie Mack**
   4. **Bob Bayless**

John Geyer is running for the Vice President's seat and **Bruce B**. is running for the Secretary's position.

3. **Loren Counce** talked about skin cancer and how we all need to protect ourselves from the sun. Loren brought some booklets that talked about Cancer and how to look for it. Thank You Loren.

continue

Sun Valley Fliers Club Meeting Minutes
Date, April 6, 2011

4. **We have people not closing and locking the gate. The other day a park ranger found the gate open and he was very concerned.**
5. **Community Awareness community headed up by John Geyer had nothing to report this month.**

Door Prize Winners: Ken Justice Fuel, Gerhard Gallifant fuel, John Geyer Fuel, Loren Counce Fuel

50/50 Drawing Winner: $79.00 went to Ron Brown.

Show & Tell:

Ron Petterec Talked about his new business venture. Ron With a partner purchased Sig Mfg Company. Ron talked about what is going on now and the future of Sig Mfg. From what Ron said the future looks good for a hobby Icon. Kits and accessories are now available, wood will available in the very near future. Thank Ron. The purchase was closed February 18, 2011. Ron announced that his partners in this venture are Herb Rizzio and Dave Martin.
Ron brought a Great Planes Shoestring he liked the quality of the kit and the accessories used, He also liked the flight qualities.

Dave Linne talked about what to do with 6" and 9' grinding discs when they wear out. He cuts then into about 2" X 3" sanding pads. It looks like a good way to get a 24 or 60 grit sanding pad for nothing. Most guys don't have access to these sanding discs however if you go to most body shops and ask for their old discs and I bet they will give them to you. The best thing to cut the discs with is a pair of tin snips.
Meeting adjourned at: 7:53pm

Rusty Fried, Secretary

FROM THE PITS

With D. Pits

HI D., I really love what I'm doing with this hobby and sure would like to see more people also enjoy it.

Going to the field I always see the same old guys, sorry, I mean all the same great guys flying. Hardly do I see a new face unless I go on other days to the field.

I wonder how the club can get people out to see what this great hobby is all about. I was thinking it would be great if on Saturday and Sunday we could leave the gate open with a sign to welcome spectators to view the flying, and to talk to the pilots to learn more about the hobby. What's your thoughts? J.L.

J.L.,.I. I can see that you are a good person that loves to share what you do. As for the gate on weekends that's a tough one to answer. The city I believe would have to hear the idea to permit that. Again that would be up to the club officers to pursue it, or they may have an answer already. J.L. is that for Just Loving flying? **SVF Officers please respond to this.**

D. Pits also received a note asking when is the club going to get rid of those damn broken wire spools?????

$ TREASURERS REPORT $ with *Gene Peterson*

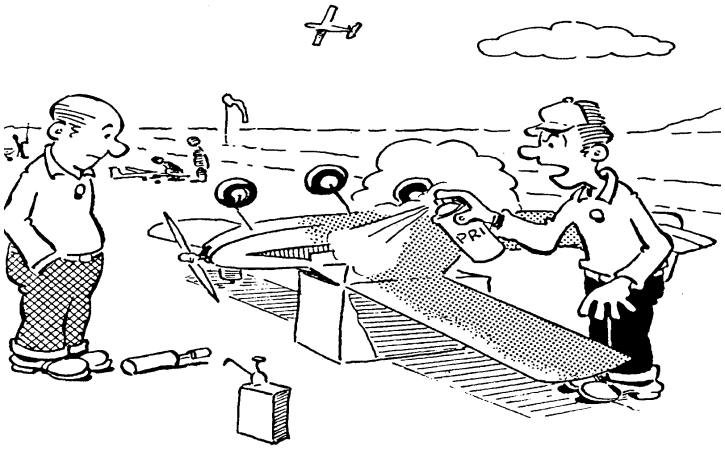
Treasurer's Report MAY 2011

First, we should welcome our new members for April, 2011
Harry Horton, Tommy Lee, Arturo Ortega
Welcome to SVF guys, and hope you enjoy your Radio Controlled Flying Experience at our field.
In May of course, we elect new officers and ½ of our Board of Directors. Hope you can make the May meeting on 5/4 and vote for your favorites. There is a slate of Candidates in another place in this Newsletter. Please attend the meeting and vote. Thanks and see you at the General Membership Meeting.

