THE SLOW ROLL

LABOR DAY

President—Frank Moskowitz
Vice President—Mike Beck
Treasurer—JB Bowers
Secretary—Lou Pfeifer IV
Editor—Bob Purdy K9JNB
rcbobsvf@aol.com

SEPTEMBER 2014

The Slow Roll is published by the Sun Valley Fliers by and for its membership to all others interested in the building and flying of radio control aircraft.

CHARTERED #921
Since DEC. 1974

IMAA Chapter 782

Inside this issue: **Cover Photo by Joe Balabon of Johnnie Russell Spitfire**

THE PRESIDENTS CHANNEL

Frank Moskowitz

September 2014 Slow Roll Presidents Letter

Welcome to the September 2014 Slow Roll.

The weather will soon be cooling down and that means more of us flying at the field. You might want to brush up on your safety and field rules. The ultimate goal of course is to keep you safe from injuries. We all tend to get lax and sometimes need a gentle reminder about the proper safe way to have fun flying. Our safety and field rules can be found on our website www.sunvalleyfliers.com under the link called "SVF Field Rules" located on the left side of the home page.

In last month's letter I mentioned about the FAA's release of their interpretation of the Special Rule for Model Aircraft. Dan Bott, Mike Peck and Ken Justice had a meeting with Air Traffic Control at Deer Valley Airport. Thanks to these members a redraft of the letter of agreement was drafted and hopefully will be accepted by DVT/ATCT. This will relax some of the rules originally request by Deer Valley Air Traffic Control. I'd like to especially thank Dan Bott for his great knowledge in these matters. As previously mentioned, the 400 foot hard limit warning sign that is posted on our main gate and at each flying station is still in effect until further notice.

I read an article in the Arizona Republic about the surge in snake bites. It said that the end of August and all through September have more snakebites than any other months of the year because of the monsoon storms and because baby snakes are born at all through the month of August. Juvenile rattlesnakes are just as lethal as adults and may be more dangerous. They are harder to see, and their rattle is not as loud. The medical director of the Arizona Poison and Drug Information Center, said "They are born with fangs, and their venom may be more potent". So when you make that jog into the desert out north of our runway to collect a plane or part of a plane, look down occasionally!

1. If bitten by a rattlesnake, DO NOT use ice to cool the bite.
2. If bitten by a rattlesnake, DO NOT cut open the wound and try to suck out the venom.
3. If bitten by a rattlesnake, DO NOT use a tourniquet. This will cut off blood flow and the limb may be lost.
4. If bitten, Keep the area of the area of the snake bite lower than the heart
5. If bitten, go to a hospital immediately. If you cannot get to a hospital, call the Arizona Poison Control and Drug Information Center at 1-800-362-0101 immediately
6. Avoid rattlesnakes altogether. If you see one, don't try to get closer to it or catch it.
7. Keep your hands and feet away from areas where you cannot see, like between rocks or in tall grass where rattlesnakes like to rest.

OK, that's enough scare tactics. Enjoy your flying. Landscaping comes next. We are actively taking bids on field maintenance. Hope to have the field looking good once again.

I hope to see some more members at our next club meeting Wednesday September 3rd 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. 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

SVF MEETING SEPTEMBER 3 @ 7 PM

Sun Valley Fliers Membership Meeting Minutes 8-6-2014

Meeting called to order by Mike Peck at 7:03Pm. There were 17 members present

Executive members in attendance

- **Mike Peck – VP, Lou Pfeifer IV Secretary, J B Bowers –Treasurer**
- **Absent: Frank Moskowitz President.**

Board Members in attendance:

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

Guests:

- **Jim Spice/New Member**

Solo Pilots

- None

Secretary's Report – Lou Pfeifer

- Minutes from the July's meeting were approved as published in the Slow Roll.

Treasurer's Report – J B Bowers

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

Membership Director's Report – Mike Peck

- 279 members.
- Collected dues-$
- Maintenance-$

Safety Officer's Report – Ken Justice

- No report other than stay hydrated due to the heat.

Old Business

- CPS (Central Pilot Station) vote 39 yes 82 no.
- Review of by-laws with **Loren Counce**.
- Meeting with FAA at deer Valley tower.
- SVF will present modification letter to FAA ASAP.
- Mike encourages to write letters to FAA in our defense. We have 60 days to do so. **Please WRITE!!! Be POLITE!**

New Business

- **Lou Pfeifer** voted in as Secretary.
- **Gregg Frohreich** passed away.Was a board member of SVF a while ago.
- Mike reminds everyone to read the FAA information so they are aware of the ruling.
- FAA interpretation we will have to call Deer Valley tower to let them know when we are flying and when we stop. Will be in effect in the near future!

Door Prize Winners:

- **Bill Heuermann, John Geyer, Steve Miller, John Russell, Jim Talmadge, John Scarta, Dan Bott, Ron Norris, Ken Justice.**

50/50 Winner:

- **Benard Doerenbecher**

The meeting adjourned at 7:34 pm

Respectfully submitted,

Lou Pfeifer IV Secretary

FAA grants comment extension at the request of AMA

At the request of the AMA, the Federal Aviation Administration (FAA) has granted a 60-day extension for the public comment period (**Docket No. FAA-2014-0396**) for FAA's Interpretation of the Special Rule for Model Aircraft established by Congress as part of the FAA Modernization and Reform Act of 2012. The 60-day extension establishes the new deadline for comments as *September 23, 2014*.

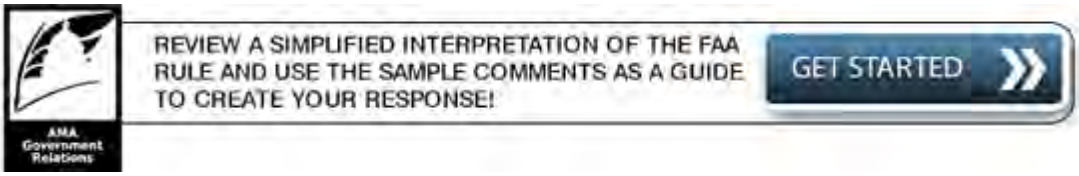
In the United States Department of Transportation/FAA notice due to publish in the Federal Register on July 25, 2014, the FAA noted the following:

"On July 16, 2014, the Academy of Model Aeronautics submitted a request to extend the comment period by 60 days, citing the need to "educate the aeromodeling community, clarify the issues, and respond to questions regarding the impact that the interpretive rule has on various aspects of the modeling activity." The FAA agrees that additional time for the submission of comments would be helpful, and therefore has decided to extend the comment period until September 23, 2014. The FAA expects that the additional time for comments will allow the affected community to prepare meaningful comments which will help the FAA to determine what clarifications to the interpretation may be necessary."