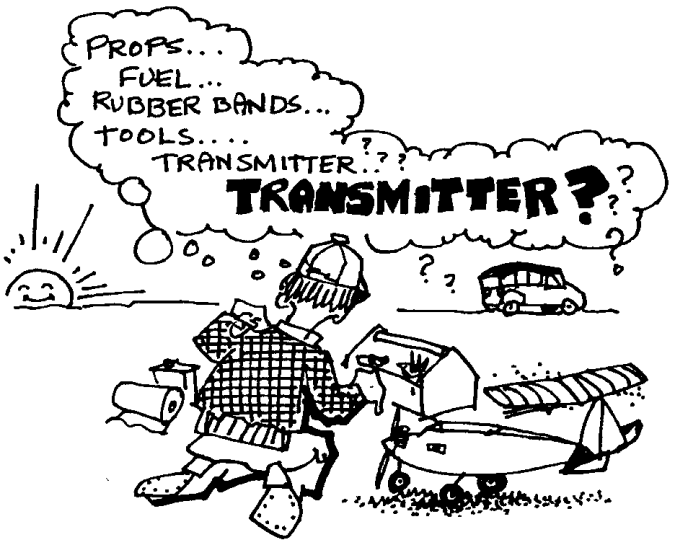
Regards, *Gene Peterson, Treasurer*

MAY 2011SVF BirthDay Boys

First name	Last name	Member type	Dob
Robert	Vogel	Regular	05/03/1958
Richard	Polkinghorn	Senior	05/06/1943
Thomas	Hickey	Regular	05/06/1963
Ray	Beliveau	Senior	05/06/1926
Warren	Segal	Senior	05/10/1933
Ervin	Nemec, Jr.	Senior	05/10/1942
Dave	Borrow	Regular	05/11/1970
Ronald	Norris	Senior	05/14/1930
Brian	O'Meara	Regular	05/16/1948
Michael	Mriss	Senior	05/18/1944
Bob	Wainman	Regular	05/19/1947
Cal	Sutton	Regular	05/19/1965
Paul	Clifton Jr.	Regular	05/22/1964
Tomas	Perez	Regular	05/23/1965
Thomas	Firth	Senior	05/26/1925
Bud	Tillack	Senior	05/26/1930
J D	Sanchez	Regular	05/26/1967
Scott	Okerstrom	Regular	05/27/1957
Frank	Vass	Regular	05/31/1983



"I don't see what good this will do... Some guy told me it would start easier if I primed it !"



2011 SVF BALLOT

President: ___ Frank Moskowitz
(Vote for one) ___ _____ (write-in)

Vice-president: ___ John Geyer

(Vote for one) ___ _____ (write-in)

Secretary: ___ Bruce Bretschneider

(Vote for one) ___ _____ (write-in)

Treasurer: ___ Gene Peterson

(Vote for one) ___ _____ (write-in)

Board of Directors:
(Vote for five)

___ Jim McEwen
___ Ron Thomas (incumbent)
___ Eric Stevens (incumbent)
___ Greg Frohreich (incumbent)
___ Howard Kennedy (incumbent)
___ Bob Bayless

___ _____ (write-in)

Incumbent: [in·cum·bent] = somebody currently holding an official post

Altitude and Model Flight Procedures

The Sun Valley Fliers Club Field is located in Class "D" Airspace. This puts our flying area under the control of the Deer Valley Airport Tower. Recently our field has experienced some unfortunate incidents involving full-scale aircraft. Because of these your SVF Board of Directors has decided to comply with FAA Advisory Circular 91-57, which basically states that you will not fly a model aircraft higher than approximately 400 feet above the surface. Therefore, we have instituted the following new safety rules for flying at our field:

400 Foot Elevation Procedures

All SVF members and guests will not fly a model aircraft higher than approximately 400 feet above the surface.

All SVF members and guests are required to fly with a **Spotter**. The exception will be **Park Flyer Models** and Helicopters.

Occasionally a full size aircraft will fly overhead. As a safety precaution, we will always exercise the **"SEE & AVOID"** rule. This means to lower the altitude of your aircraft below the 400' limit safely and immediately. Your Caller and/or Spotter should always be on the alert for approaching aircraft

Occasionally a model's maneuver or aerobatic flight may require a higher altitude than the limit of 400 feet specifies. In this instance, complete the maneuver and bring aircraft back down to the normal flight levels. This procedure is superseded by the approach of any full size aircraft.

Spotter Rule Enforcement

It is very important that a spotter informs the pilot of a model aircraft about any full scale aircraft that can see us. It doesn't matter if it is flying over our field or adjacent. We have to stay down if a full scale aircraft is anywhere near us. The full scale aircraft has no idea where the RC plane is going.

To avoid a nonchalant attitude to this new rule, enforcement will be required.

The first infraction of the new spotter rule would result in an immediate one day suspension of flying privileges. A second infraction would result in a 30 day suspension (reviewed by the board) and a third offense would be loss of membership (reviewed by the board).

We will require all members to sign this letter stating that you read and agree to these new rules. Once signed and returned to a board member, you will receive a new gate key. We will remove the combination lock from the gate in favor of a key lock system.

I agree to abide by the above in addition to all the rules and regulations of the Sun Valley Fliers.

Member Name_____ Date_____

Printed Name_____ AMA#_____

A **Spotter** is a person whose primary goal is to look out for full scale traffic and a secondary function to watch out for other model traffic.
SVF has defined **"Park Flyer Modelers"** as having models that weigh 2 pounds or less, do not exceed 60 mph, and do not fly higher than 200 feet

SVF AUCTION APRIL 3, 2011

Photos by SVF Members

SVF AUCTION APRIL 3, 2011

Photos by SVF Members


Are these guys any good?


The Dynamic Duo!

Charlie Beverson & Mike Peck

THE SUN VALLEY FLIERS

THANKS EVERYONE

FOR YOUR SUPPORT

Sig Mfg. Co. sold, to stay in Montezuma

by dhayes on March 3, 2011

Owner Chris Le Heron sells the company to David Martin of Montezuma and two Chicago-area businessmen

By J.O. PARKER
joparker@dmreg.com

Sig Manufacturing Co., Inc. turns 60 this year, and now has new owners who plan to keep the model airplane company flying in Montezuma.

The company recently announced that Chris Le Heron of Wellington, New Zealand has sold the business to three investors, including David Martin, vice president and general manager at Sig Mfg., and Chicago-area business-men Herb Rizzo and **Ron Petterec**, both avid modelers. The deal was finalized in Montezuma on Friday, Feb. 18.

David Martin, vice president and general manager of Sig Mfg. Co. Inc., holds a Sun Dancer 50, one of more than 100 popular model airplanes the Montezuma-based company makes and sells. Martin is one of three investors who recently purchased the company Feb. 18 from Chris Le Heron of Wellington, New Zealand. The other investors are Herb Rizzo and **Ron Petterec**, both avid modelers and Chicago-area businessmen.

"All other options would have taken it out of Montezuma," said Martin, who will continue to oversee the daily operations of the company under the new ownership.

Martin said there were companies from outside Iowa expressing interest in purchasing the business, and that he his wife, Andrea and owner Le Heron felt it was important to keep the company in Montezuma.

"We are happy living in Montezuma and have a son, Norman, who is a sophomore at Montezuma High School, and a daughter, Charlotte, who graduated in 2006," said Martin. "We made a commitment to get involved in the purchase to keep it here in Montezuma."

Rizzo and **Petterec** bring to the company strong business backgrounds in fields other than the hobby industry. Both are avid modelers and have been attending the annual Sig Mfg. RC (radio control) Fly In held around Father's Day for a long, long time, noted Martin.

Rizzo owns a heating air conditioning and plumbing business and **Petterec** sold and retired from a successful metal fabrication company.

Martin said Le Heron, who has owned the company since 1999, sold the company due to health reasons.

"Chris (Le Heron) was happy to keep it in Montezuma and hence that is how the deal happened," said Martin.

That's good news for the 30 employees who work for the company, some with more than 40 years of service.

"I'm really pleased", said company founder Hazel Sig-Hester of Montezuma. "I'm happy it's going to stay and that the people are going to have a job."

Sig-Hester and the late Glen Sigafoose founded the company in the basement of their Montezuma home in 1951 when they started cutting, packaging and selling balsa wood for modelers in the Midwest. The company quickly grew and by 1955 the couple's business moved to a larger location at 401 S. Front St., where it continued to grow and expand. Today, the company encompasses nearly 80,000 square-foot and produces and sells more than 100 different balsa wood model airplane kits, both radio control and control line, and thousands of products and accessories from decals to glues, paints, engines and instruction manuals.