Your Action is needed now

The administrative rulemaking notice and comment process is the means by which the FAA can address these concerns and make any definitive changes to the rule. Your comments need to be detailed, meaningful, and constructive.

We are asking all of our members and everyone who has an interest in the future of model aviation to participate in this process.

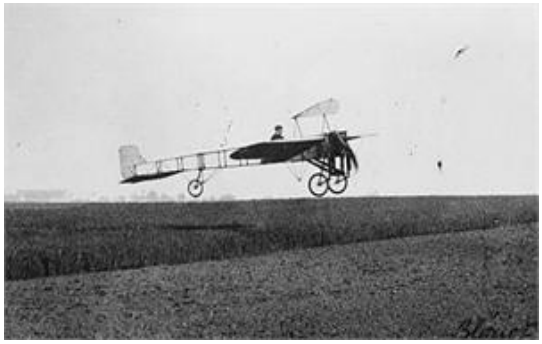


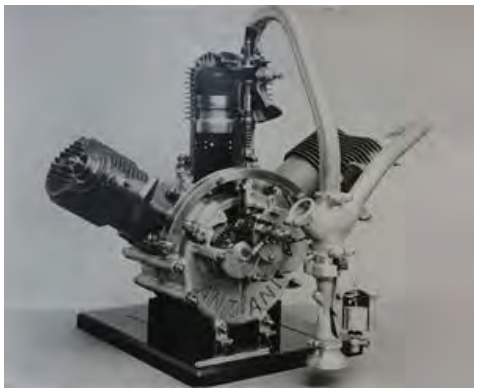
SVF PILOTS HALL OF PLANES

Gene Peterson Bleriot XI EP 51" ARF

Manufacture: Maxford, Eflite Power 32 with Eflite 60 amp ESC, 4S 14.8V 3200 Mah batt. 4 Servos, L & R aileron, Rudder & Elevator.
Xmtr JR 11X DSMX , Rec. Spectrum AR636 With Gyro

The Blériot XI is the aircraft that was used by Louis Blériot, French Aviator, on July 25, 1909 to make the first flight across the English Channel. This achievement is one of the most famous accomplishments of the early years of aviation.





It was produced in both single and two-seat versions, powered by a number of different engines include famous Anzani 3-cylinder fan (or semi-radial) engine. Like its predecessor, it was a tractor configuration monoplane, with a partially covered box-girder fuselage built from ash with wire cross bracing. The principal differences were the use of wing-warping for lateral control.

Blériot XI was widely used for competition and training purposes. The first Blériot XIs entered military service in Italy and France in 1910, and a year later, some of those were used in action by Italy in North Africa (the first use of aircraft in a war) and in Mexico. The Royal Flying Corps received its first Blériots in 1912. During the early stages of the First World War, eight French, six British and six Italian squadrons operated various military versions of the aircraft, mainly in observation duties but also as trainers, and in the case of single-seaters, as light bombers with a bomb load of up to 25 kg.

SVF at Watson Lake - Prescott, AZ

August 29, 2014

Sun Valley Fliers

Engine Cleaning 101 With Photos

During a recent flying session, your engine let you down big time: it flamed out during a hovering maneuver at low altitude. What went wrong? The mill was almost new; you had run only about 10 gallons of fuel through it since break-in. I'll play detective and ask several questions regarding this engine's operation during its final flights. Did it have difficulty holding a peak rpm needle-valve setting? Were there only a few needle-valve clicks between 4-cycling rich and 2-cycling lean? Did it seem to be running hot? Did it seem to be down on power? Did you hear it detonate (make a "frying-egg" exhaust crackle) at wide-open throttle)?

If you answered yes to at least a couple of these questions, your engine may be varnished. Those of us who prefer the added protection of castor oil in our fuel must occasionally disassemble our engines to remove varnish and carbon deposits. A poorly running, varnished engine will behave normally when it's cool, but don't be fooled; when you restart it, increased piston and cylinder temperatures cause the varnish to liquefy, resulting in a recurrence of the symptoms described above. To confirm that your engine needs to be cleaned internally, remove the muffler, shine a strong light into the exhaust port and rotate the crankshaft until you can see the piston crown and skirt. If the crown and skirt are stained dark brown or black, they are varnished and must be cleaned.

THE RIGHT TOOLS

To remove varnish and carbon deposits, you'll need to disassemble your engine. Miniature engines can be disassembled using simple tools. Most of us have an assortment of screwdrivers, wrenches, pliers and general hand tools that may or may not be suited to the task. Before you start, make sure that you have the right tools to correctly perform the required tasks. You may need to buy new screwdrivers, nut drivers and miniature wrenches in both SAE and metric sizes that are suitable for miniature engines. Screwdrivers are a good example: if you try to remove cylinder-head machine screws with a flat-blade screwdriver that's too wide, it can break or damage the surrounding cooling fins. If you substitute needle-nose pliers for an open-end wrench or nut driver of the exact size needed to remove the carburetor's retainer nut, you'll end up with ugly, rounded corners.

You'll also need some specialized tools, such as a modified automotive battery-terminal puller. On many engines, the crankshaft drive washer is retained by a collet that wedges the assembly tightly into place when the propeller nut is tightened; you'll need a puller to remove this assembly. You'll also need a mild chemical stripping agent, such as Demon Clean; a propane torch; 600-grit, wet-or-dry abrasive paper; 320-grit silicon-carbide abrasive paper; a no. 11 hobby knife; masking tape; steel-wool pads; an old toothbrush and Lava-brand soap. If you are reluctant to meet these minimum requirements, consider finding a competent miniature-engine mechanic or sending your engine to a professional repair and maintenance shop to be cleaned. **SEE PHOTOS TO FOLLOW STEPS**

I'll show you how I cleaned my Enya .35, a front rotary-valve induction, side-exhaust, ringed-piston design with a ball-bearing-supported crankshaft.

STEP 1. REMOVE THE EXTERNAL PARTS

1. Remove the muffler, carburetor, glow plug, propeller nut and washer. Use a hobby knife to scratch an "x" at the top of the rear cover.

2. Remove the rear cover.

3. Scratch an "x" at the rear of the cylinder head.

4. Remove the cylinder head.

5. Scratch a mark on the cylinder flange and the top of the case; this will enable you to replace the cylinder in this exact position

STEP 2. DISASSEMBLE THE INTERNAL PARTS

1. Here, the copper glow-plug washer has been caught between the top of the piston and the exhaust port opening.

2. Instead of putting the engine in an oven to heat it, you can use a propane torch. This will loosen the sleeve fit and make it easier to remove.

3. Turning the prop drives the piston up against the glow plug washer, which in turn pushes the sleeve up and out of the top of the engine case.

4. Scratch an "x" on the connecting rod so you can reinstall it later in the correct orientation.

5. Before removing the wristpin, mark the rear of the wristpin land with an "x."Never mark it on the outside surface of the piston.

6. When removing the C-clip, place the piston in a plastic bag. That way, if the clip flies off the hemostats, it won't shoot across the shop and get lost.

7. Remove the drive washer with a "puller" like this one made from a modified automotive battery-terminal puller. Its ends may have to be modified by grinding them to fit between the drive washers and the front crank bearing.

8. To remove the crankshaft, push on the rear of the crankcase; use a block of wood under the propshaft.

9. If the wood block doesn't do the trick, you can also use a drill press such as an arbor press to push the crankshaft out of the engine bearings.

CYLINDER SLEEVE

Try to push the sleeve out of the case with your fingers, but be forewarned: this almost certainly won't work! Don't push it with a screwdriver or any other tool. If you weren't able to push it out with your fingers, read on. Install a propeller on the crankshaft. Place a copper glow-plug washer on top of the piston so part of its circumference protrudes into the exhaust port. (Note: don't use a steel washer or a machine screw; they're too hard and will damage the piston, sleeve, or both.)

Slowly rotate the propeller until the washer contacts the upper portion of the exhaust port.
Gently twist the propeller. The sleeve may now be lifted out of the case, but don't count on it! If it doesn't want to budge, don't force it; you don't want to damage the piston, ring, connecting rod, or crankpin. Some manufacturers use a light press-fit for their sleeves, or it may be stuck because of varnish deposits. In any case, you'll need a propane torch for the next attempt. Some advisors might tell you to place the entire engine into a 200-degree F oven for 20 minutes to heat everything to the same temperature. It is said that this works well because the aluminum crankcase expands more than the steel sleeve. My method is faster, and it doesn't get me banned from the kitchen! The objective is to heat the aluminum-alloy case just enough to make it expand and move away from the cooler sleeve. A few engine enthusiasts may wring their hands over this "brute-force" method, but I've found it to be safe and effective.
Light your propane torch, and constantly move the low-intensity flame to uniformly heat all portions of the upper crankcase. This process takes only 10 to 20 seconds. Wear an old oven glove to protect your hand. (Note: apply a few drops of 3-in-one oil to the inside of the sleeve as a temperature indicator; if the oil begins to smoke, turn off your torch. Melting the crankcase casting isn't in the plan!)
Turn the propeller again; this time, the sleeve will lift right out of the crankcase.

PISTON/CONNECTING ROD/ WRISTPIN ASSEMBLY

Before you slip the piston/rod/wristpin assembly from the crankpin, mark an "x" on the rear of the rod. With the piston at the top-dead-center (TDC) position, the assembly will slip from the crankpin.
If your engine has a removable front housing, you'll probably have to remove it from the crankcase before the connecting rod will slip off the crankpin. A few engines, including older model SuperTigres, required you to remove the wristpin through a hole in the rear of the crankcase before you could slip the rod off the crankpin. Most modern engines have eliminated this cumbersome feature.

WRISTPIN

Before you remove the wristpin from the piston and connecting rod, look inside the piston from the bottom, and mark an "x" on the rear wristpin land. When you reattach the wrist-pin, the x on the rod and piston must face the rear of the engine. (Note: never scratch an x on the outside of the piston skirt!)
To remove the C-clips (the circular music-wire clips that snap into the grooves near each edge of the piston's wristpin), I've found that thin-nosed hemostats really come in handy. Even so, they often have a tendency to fly off. A neat trick that I learned years ago is to remove the C-clips inside a clear plastic zip-lock bag; if the clip accidentally flies off, it ends up inside the bag! (Note: you often need to remove only one C-clip; you can push the wristpin out from the opposite side of the piston.)
Some wristpins are equipped with Teflon end pads. Resembling two tiny mushrooms, these Teflon end pads' stems are pressed into the hollow wristpin ends. Wristpins fitted with end pads don't require C-clip retainers. To remove this type of wristpin, simply push it through from one end of the piston with a toothpick.
Some piston designs have only one external wristpin hole; known as blind-bore pistons, they don't offer the convenience of pushing the wristpin out of the piston. In this case, remove the retaining C-clip (if there is one) and try wiggling the pin out with the connecting rod; if this fails, apply heat to the piston crown for a few seconds with the propane torch set at low flame. As the varnish around the wristpin hole liquefies, wiggling the conrod usually allows you to remove the pin.

CRANKSHAFT

Before you extract the crankshaft from the crankcase, you need to remove the drive washer. Many modern glow engines use a collet (split-cone sleeve) to secure the drive washer to the engine's crankshaft. This assembly is usually jammed into place (a normal occurrence) and is often difficult to break loose. The best way to remove a collet-retained drive washer is to use a small "puller," available at stores that sell batteries; called a battery-terminal puller, it often requires a bit of grinding for its fingers to fit neatly behind the drive washer. (Note: O.S. makes a special drive-washer puller for its engines.)

To remove the crankshaft

>Place the threaded end of the crankshaft vertical on a block of wood.
> With the palm of your hand, push on the rear of the crankcase.
> If the shaft doesn't move, don't pound on it with a hammer! Hammering might dent the ball-races; often, the steel balls will be flat-spotted. In short, the bearings will be ruined.
> Set the rear of the case flush on a block of wood, and use the closed end of a drill-press chuck to press the shaft out of the ball bearings.

STEP 3. REMOVE THE VARNISH

1. Before cleaning the piston, use your fingernail to cover the ends of the piston ring.
2. To remove a heavy carbon deposit, use a little elbow grease and some steel wool or abrasive paper lubricated with water or light oil.
3. For light deposits of varnish, use Lava soap and an old toothbrush.
4. Before cleaning the piston crown, protect the piston rings with masking tape.
5. If the piston crown is heavily carboned, use 320-grit abrasive paper and light machine oil.
6. It is best to use steel wool to clean the inside surface of the sleeve.
7. For the outside of the sleeve, use 400-grit wet or dry silicon-carbide abrasive paper and machine oil.
8. Use a toothbrush, Lava soap and water to clean the cylinder head. For heavy carbon buildup, you can use steel wool and a chemical cleaner.