"The most popular has been the Kadet series of training models that have been used to train model airplane pilots (around the world)," said Martin.

The company also specializes in the Almost Ready to Fly (ARF) models that are designed in Montezuma and produced in China. ARF models are pre manufactured and the modeler has to do little from box to air.

Martin said it was Le Heron who increased SIG's selection of ARFs, "Which was a big boost for Sig at the time."

During his tenure, Martin said Le Heron also upgraded the company's computer system and developed a Web site that is used by hobby shops in all 50 states and model enthusiasts the world over.

Martin said Rizzo had expressed interest in the company in recent years and that both he and **Petterec** are very excited about the future.

continue

Sig Mfg. Co. sold, to stay in Montezuma

"They are both active modelers and so they understand the business," said 1Sig-Hester.
Rizzo will serve as president while Martin and **Petterec** will serve as vice presidents of the company.
Martin has been with Sig Mfg. since 2004 and hails from the Nashville, Tenn., area where his family owned business Hobby Lobby International (not the chain store) is located. Martin said he first met Hazel when he was around 12 years old at the Toledo, Ohio RC show that she attended every year. Martin's wife, Andrea, hails from Nuremberg, Germany where her family owned a hobby
manufacturing business named KAVAN.
Sig purchased KAVAN in 2003 and it was through that purchase that brought the Martins to Montezuma. Le Heron Corporation now owns KAVAN and Andrea remains as president of the company.
Martin said that Andrea's parents had visited Montezuma years ago, and Sig-Hester took them on a very memorable airplane flight.
Sig was recently featured during an episode of "How It's Made" which aired on the Discovery Science Channel Feb. 4.
"Congratulations to the new owners of Sig," said Jacque Johnston, the now retired past president of the company who spent 40 ½ years in the business. "The recent sell of Sig is a very positive move forward for the employees and community. I expect good things to happen now and in the future."

Editor: We wish Ron and SIG a very bright future.

CLUB CORNER

By Jim Wallen,

Have you had difficulties finding members to raise their hands and volunteer to hold office for your club? Actually, I think the only officer required by AMA is a Safety Officer. Filling other positions adds bedrock to your organization and helps give it a sense of direction. Each AMA club should strive to add members to fill the different roles for their organization.

The president is the focal point for all club functions and activities. The vice president fills in when the president is not able or willing to preside. This is much the same as our national government, but the club should delegate some specific responsibilities to this position.

You need a treasurer. This position should be filled with a reputable individual who not only takes the dues, but ensures that the club funds are protected. There are several sad tales about inappropriate treasurer activities, so do not take this position lightly.

Designate a secretary to keep notes on club meetings so misunderstandings are minimized. Find an individual to keep the flying field in good shape and the mower blades sharpened. He can organize work crews with pizza to keep the site in good shape.

Find a person to organize training. This is one of the most important functions a club can define. It is an investment in the club's future and adds members to keep the club from stagnating. The safety officer is required and can help enforce site rules and keep members safe. A safe field is a fun place to fly. AMA can help with a wealth of information.

Creating club officer positions will assist in creating an atmosphere of ownership in the club. Granted, smaller clubs can probably not fill numerous officer positions, but the effort to involve more of the club membership has tremendous benefits.

I almost forgot … A club social chairman can add a lot of "wow" to the club by creating an increased level of interest, not only to the members, but to the kids and spouses as well .

SVF MEMBERS PAGE

Photos by SVF Members

SVF MEMBERS PAGE

Photos by SVF Members

Lou

George

MACH 3.18 IN-FLIGHT BREAKUP OF AN SR-71 BLACKBIRD

By Bill Weaver, Chief Test Pilot, Lockheed

Among professional aviators, there's a well-worn saying: Flying is simply hours of boredom punctuated by moments of stark terror. But I don't recall too many periods of boredom during my 30-year career with Lockheed, most of which was spent as a test pilot. By far, the most memorable flight occurred on Jan. 25, 1966 .

Jim Zwayer, a Lockheed flight-test specialist, and I were evaluating systems on an SR-71 Blackbird test from Edwards. We also were investigating procedures designed to reduce trim drag and improve high-Mach cruise performance The latter involved flying with the center-of-gravity (CG) located further aft than normal, reducing the Blackbird's longitudinal stability.

We took off from Edwards at 11:20 a.m. and completed the mission's first leg without incident. After refueling from a KC-135 tanker, we turned eastbound, accelerated to a Mach 3.2 cruise speed and climbed to 78,000 ft., our initial cruise-climb altitude.

Several minutes into cruise, the right engine inlet's automatic control system malfunctioned, requiring a switch to manual control. The SR-71's inlet configuration was automatically adjusted during supersonic flight to decelerate airflow in the duct, slowing it to subsonic speed before reaching the engine's face. This was accomplished by the inlet's center-body spike translating aft, and by modulating the inlet's forward bypass doors.

Normally, these actions were scheduled automatically as a function of Mach number, positioning the normal shock wave (where air flow becomes subsonic) inside the inlet to ensure optimum engine performance. Without proper scheduling, disturbances inside the inlet could result in the shock wave being expelled forward - a phenomenon known as an "inlet unstart."

That causes an instantaneous loss of engine thrust, explosive banging noises and violent yawing of the aircraft, like being in a train wreck. Unstarts were not uncommon at that time in the SR-71's development, but a properly functioning system would recapture the shock wave and restore normal operation.

On the planned test profile, we entered a programmed 35-deg. bank turn to the right. An immediate unstart occurred on the right engine, forcing the aircraft to roll further right and start to pitch up. I jammed the control stick as far left and forward as it would go. No response. I instantly knew we were in for a wild ride. I attempted to tell Jim what was happening and to stay with the airplane until we reached a lower speed and altitude. I didn't think the chances of surviving an ejection at Mach 3.18 and 78,800 ft. were very good. However, g-forces built up so rapidly that my words came out garbled and unintelligible, as confirmed later by the cockpit voice recorder.

The cumulative effects of system malfunctions, reduced longitudinal stability, increased angle-of-attack in the turn, supersonic speed, high altitude and other factors imposed forces on the airframe that exceeded flight control authority and the stability augmentation system's ability to restore control. Everything seemed to unfold in slow motion. I learned later the time from event onset to catastrophic departure from controlled flight was only 2-3 seconds. Still trying to communicate with Jim, I blacked out, succumbing to extremely high g-forces.

Then the SR-71 literally disintegrated around us. From that point, I was just along for the ride. And my next recollection was a hazy thought that I was having a bad dream. —Maybe I'll wake up and get out of this mess ‖ , I mused. Gradually regaining consciousness, I realized this was no dream; it had really happened. That also was disturbing, because I COULD NOT HAVE SURVIVED what had just happened.

I must be dead. Since I didn't feel bad,- just a detached sense of euphoria- I decided being dead wasn't so bad after all. As full awareness took hold, I realized I was not dead. But somehow I had separated from the airplane. I had no idea how this could have happened; I hadn't initiated an ejection. The sound of rushing air and what sounded like straps flapping in the wind confirmed I was falling, but I couldn't see anything. My pressure suit's face plate had frozen over and I was staring at a layer of ice.

The pressure suit was inflated, so I knew an emergency oxygen cylinder in the seat kit attached to my

continue

parachute harness was functioning. It not only supplied breathing oxygen, but also pressurized the suit, preventing my blood from boiling at extremely high altitudes. I didn't appreciate it at the time, but the suit's pressurization had also provided physical protection from intense buffeting and g-forces. That inflated suit had become my own escape capsule.

My next concern was about stability and tumbling. Air density at high altitude is insufficient to resist a body's tumbling motions, and centrifugal forces high enough to cause physical injury could develop quickly. For that reason, the SR-71's parachute system was designed to automatically deploy a small-diameter stabilizing chute shortly after ejection and seat separation. Since I had not intentionally activated the ejection system--and assuming all automatic functions depended on a proper ejection sequence — it occurred to me the stabilizing chute may not have deployed.

However, I quickly determined I was falling vertically and not tumbling. The little chute must have deployed and was doing its job. Next concern: the main parachute, which was designed to open automatically at 15,000 ft. Again I had no assurance the automatic-opening function would work.

I couldn't ascertain my altitude because I still couldn't see through the iced-up faceplate. There was no way to know how long I had been blacked-out or how far I had fallen. I felt for the manual-activation D-ring on my chute harness, but with the suit inflated and my hands numbed by cold, I couldn't locate it. I decided I'd better open the faceplate, try to estimate my height above the ground, and then locate that "D" ring. Just as I reached for the faceplate, I felt the reassuring sudden deceleration of main-chute deployment.