9. Clean the crankshaft with 600-grit paper and light machine oil. If you don't feel comfortable with sandpaper, use chemical cleaner and a toothbrush.
10. To get into and clean the bypass-port channels, use an old toothbrush, Lava soap and water.
11. Clean the wristpin with 600-grit sandpaper and light machine oil. Twist and roll the pin until it is shiny and smooth.
12. To remove varnish, roll 600-grit sandpaper into a tube and insert it into the ends of the connecting rods and the piston wristpin holes.
A mild chemical stripping agent such as Demon Clean is excellent at removing heavy varnish deposits but is less effective on the tough carbon deposits found on piston crowns. For this, you'll need a little elbow grease: rubbing various grades of silicon carbide (wet or dry) abrasive paper lubricated with water or light machine oil will expedite the removal of carbon deposits.

PISTON

Running an engine rich will produce more carbon in the combustion chamber than running it lean. Some carbon will be deposited within the cylinder head, but the hot-running piston crown receives the most. Rich or lean, carbon build-up is inevitable and, sooner or later, it must be removed.

Use caution when you clean ringed pistons. Don't remove the ring(s) unless it's badly worn and needs to be replaced; the ring can easily be distorted or broken when you remove it. Be very careful not to snag the ends of the ring, as they can break very easily! Cover the ring ends with your fingernail while you clean around the top of the piston.

If the piston isn't too badly varnished and has only a bit of carbon on the crown, I use Lava soap, water and an old toothbrush. The mild abrasive in the hand soap works quickly without damaging the aluminum alloy. If the piston is lightly varnished and carboned, steel wool and water do an excellent job without harming steel, cast iron, or aluminum alloys. If the piston crown is heavily carboned, you'll need to use no. 320 abrasive paper with light machine oil (e.g., 3-in-One). Protect the piston skirt from the relatively coarse abrasive paper with masking tape.

These are the basic steps:

Protect the ring ends with your fingernail.
Clean the skirt and crown.
Clean around the ring within the piston's groove with extreme care.
Rotate the ring within its groove while continuing to clean carefully. This will thoroughly clean the ring and groove.
Wash the piston in warm water, dry it thoroughly and lubricate it.

CYLINDER SLEEVE, HEAD, CRANKSHAFT & CRANKCASE

The inside of a sleeve is best cleaned with a piece of steel wool. The outside of a sleeve can be safely cleaned with no. 400 wet or dry silicon-carbide abrasive paper and machine oil.

Cylinder heads are made out of bar-stock aluminum or cast-aluminum alloy and are much softer than most sleeves. Use a toothbrush, Lava soap and water here because this action is gentler. I have, however, used a chemical cleaner and steel wool when the carbon build-up is heavy. Wash in warm water and dry thoroughly.

You can clean varnish deposits on the crankshaft with either no. 600 abrasive paper or steel wool. Pay particular attention to the crank journals where the two ball bearings reside. If discolored streaks appear here, it probably indicates that the shaft has been spinning within the inner bearing's raceÔøΩnot the best condition for keeping frictional losses to a minimum. In this instance, avoid polishing these areas with either steel wool or no. 600.

Generally, a toothbrush, Lava soap and water work well for the inside of the crankcase where wall surfaces are interrupted with bypass channels. A chemical stripper also works well here. Avoid using abrasive paper on the inside of the crankcase casting. Heat transfer and cooling could be impaired if contact between the case and sleeve is diminished. Also, internal leaks often occur when excessive clearances allow fuel to pass from the crankcase (between the sleeve and case) out through the exhaust. This causes increased fuel consumption and power loss.

After you've finished cleaning each part, wash it in warm water, dry it thoroughly and lubricate it.

WRISTPIN, WRISTPIN HOLES (PISTON) & CONNECTING ROD

If you feel uneasy about using abrasive paper for any of these operations, use a chemical stripper and an old toothbrush. Sand the wristpin by rotating it within a piece of no. 600 abrasive paper and machine oil until it becomes uniformly shiny.

A small strip of no. 600 abrasive paper rolled into a tight cylinder and inserted into the wristpin holes of a piston and connecting rod does a nice job of removing varnish. Be sure to use machine oil on the holes to ease insertion of the abrasive paper.

Use a rotary motion; back-and-forth cleaning might remove metal. Moderation is the key; you just want to remove the varnish–not shorten the engine's useful life! Wash in warm water, dry thoroughly, and lubricate.

STEP 4. REASSEMBLE THE ENGINE

After cleaning, washing, drying and lubricating all of the engine's components, you are ready to reassemble it. Keep in mind that we have yet to discuss crankshaft ball bearings. For now, it's sufficient to have de-varnished them with brushed-on chemical stripper when you cleaned the crankcase. Avoid using abrasive materials on ball-bearing assemblies. You'd be surprised by how much varnish can be swept away when you rinse these assemblies with warm water while slowly rotating the inner races.

Pay attention to the X marks that you made on components during disassembly, and reassemble the engine using plenty of Marvel Mystery Oil. Don't forget the head gaskets (shims) and rear cover gasket (if used); if you break a paper gasket, obtain a new one from the engine's distributor.

When you have the opportunity to try out your freshened engine, chances are good that that old, hot-running, hard-to-needle, pooped-out mill will run like new!

Sun Valley Fliers

ARIZONA WORLD WAR II ARMY AIRFIELDS

History **Marana Army Air Field.**

Built in 1942 by the Sundt & Del Webb Construction Companies and opened in March 1943, the facility was known as **Marana Army Air Field**. During World War II, the airfield was under the command of the 389th Army Air Force Base Unit, AAF West Coast Training Center and used as a training base, as part of the 50,000 Pilot Training Program.

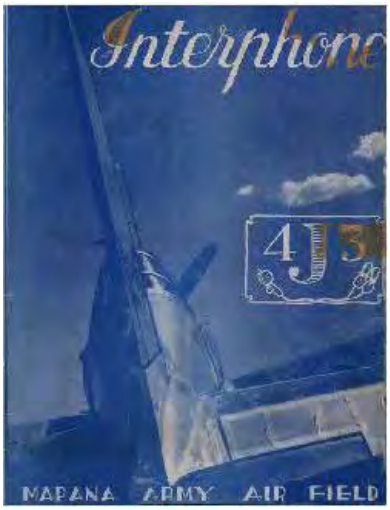
Marana conducted basic flight training & the training of transport pilots in instrument flying & navigation, being the home of the 3024th (Pilot School, Basic). Chinese pilots were also trained there. Five satellite airfields were established for Marana during World War II: Picacho Aux #1, Rillito Aux #2 (currently reused as Marana Northwest Regional Airport), Coronado Aux #3, Avra Aux #4, and Sahuaro Aux #5 (currently El Tiro Gliderport).

The infrastructure installed at Marana during World War II was extensive. This included water, sewer, and gas systems that were still used until some problems developed in the 1990s. There was also a massive storm drain system. The airfield also had a railroad spur line & railroad station.

Marana was closed after World War II and in 1948, Pinal County accepted a deed to the property, subsequent to the Air Force's disposal of most of the buildings, waterlines, gas lines, and electrical lines. From 1948-51, Pinal County leased the property to multiple tenants, and from 1951–56, Marana was reused as a contractor-operated USAF flying school, operated by Darr Aeronautical Technical Company.

Marana became the headquarters of all Central Intelligence Agency air operations during the Vietnam War years, when it was the primary facility of Intermountain Airlines, a wholly owned CIA "front" company which was used to supply covert operations in Southeast Asia & elsewhere. Intermountain was infamous for its thinly veiled CIA special ops which included development & use of the Fulton Skyhook, but its cover was its non-scheduled freight & maintenance operations. Marana was the principal continental United States maintenance base for Southeast Asia CIA operations including Air America and Continental Air Services.

One of the more notable aircraft assigned to Marana during its CIA years was a Boeing B-17G Flying Fortress, AAF Serial 44-85531. 531 was registered September 1957 to Western Enterprises, Inc. of Taiwan (founded by the CIA in 1951). In late 1957 missions were staged from Kurmitola Air Field in East Pakistan (now Bangladesh) to parachute agents into Tibet. The aircraft was disassembled for parts at Clark Air Base, Philippines between March and October 1958, and it is believed that this plane was eventually scrapped. The serial number 44-85531 appeared again as registered on another B-17G, September 1, 1960 registered to Atlantic General Enterprise, Washington DC (another CIA front) as N809Z. These registration numbers were then changed to the true numbers of 44-83785. Based again at Marana, this aircraft later flew black operations over Vietnam and was used to retrieve two American agents from an abandoned Soviet scientific base in the Arctic using the Fulton Skyhook in Operation Coldfeet.



Pilots in WWII, 8th Air Force, 384th Bomb Group, 545th Squadron Marana Army Air Force Base

PINAL AIRPARK Marana, Arizona

McDonnell F-101A "Voodoo" (AF 53-2418)

Pinal Airpark is the home of Aircraft Demolition, LLC. and Marana Aerospace Solutions, Evergreen Trade Inc., and Silverbell Army Heliport (SAHP). The Western Army National Guard Aviation Training Site (WAATS) and other numerous National Guard units are located inside SAHP. The WAATS and is used principally for all ARNG AH-64 Apache Attack Helicopter training by the 'Gunfighter University'. It is also extensively used by the British Army for 'Conversion To Role' training for Apache combat operations in Afghanistan.

The Arizona Wing of the Civil Air Patrol often hosts its annual Basic Encampment there as well.

Pinal Airpark also hosts the U.S. Special Operations Command's Parachute Training and Testing Facility. On Mar 28, 2013, Navy SEAL SCPO Brett Shadle was killed during parachute training here and another SEAL was injured.

DeWayne "Ben" Bennett @ Marana AAF

August 10, 2005

Tucson resident and docent at the 390th Bombardment Group Museum at Pima Air and Space Museum DeWayne "Ben" Bennett was one of the thousands of pilots trained at Marana before being sent off for further training in the planes they would eventually fly in the war, be it transports, fighters or bombers.

Bennett remembers well those hot days spent learning the basics of combat flying and loves to speak of them to his visitors at the museum.

But to tell his story about his time in Marana, you have to start in California.

Bennett's part in World War II began in the dead of night, as he stumbled off a train in Santa Ana, Calif., to begin his basic Army training in the early part of 1943. He and his fellow recruits had been on the train for days, coming from cities and farms throughout the country, some men a few months removed from being called boys, some a few years short of being called old.

As they stumbled in the dark, laden with duffle bags and luggage, on their way toward the barracks and the rickety cot and foot locker they would be calling home for the next eight weeks, they began to hear a chorus of a 1,000 men rumbling like thunder through the rows of barracks.

"You'll be sorrrrry!" rained down on them from every barrack window, a sadistic chant of welcome from the almost soldiers to the soon-to-be soldiers - welcome to the U.S. Army Air Corps.

That scene at the Army Air Forces West Coast Training Center in Santa Ana experienced by Bennett played out similarly across the country from 1942 to 1945 as America mobilized for World War II and put three million men in uniform.

To win the war, the United States would need guns, trucks, tanks, ships and planes - tens of thousands of planes. As the nation's industrial might roared to life and began producing hundreds of fighters, bombers and transports a day, so, too, did the armed services begin providing the hundreds of thousands of pilots and air crews needed to fly and support them.

The War Department picked the desert Southwest and its nearly year-round flying weather and wide-open spaces as the spot where most of those men would receive their training.

Nearly 200 airfields and strips were built in the Southwest, from West Texas to Southern California.

Santa Ana was the place where most of the Army's air corps members would begin their training. From there, they would be shipped off for primary, basic and advanced air training around the West. A large percentage of them ended up in Arizona.

More than 60 airfields and strips were built in Arizona between 1942 and 1944, the majority in central and southern Arizona.

One field, though, was a little bigger than most. Built just south of a rocky volcanic spire called "Picacho" and just north of a dusty farming town called Marana, the Marana Army Airfield became the largest basic flying school in the world.

Bennett, fresh from roaring his own chorus of "You'll be sorry" to raw recruits in Santa Ana, arrived at Marana just after the war's heartbreaking setbacks of 1942 had passed and the tide had been turned in both theaters of war; the Allies advancing, the Japanese and Germans retreating.

Ben, as he likes to be called, was eyed for combat duty as a pilot, and already crowding 24, an old man to some of his younger peers.

He had done his first flying at Thunderbird II near Phoenix, which was one of several primary training bases in Arizona where the Army learned whether a recruit could learn to fly (he didn't vomit in the cockpit every time the plane made a turn). Bennett learned to do solo flights and spins in the PT-17 (Primary Trainer 17) a good old-fashioned biplane.

"Open cockpit. The wind would rush by your hair and you would think you were in the dawn patrol during World War I," Bennett said.

Though Bennett loved to read, and learn from, the dime novels about fighter aces from that earlier war, becoming a fighter jock was not in the cards for him.

"I was not a good prospect as a fighter pilot because my reactions were not like that. When I drove a car, I obeyed the speed limit. The young kids that came out of high school and drove their cars 90 miles an hour down the road, had wrecks and everything, those were the ideal kids for fighter pilots because they reacted quickly. And quick reactions in a little fighter plane is what kept them alive. So I was classified out of Santa Ana as a bomber pilot."