I raised the frozen faceplate and discovered its uplatch was broken. Using one hand to hold that plate up, I saw I was descending through a clear, winter sky with unlimited visibility. I was greatly relieved to see Jim's parachute coming down about a quarter of a mile away. I didn't think either of us could have survived the aircraft's breakup, so seeing Jim had also escaped lifted my spirits incredibly.

I could also see burning wreckage on the ground a few miles from where we would land. The terrain didn't look at all inviting — a desolate, high plateau dotted with patches of snow and no signs of habitation.

I tried to rotate the parachute and look in other directions. But with one hand devoted to keeping the face plate up and both hands numb from high-altitude, subfreezing temperatures, I couldn't manipulate the risers enough to turn. Before the breakup, we'd started a turn in the New Mexico-Colorado-Oklahoma-Texas border region. The SR-71 had a turning radius of about 100 miles at that speed and altitude, so I wasn't even sure what state we were going to land in. But, because it was about 3:00 p.m. , I was certain we would be spending the night out here.

At about 300 ft. above the ground, I yanked the seat kit's release handle and made sure it was still tied to me by a long lanyard. Releasing the heavy kit ensured I wouldn't land with it attached to my derriere, which could break a leg or cause other injuries. I then tried to recall what survival items were in that kit, as well as techniques I had been taught in survival training.

Looking down, I was startled to see a fairly large animal – perhaps an antelope- directly under me. Evidently, it was just as startled as I was because it literally took off in a cloud of dust.

My first-ever parachute landing was pretty smooth. I landed on fairly soft ground, managing to avoid rocks, cacti and antelopes. My chute was still billowing in the wind, though. I struggled to collapse it with one hand, holding the still-frozen faceplate up with the other. "Can I help you?" a voice said. Was I hearing things? I must be hallucinating. Then I looked up and saw a guy walking toward me, wearing a cowboy hat. A helicopter was idling a short distance behind him. If I had been at Edwards and told the search-and-rescue unit that I was going to bail out over the Rogers Dry Lake at a particular time of day, a crew couldn't have gotten to me as fast as that cowboy-pilot had.

The gentleman was Albert Mitchell, Jr., owner of a huge cattle ranch in northeastern New Mexico and I had landed about 1.5 mi. from his ranch house--and from a hangar for his two-place Hughes helicopter. Amazed to see him, I replied I was having a little trouble with my chute. He walked over and collapsed the canopy, anchoring it with several rocks. He had seen Jim and me floating down and had radioed the New Mexico Highway Patrol, the Air Force and the nearest hospital. ***continue***

. Extracting myself from the parachute harness, I discovered the source of those flapping-strap noises heard on the way down. My seat belt and shoulder harness were still draped around me, attached and latched.

The lap belt had been shredded on each side of my hips, where the straps had fed through knurled adjustment rollers. The shoulder harness had shredded in a similar manner across my back. The ejection seat had never left the airplane. I had been ripped out of it by the extreme forces, with the seat belt and shoulder harness still fastened.

I also noted that one of the two lines that supplied oxygen to my pressure suit had come loose, and the other was barely hanging on. If that second line had become detached at high altitude, the deflated pressure suit wouldn't have provided any protection. I knew an oxygen supply was critical for breathing and suit-pressurization, but didn't appreciate how much physical protection an inflated pressure suit could provide.

That the suit could withstand forces sufficient to disintegrate an airplane and shred heavy nylon seat belts, yet leave me with only a few bruises and minor whiplash was impressive. I truly appreciated having my own little escape capsule.

After helping me with the chute, Mitchell said he'd check on Jim. He climbed into his helicopter, flew a short distance away and returned about 10 minutes later with devastating news: Jim was dead. Apparently, he had suffered a broken neck during the aircraft's disintegration and was killed instantly. Mitchell said his ranch foreman would soon arrive to watch over Jim's body until the authorities arrived. I asked to see Jim and, after verifying there was nothing more that could be done, agreed to let Mitchell fly me to the Tucumcari hospital, about 60 mi. to the south.

I have vivid memories of that helicopter flight, as well. I didn't know much about rotorcraft, but I knew a lot about "red lines," and Mitchell kept the airspeed at or above red line all the way. The little helicopter vibrated and shook a lot more than I thought it should have. I tried to reassure the cowboy-pilot I was feeling OK; there was no need to rush. But since he'd notified the hospital staff that we were inbound, he insisted we get there as soon as possible. I couldn't help but think how ironic it would be to have survived one disaster only to be done in by the helicopter that had come to my rescue.

However, we made it to the hospital safely--and quickly. Soon, I was able to contact Lockheed's flight test office at Edwards. The test team there had been notified initially about the loss of radio and radar contact, then been told the aircraft had been lost. They also knew what our flight conditions had been at the time, and assumed no one could have survived. I explained what had happened, describing in fairly accurate detail the flight conditions prior to breakup.

The next day, our flight profile was duplicated on the SR-71 flight simulator at Beale AFB, Calif. The outcome was identical. Steps were immediately taken to prevent a recurrence of our accident. Testing at a CG aft of normal limits was discontinued, and trim-drag issues were subsequently resolved via aerodynamic means. The inlet control system was continuously improved and, with subsequent development of the Digital Automatic Flight and Inlet Control System, inlet unstarts became rare.

Investigation of our accident revealed that the nose section of the aircraft had broken off aft of the rear cockpit and crashed about 10 miles from the main wreckage. Parts were scattered over an area approximately 15 miles long and 10 miles wide. Extremely high air loads and g-forces, both positive and negative, had literally ripped Jim and me from the airplane. Unbelievably good luck is the only explanation for my escaping relatively unscathed from that disintegrating aircraft.

Two weeks after the accident, I was back in an SR-71, flying the first sortie on a brand-new bird at Lockheed's Palmdale, Calif. assembly and test facility. It was my first flight since the accident, so a flight test engineer in the back seat was probably a little apprehensive about my state of mind and confidence.

As we roared down the runway and lifted off, I heard an anxious voice over the intercom. "Bill! Bill! Are you there?"

"Yeah, George. What's the matter?"

"Thank God! I thought you might have left. ‖ The rear cockpit of the SR-71 has no forward visibility--only a small window on each side--and George couldn't see me. A big red light on the master-warning panel in the rear cockpit had illuminated just as we rotated, stating: "Pilot Ejected ‖ . Fortunately, the cause was a misadjusted micro switch, not my departure.

Thanks Mike for article

SVF MEMBERS PAGE

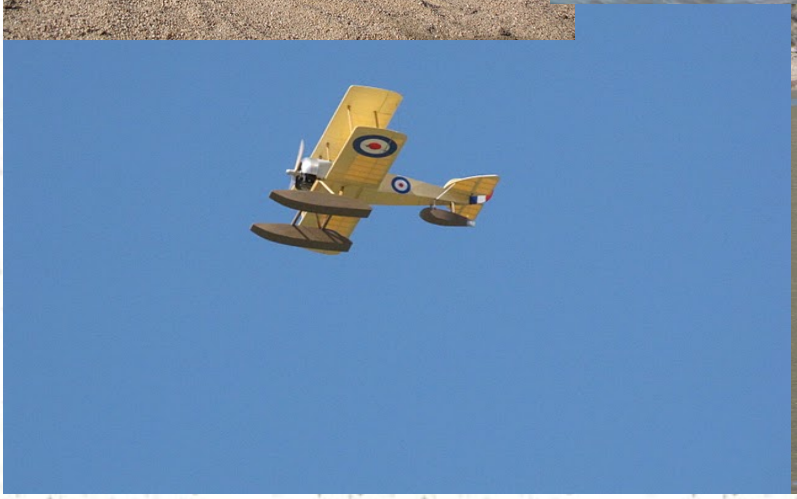
Photos by SVF Members







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SVF MEMBERS AT THE HEMET, CA SCALE CONTEST

VIDEOS and Websites Links

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SPACE SHIP 2
http://www.boingboing.net/2011/04/06/flying-wing-to-wing.html

UNCLE JACK Long but good to see 16:51
http://www.sleepingdogtv.com/reel/Uncle-Jack.aspx

GREAT VIDEO Turn audio up 8:43
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A10 FIRE 5:52
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F-15 Streak Eagle Record Flights

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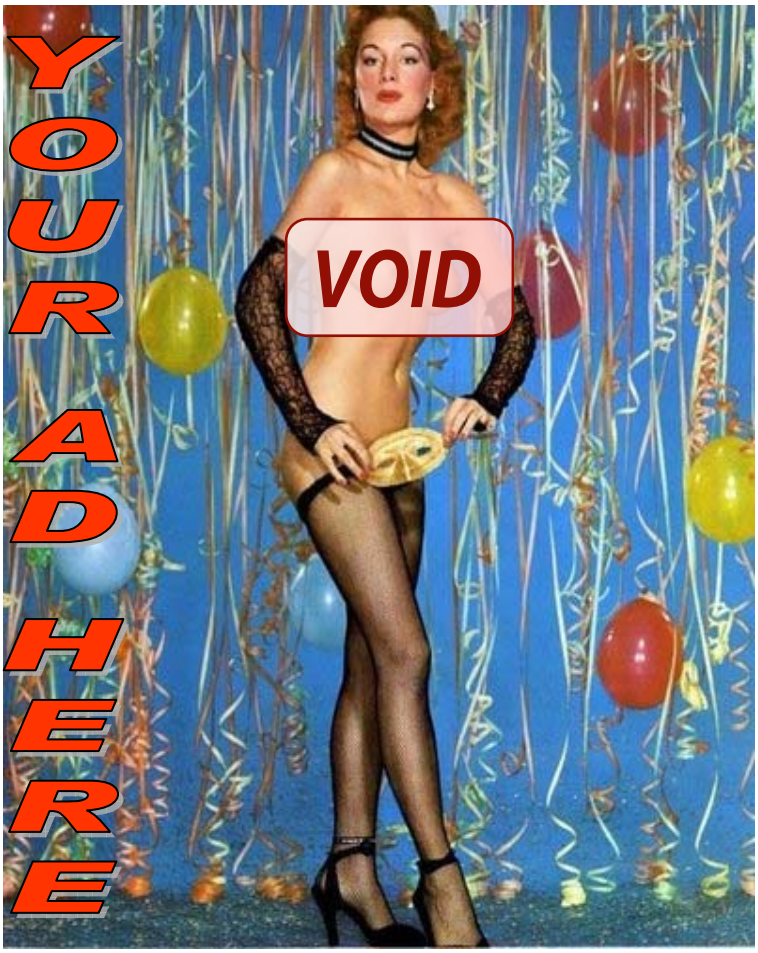
My thanks to those who passed these on.



Next month Issue

SURPRISE, surprise! Heck I won't know, only if you send it in.

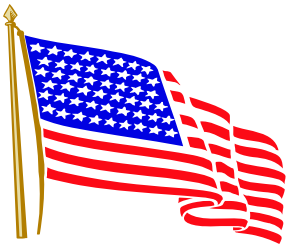
Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.
AZ49ER@COX.NET

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

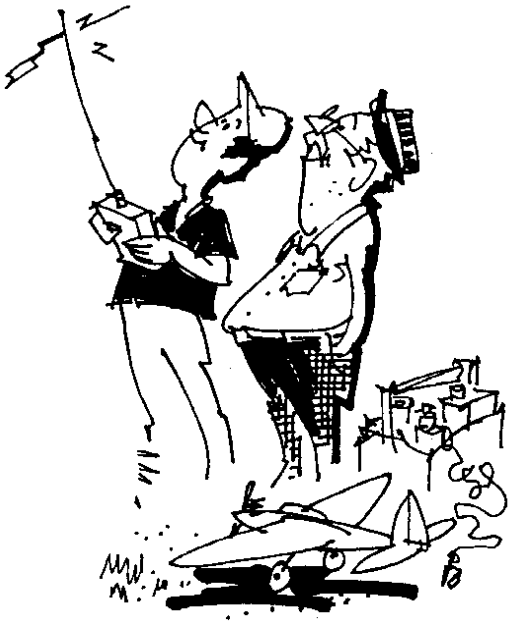
This Month Issue

Hey! We got photos, photos, oh thanks guys! VOTE, VOTE at the May meeting! Gate lock is changing to a key, only if you sign your name do you get a key. Some good VIDEOS to watch.

GOOD stuff in this issue, MORE photos so enjoy! **Send those articles and photos in and for the SVF HALL of PLANES.!** *Remember to* ***ZOOM*** *the* ***PDF*** *page to see more.*



THE SLOW ROLL



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