After finishing up at Thunderbird II, Bennett and a herd of other would-be pilots headed south to Marana Basic Flying School, part of the growing Army Air Force Flying Training Command.
The Marana base was built in just three months, transforming what was mostly farmland surrounded by desert into a bustling Army airfield, albeit with a "lean-to" kitchen and small shacks with screenless windows and of 1943, the base was in full swing.
The Army Air Forces West Coast Training Center was made up of many bases located throughout the Western United States, and the Army Air Forces Basic Flying School in Marana would grow to mammoth proportions. Not only was there the main base, but there also were several satellite fields used strictly for landing and takeoff known as Picacho Auxiliary, Rillito Auxiliary, Coronado or the Red Rock Auxiliary, Avra Auxiliary and Sahuaro Auxiliary.
They weren't the only ones. Just around Tucson, more than a dozen airfields and auxiliary strips surrounded the city of about 60,000. By 1944, Saturday nights found thousands of airmen on weekend passes crowding Tucson bars 10 deep.
The once quiet skies were now filled with thousands of planes training pilots for B-17s, B-24s, B-29s, and every conceivable fighter coming off the industrial line.
"The instructors have five cadets (to train), they would take you at an hour at a time. Then when you got good enough, you could go by yourself and you would practice this stuff that they had taught you," Ben says.
"You're way out some place, you look around and you don't know where the hell you're at … then, Picacho Peak, there it stands in all of its glory.
So you turn and go to Picacho Peak and there is the air force base or a satellite field.
"You could never get lost at Marana, at least not during daylight," Bennett added. "We did short, navigational trips in daytime at Marana. We would go to Safford, Columbus, New Mexico, or fly over to a certain point on your map and then you would come on home across country. They were trying to teach you to navigate with a compass.
"The important landmark was Picacho Peak. When you flew out on instruments or you're out there practicing and you get yourself messed up, you looked around until you saw Picacho Peak. You fly right to it."
Bennett said his instructor was Jeffrey Lee, a British Royal Air Force combat veteran. While many other instructors did their best to flunk out two or three of their charges from each cadet class, Lee made sure everyone of his cadets got through, Bennett said.
"He wanted us to make it in order to fight the Germans or Japanese," Ben said.
The training period lasted nearly three months. By the fourth week, the new pilots had been familiarized with the BT-13 to the point that night flying was the next step, and a frightening one at that.
"You're scared when you take off because it is pitch black out there in the desert. There are nine million stars but pitch black! There are no lights, like there is now all over the damn country. But after you get up a certain ways you can just faintly see the horizon and you've got your instruments and you're up in the air. But now when you start to let down to come back to the field, you pull back on the throttles. In a radial engine like that, gas loads up in the cylinders and when you pull back on the throttle, gas comes out of the exhaust and ignites right by the cockpit and flames four feet high come out," Bennett said as he burst into a good, hard laugh. "And Jesus, you thought you've just blown up! You're just scared totally crapless!"
Bennett added that the landing was the tricky part of the whole exercise, since they were stacked up for landing, like in modern airports, but using 1940s technology.
"I'm at 3,000 feet and circling until it's my turn to come down and get in this pattern to land. They let another guy down and then they let me down (via instructions from the now finished tower), but it was done too soon and I got too close. And instead of making a 360 degree turn to give him enough time to get on down, I pull back on my throttles and the damn airplane started to shutter like it was going to stall. I put the nose down and poured the damn coal on it and then did the 360 degree turn after I recovered," Bennett said with a sigh. "Had I stalled that thing at a thousand feet, I would have killed myself. It scared the devil out of me. I never did that again."
Life on the Marana Base was like any other: training, eating, sleeping and inspections. The summers were horrendous since the barracks had no type of cooling system besides opening the doors and windows, and the flies were unbearable. And yet on Saturdays everyone was expected to awaken early and clean themselves, their dorms and their uniforms, and then have inspections.
"A white glove inspection in the middle of this damn desert. Everything had to be polished and no dust," Bennett said with a laugh. But the inspections were no laughing matter. The bunk bed had to be made so tight that "a nickel could bounce" on it. It was 10 a.m. when the officers came through, literally wearing "white gloves," and made the inspection, checking the footlocker to make sure socks and all other clothing were folded correctly.

That would last until 11 a.m., "then they would take you out into the sun," Bennett quipped, to an area between the barracks where the roads came together and formed a large square, and then line the cadets up for uniform inspection. If they passed muster, which was pretty much standard, by noon they were on buses for a 24-hour furlough to Tucson.

Many times, the cadets would head to Tucson and obtain rooms in hotels, if any were available. Hitchhiking was strictly forbidden except from certain approved areas. The cadets at Marana were so keen on being able to get out for their furloughs that they actually built a "Thumbing Station" with benches and a cover, which looked much like a bus stop.

Once in town, the Marana cadets competed with all the other military personnel from around Pima County for bar seats, dancing space, movie seats and women. Some would even take time to head down to Nogales, though Bennett said he never did. You were expected back at base no later than noon on Sunday for a standup parade (not marching, but at attention).

Eventually, the cadets didn't have to leave the school just to meet women.

When the Women's Army Auxiliary Corps members finally arrived in May of 1943, the cadets were beside themselves, he said.

"The WAACs came in and they marched them down the street, and here's all these women with their butts swishing and every cadet is out there looking at them and someone lets out a wolf whistle and the old colonel heard it and never said a word," Bennett said.

But come the next Saturday morning, "they lined us up early and set up attention for three hours and cut out our leave and wanted to know who let out the wolf whistle. Well, no one would say so they left us standing out there in that sun and pretty soon you'd hear 'thud,'" he said with a hearty laugh.

Bennett added that he could feel the sweat flowing down his neck and back and that he started hearing a multitude of "thuds" across the parade ground as various cadets succumbed to the heat. For Bennett, having been an Iowa farm lad had helped build up a certain tolerance for the heat.

Thanks to Royal Air Force veteran Jeffrey Lee's instruction and Bennett's determination, this Iowa farm boy graduated from Marana and was sent on to advanced training in Douglas. He barely got along with his instructor there but managed to overcome that roadblock (thanks to the instructor being sent to B-29 training) and eventually flew 31 B-17 missions over Germany as part of the 384th Bombardment group, 545th Squadron.

Having returned to live in Tucson several decades later, in 1996, Mike Searle, a friend of his at Evergreen Aviation, which is headquartered at Pinal Air Park, called to say that they had a carburetor on a B-17 that his restoration company had been working on and that he wanted to know if Bennett wanted to go out to the field and sit in the cockpit while they "run it up."

"I jumped at the chance," Bennett said. Sitting in the pilot's seat, the big engines roaring, he was able to get the sound and the feeling back from the flying days more than 50 years later. He ambled out of the plane but the pilot advised him to "stick around," since they were going to take some people up later, and offered to take him with them. He stood between the pilot and the co-pilot as the plane pulled out onto the runway and as "we started down the runway and I looked up, and I mean tears came to my eyes because there it was, Picacho Peak, sticking up out there in the desert. And it really tore me up to see that."

They screamed down the runway, and once the pilot had hit 1,000 feet, he told Bennett to "take it over." He was told to take it to 4,000 feet and make a 360-degree turn and then take it to 5,000 feet. "Well, my turn was not too good, but I really wanted to roll it out at 5,000 feet. Not at 4,500 or 5,100. I wanted to hit 5,000 feet. My 360 degree turn was lousy, but I rolled it out right at 5,000 feet."

Bennett has since been asked by Evergreen to return to the base to help find some of the old barracks, the marching fields, the playground and the swimming pool. They have maps with some of the items on them, but not all. He was able to locate the last row of barracks he and his friends were in, and after that, "there was nothing but desert. All that is left is some foundations. They've moved most of the buildings."

Though few of the buildings remain, many of the Army air bases are still in use today. Ryan Air Field southwest of Tucson now houses planes for private use. Douglas Auxiliary Field Number One trains pilots for missionary work. Davis-Monthan, Luke and Williams became major Air Force bases, though Williams has since been shut down. And many of the other bases became centers for aviation work and construction.

Marana's main field, now Pinal Air Park, is home to an Army National Guard helicopter training base that also trains Singapore Army helicopter pilots, houses a federal law enforcement training center, serves as a storage facility for major air carriers (including 747s, 737s and DC-10s), and is home to Evergreen Aviation.

The town of Marana acquired its municipal airport from Pima County about six years ago. The former Marana

Auxiliary Field No. 2 is now a burgeoning general aviation airport, which the town hopes will become the economic engine that drives the town. Marana would like it to become as successful as Falcon Field in Mesa, a Royal Air force training base in World War II, which is now one of the largest general aviation airports in Arizona and one of the largest commercial airports.

But the largest contribution the aviation war effort had on Arizona can be seen in every part of our state, just by its growth. A large segment of America was introduced to Arizona and its ideal flying climate. As a result, many aviation companies came to the state, as did those who had served in the military.

Today, there's a very good chance that many of World War II's former Army Air Corps service men and women now retired in Arizona once spent part of 1942, '43, '44 or '45 suffering through insufferable heat, fighting off flies, jostling for a seat in the Pioneer Hotel bar and looking out the cockpit window for their old friend Picacho Peak to guide them home.

Veteran helps families find missing soldiers

One of the jobs that DeWayne "Ben" Bennett does today out at the Pima Air & Space Museum is locate information about those who served in the Army Air Corps during the war.

They want to find out about "their dad, uncle, cousin, brother, boyfriend … just people who come in here," Bennett said. "All (the information) they ever heard was a telegram from the War Department saying your son or uncle is missing in action, and maybe later on they get another telegram that tells them that he was killed in action and that is all the service ever told them. They don't know how he died; they don't know where he died."

"If they know the Missing Crew Report number, fine, but they have to know the pilot's name and the group he was attached to and preferably the day he was shot down so they can find that information. Having a little information to help the National Archives find the Missing Air Crew Report without a lot of research is a great help," Bennett said.

Bennett likes to help people today because it means "closure for some," even these many years later. In one case, a woman wrote to him from South Carolina asking about her uncle, who had been her father's older brother. Her father had been 14 at the time of the war and his older brother had joined the Army Air Corps. He was killed on his first mission over France, and that is all the family was told.

Ben was able to locate the information about what town in France the plane had crashed near, and he found out that, to this day, the town's people still honor those killed 60 years ago. Once he was able to relay this information to the woman, the whole family went to France to observe the ceremonies at the town and then proceeded to Normandy, since the bodies had been removed from the local cemetery for reinterment at the American Cemetery.

Eventually, the whole family came to Tucson and spent three days visiting Bennett. "And when (the younger brother of the killed crew member) left, he put his arms around me and cried like a baby and said, 'This is the greatest thing that ever happened to me,'" Bennett said. Bennett and the family remain close to this day.

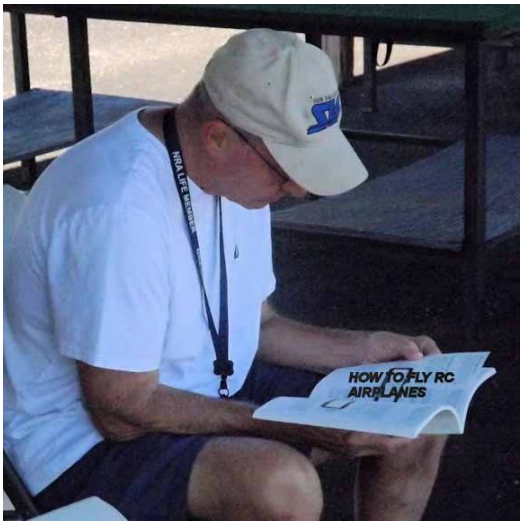
To reach Bennett, call the Pima Air and Space Museum and ask for the 390th museum, where Bennett is a docent.

Huge Rc Kalinin K-7 CCCP

If you like flying really big, unique aircraft, then this 16-foot-span Kalinin K-7 might be just what you're looking for! With a wingspan close to that of a B-52, only one full-size K-7 was ever built, and it crashed after seven flights due to a tail boom structural failure, so it's doubtful you'll run into another RC version at the next giant-scale fly-in. With six 15cc ASP gas engines and an electric pusher motor, the 99-pound model has plenty of power. Built up from wood, it's also equipped with 16 servos, brakes, and steerable nose wheels and can be disassembled into six modules for easier transport. Built by Rainer Mattle, this unusual aircraft can be yours for around $14,000 (shipping from Switzerland not included) … check it out at www.antik-dream-model.com. Thanks to Thomas Minder for taking a video of this monster model at the recent Kulmer Air Show in Switzerland and sharing it on YouTube!

VIDEO https://www.youtube.com/watch?v=VscDLKQnpQk#t=12

SVF ON A PERFECT DAY



Florida? No, Lake Cave Buttes

Sun Valley Fliers

SVF AT THEIR BEST

Sun Valley Fliers

VIDEOS and Websites Links

Click on to view video, website

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

https://www.youtube.com/watch?v=tFUPCv_5z1k

OSHKOSH

https://www.youtube.com/watch?v=z_sKjjqT2wo

OSHKOSH 4:05

https://www.youtube.com/watch?v=chXz1fMy5sI&feature=youtube_gdata

GEE BEE 2:13

https://www.youtube.com/watch?v=RLx007iAtdo

OSHKOSH 9:26 DAY 5

https://www.youtube.com/watch?v=tts0j5yXI2k

OSHKOSH 9:56 DAY 6

https://www.youtube.com/watch?v=ukTszYu8PFs

OSHKOSH 4:05 DAY 7

https://www.youtube.com/watch?v=FjkEDCFX_AA

OSHKOSH 5:2 T'BIRDS & DRILL TEAM

https://www.youtube.com/watch?v=Q9DzcQabyPo&feature=youtube_gdata

OSHKOSH 24:29 T'BIRDS

https://www.youtube.com/watch?v=ftHMgVleJcI

NATIONAL MODEL AVIATION DAY, AMA DISTRICT II FLY-IN, WOUNDED WARRIOR BENEFIT

https://www.youtube.com/watch?v=CakkpKybGk0

https://www.youtube.com/watch?v=7jII7MI0_7A

RUS JET 16:01

https://www.youtube.com/watch?v=m9f1ov3pdCc&feature=youtu.be

**** New Items ****

SVF Website Buy & Sell items.

http://www.sunvalleyfliers.com/classifieds/classifieds.htm

My thanks to those who passed this info on.

Sun Valley Fliers

VIDEO 2:19 Kirby Chambliss in Texas

https://www.youtube.com/watch?v=b03AH8-pqVc

SVF AROUND THE USA

Four SVF members at Oshkosh Val Roqueni, Howard Kennedy, Dan Bott and here is a photo of Kenny Rhoads going for a ride in Lady Alice. That is Gordon Truax getting Kenny ready for a ride of flight of four formation.

Paul Allens Warbirds Flying Heritage Collection Evertt, WA

Visited & Photos by Joe Balabon

SVF Sun Valley Fliers

ONE OF THE

LARGEST R/C MODEL WARBIRD EVENTS

IN THE WORLD.

SEPTEMBER 12, 13 & 14 2014

NEW LOCATION!

7608 HWY 93, ARVADA CO.

WARBIRDS OVER THE ROCKIES

HORIZON HOBBY · SPEKTRUM · FTE · Model Airplane News · Aero Works · robart · Arvada Associated Modelers · ZAP

HUGE Pyrotechnics Show!

Full scale Fly-overs - **P-51, Seafury** and a **T-33**.

100's of R/C Giant Scale aircraft in action!

- 3 Big Days of Non-Stop Action!
- WWI, WWII, Fighters, Bombers, and Jets too!.
- $10 per person spectator fee Kids 15 and under are FREE!.
- Food, R/C vendors and more!
- Net proceeds goes to Colorado Mental Health.

WARBIRDS OVER THE ROCKIES

Information and pilot registrtation at

warbirdsovertherockies.com


Bi-Planes
PT-17
B-26
NEW LOCATION!
7608 HWY. 93, ARVADA CO.
DIRECTIONS FROM THE
JUNCTION OF I-25 AND I-70
Arvada
Information and directions at
warbirdsovertherockies.com

Remote Possibilities RC Club
Of St. George, Utah

www.remoterc.com to see Field and Map

War Birds over St. George
Annual Fly–In

Event November 7th & 8th

8am Thursday field open for set-up

9:00 AM - 5:00 PM Hours Daily Sunday till noon

At Remote Possibilities RC Club Flying Field (directions at bottom)

Only War Birds, Electric Gas, Nitro or Jet

Food & Refreshments available at the field

CD Kent Nogy 1 (805) 471-0934

kentnogy@concentric.net

AMA membership Required $35.00 Landing Fee

Awards for Peoples Choice , Pilots Choice, Best Markings

Shirt & Saturday Continental Breakfast for pilots

No Overnight RV parking at the field Night Security for Airplane Trailers

$15.00 (dry camp) per night at Temple View RV Park

975 South Main Street

St George, UT 84770-4084

(435) 628-1624

Field location 3780 South 1550 West St. George, UT

DIRECTIONS

Get off I-15 at Brigham Rd go under bridge and around the Round-a-bout and off on Pioneer Rd. turn right on Man of War Rd. Go over the bridge then left on W. Bloomiongton Dr. left at 1470 to end, go rt, turn rt at the electrical station and drive through the left gate and follow road around to the left and then left at the tree farm, turn rt at the inter-section and follow the road until you see the two telephone poles with the wind sock / gate and you are there

This Month Issue *9-2014*

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

Next month Issue

SEPTEMBER 2014 SVF Birth Day Boys

First name Last name	Member type	Dob
Craig Early	Regular	09/01/1954
Jon Bowers	Senior	09/03/1943
Bill Jenkins	Regular	09/03/1964
Dave Uhlving	Regular	09/03/1953
Ronald Petterec	Senior	09/05/1945
Gene Peterson	Senior	09/08/1942
Arthur Gambino	Regular	09/08/1958
J B Bowers	Senior	09/12/1941
Kriss Trunkett	Inactive	09/13/1964
John Williams	Regular	09/13/1952
Bryant Mack	Junior	09/14/1997
Jack Dolan	Junior	09/15/2001
Stephen Myers	Senior	09/21/1946
Gary Gregory	Senior	09/22/1945
Debin Ray	Regular	09/22/1982
Charles Brooks	Senior	09/23/1938
Gerald Via	Regular	09/23/1958
ChristianKasprowicz	Regular	09/23/1977
Barry Mazer	Senior	09/24/1949
Carl Gotch	Senior	09/28/1934
Connor Burns	Junior	09/29/2000
Derek Micko	Regular	09/30/1976

THE SLOW ROLL

Club Officers 2014-2015

Frank Moskowitz, President
Mike Peck, Vice President
JB Bowers, Treasurer
Lou Pfeifer IV, Secretary
Ken Justice, Safety Officer

Walt Freese,
Website Supervisor
Please check your Membership list for Phone numbers.

Board of Directors

Charlie Beverson '14-16
Loren Counce Jr. '14-16
Dan Bott '14-16
John Russell '14-16
Ken Justice '13-15
Wayne Layne '13-15
Ron Thomas '13-15
Mike Smith '13-15
Eric Stevens '13-15

Sun Valley Fliers

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

WWW.SUNVALLEY FLIERS.COM

39 YEARS

CHARTERED #921

SINCE DECEMBER 1974

First Class Mail

To: