THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

April Fool's Day

APRIL 2015

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

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

Inside this issue: **Cover Photo by Bob Purdy of Lou Pfeifer IV Hangar 9 "The Beast"**

THE PRESIDENTS CHANNEL

Frank Moskowitz

April 2015 Slow Roll Presidents Letter

Welcome to the April 2015 Slow Roll. I hope you had a chance to visit the field during our Annual Phoenix RC Helicopter Fun Fly. As expected, Eric Stevens did a great job as CD running the Event safely. The weather was great for the entire event. Pictures and event results can be found in this edition of the April Slow Roll. I want to sincerely thank, Peter Ermke, Ron Petterec, Lou Pfeiffer and Charlie Beverson who unselfishly gave up their personal time to help in this event. Be it kitchen or general help, the club always needs membership involvement during an event. The income generated by events helps keep our club moving forward. March 28th and 29th was the One Eighth Air Force Spring Scale Fly-in which took place the week after the helicopter event. I'm sure many of you attended and enjoyed that event as well. Pictures and results are in this edition of the Slow Roll.

Sun Valley Fliers Club Elections. April Nomination Meeting. Yes it's that time of year again. Nominations for candidates to run for SVF Officer & Board of Director Positions will be conducted during our April 1st meeting. Any member can nominate another SVF member from the floor at the April meeting as long as the nominee is present and is willing to run. In other words they must accept the nomination. Nominations from the floor may also be made at the Election Meeting on May 6th, prior to the start of balloting. Board of Directors serve two year terms and there will be five openings this year. All officers are up for re-election since their terms are for one year at a time. If you would like to a part of how this club is run, you might want to come to the April 1st meeting and find out the latest. The actual elections will take place at our May 6th meeting so please put this date down in you calendars so you can be there and vote. We are also going to continue with our new online method for submitting Proxy Ballots. We had our first run with this last year and it seemed to work very well. For those of you that recently joined SVF, we will be using a third party (independent) company to administer ballots via email. You will be notified as to how this works by notice from our membership director Michael Peck.

One last comment: Spring is here which means the snakes are waking up and basking in the sun. Watch your step!

That's it for now. See you at the field!

Please join us for our next club meeting Wednesday April 1st at Deer Valley Restaurant. We have many raffle prizes and the 50/50 could make you very happy $$$. You never know what might happen, and you don't want to miss it. Meetings start 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).

Have fun out there!

Frank Moskowitz
President

SVF MEETING *APRIL 1 @ 7 PM*

Sun Valley Fliers General Membership Meeting Minutes – 3-4-2015

Meeting called to order by Frank Moskowitz at 7:00Pm. There were 29 members present

Executive members in attendance

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

Board Members in attendance:

- **Charlie Beverson, Ron Thomas, Eric Stevens, Mike Smith, Ken Justice, Wayne Layne.**

Absent: John Russell, Dan Bott, Loren Counce.

-

Guests:

- Ron Dickerson

New Members:

- **None**

Solo Pilots

- Dick Phillips

Secretary's Report – Lou Pfeifer

- Minutes from the 2-4-2015 meeting were approved as published in the Slow Roll.

Treasurer's Report – J B Bowers

- J B gave the Treasurer's report to the membership. Financial information is on file and available for review by the membership.

Membership Director's Report – Mike Peck

- 306 members
- 240 updated for 2015
- 66 NOT RENEWED from 2014

Safety Officer's Report – Ken Justice

- Ken has his club apparel online for purchase on SVF site.

Old Business

- SVF Rules are in the copy of the Slow Roll and also on the SVF Club Site.
- Gunsmoke was held last weekend. Howard Kennedy took Second Place.
- Complaint or Grievance forms are also on the SVF site.

New Business

- Phoenix Helicopter Fly-in will be held on Friday March 20 thru March 22nd. Club flying will be aloud on Friday and on Sunday Afternoon. Please be courteous to them.
- The 1/8 Air Force will be the following week. Club flying allowed on Friday the 27TH. The field will be closed on Saturday The 28st and Sunday the 29nd until 4 PM. Please be courteous to them also.
- SVF apologizes to the members for the inconvenience of back to back events this year.
- **Don't forget April's Meeting will be taking nominations from the floor for (FIVE OPEN BOARD POSITIONS AND ALL OFFICERS.)**
- Mike Smith brought Sample Apparel and Hats to be viewed after the meeting. He will have a web site up shortly for your SVF Club Apparel.

Door Prize Winners:

- **Bernard Doerenbecher, Ron Thomas, Mike Smith, John Geyer, Howard Kennedy, Lou Pfeifer IV, Mike Vivian, Wayne Layne, Ed Klein, Nate D' Anna**
- **Thanks to Charlie Beverson for shopping at TOYS R US!!!!**

50/50 Winner:

- **Bernard Dorenbecher**

Show And Tell:

- Jim Spice showed how you can use a laser cut box to fit inside an ammo box to hold Lipo's. The web site for this is lazercuttingbyjohn.com. contact Jim for more info. Thx Jim

The meeting adjourned at 7:50 pm
Respectfully submitted,

Lou Pfeifer IV, Secretary

This List is the names of members that have not pay their SVF Dues.

Remember there is a $10.00 late Fee.

Walter Angus
Wallace Balfour
Robert Beaubien
Dean Bird
Dave Borrow
Bruce Bretschneider
Thomas Clark III
Mark Daniels
John Deacon
Paul Donovan
Lindsay Duerden
Warren Fertig
John Flynn
Julien Gore
Carl Gotch
Edward Hansen
Norman Hawk
Tony Holden
David Hurst
Michael Johnson
Peter Jones
Rob Keller
Gary Kertson
John Kettlewell
Lawrence Laughlin, Jr.
Perrish Lewin
David Linne
Tony Lopez
Kiel Marley
Tony Mastrangelo
John McClelland
James McGinnis
Kenneth Melbye
Rodrigo Moreno
John Mullins
Ervin Nemec, Jr.
Troy Newman
Dale Newnham
Brian O'Meara
Nikolis Pirelli
David Reed
Phil Roszak
Stephen Sample
Joe Schrimsher
Dan Smith
Zachary Smith
Jay Tenison
Siddharth Tiwari
Dan Trimble
Kriss Trunkett
Stan Von Drashek
Brandon Walker
Kirk Welch
John Williams
John Wolcott

Your Attention Please

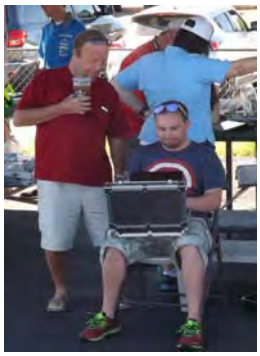
19th ANNUAL PHOENIX RC HELICOPTER FUN FLY

CD Eric Stevens

MARCH 20-22, 2015

This heli went 155 MPH

Sun Valley Fliers



Sitting in the shade looking at the screen with his radio nearby. He was flying his Quad with camera on board going up and down the run-way.

CCCOOOLLLLL !!!!

What's Happening

Solo pilot Dick Phillips with instructor Steve Myers.

At the recent Helicopter event the bee's were swarming every where. Luck would have it that one pilot was in the exterminating business and had the equipment handy. Soap and water!

New solo pilots test is to pass the vertigo Spin Machine!

One board member we can be proud of.

Please help to keep it clean

Another Mystery airplane.

SVF PILOTS HALL OF PLANES

"The Beast"

By Hangar 9
W.S. 89"
O.L. 86"
Weight 26-28 lbs

Motor; DA 100L
Radio; Spektrum Black DX9
7 Servos; JR 8711's
27X10 Meslik, 2-3200 Life Batt.
38 oz tank

GUNSMOKE 2015

February
27-28
March 1, 2015

Sun Valley Fliers

Photos by Gene Peterson

GUNSMOKE 2015

February
27-28
March 1, 2015

Sun Valley Fliers














Photos by Gene Peterson

12 drone disasters that show why the FAA hates drones

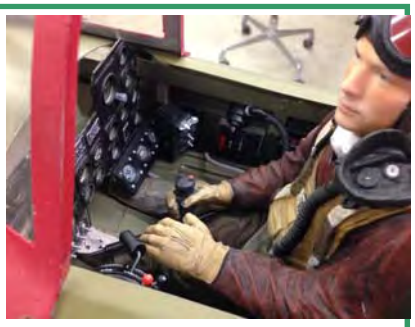
http://www.techrepublic.com/article/12-drone-disasters-that-show-why-the-faa-hates-drones/?tag=nl.e042&s_cid=e042&ttag=e042&ftag=TREabb1cd6

VIDEO The Drones
https://www.youtube.com/watch?v=vcV71liAMwc

Monster DC-10 — Robert Pannell's Best Electric Performance Winner

Adding impetus is the availability and accessibility of a wide variety of jet models and accessories. In general, the models are large, highly pre-fabricated and of amazing quality, usually consisting of composite structures. Most are also turbine powered; so why are we discussing them in an "electric" magazine? I think we can conclude the electric-ducted fan propulsion, to most enthusiasts anyhow, generally means a foam-structured model driven by a 70mm or smaller fan unit using a 3S or 4S battery. It may also include 90mm fan models with either foam or partially fiberglass components. Beyond this size, most electric jet models are either scratch-built or converted from other ducted-fan jet models.

Greg Wright — Bubbletop P-47 Thunderbolt



We just heard from our buddy Greg Wright and he says he will be competing at Top Gun for his second year. The plane he has decided to bring (for the Sportsman class), is his CARF-Models-P-47 Thunderbolt with Bubble canopy. He built the plane over the winter two years ago and also entered it in the 2014 Toledo show where his amazing "Jug" get a lot of attention. He then went to the Joe Nall giant scale event for the aircraft's first public "on the flightline" showing and over the nine day event Greg flew the P-47 12 times.

The plane is built using standard construction technics for a all composite type plane so here are some of the features that are on the plane. the plane has the standard 4 controls of Elevator, Ailerons, rudder, throttle. It also has built in to it a set of scale fowler flaps. the landing gear are a set of Sierra Giant Scale retracts along with a set of scale wheels. It is powered by a Moki 5-Cylinder gas radial 4stroke engine. I have even put quite a bit of extra detail into the plane.

ONE EIGHT AIR FORCE SCALE FLY IN

March 28-29, 2015

Sun Valley Fliers

ONE EIGHT AIR FORCE SCALE FLY IN

March 28-29, 2015

Sun Valley Fliers

ARIZONA WORLD WAR II ARMY AIRFIELDS

History **DAVIS– MONTHAN AFB**

Airmen prepare a U.S. Navy P-3C Orion for storage at AMARG in Tucson
The base was named in honor of World War I pilots Lieutenants Samuel H. Davis (1896–1921) and Oscar Monthan (1885–1924), both Tucson natives. Davis, who attended the University of Arizona prior to enlisting in the Army in 1917, died in a Florida aircraft accident in 1921. Monthan enlisted in the Army as a private in 1917, was commissioned as a ground officer in 1918, and later became a pilot; he was killed in the crash of a Martin bomber in Hawaii in 1924.

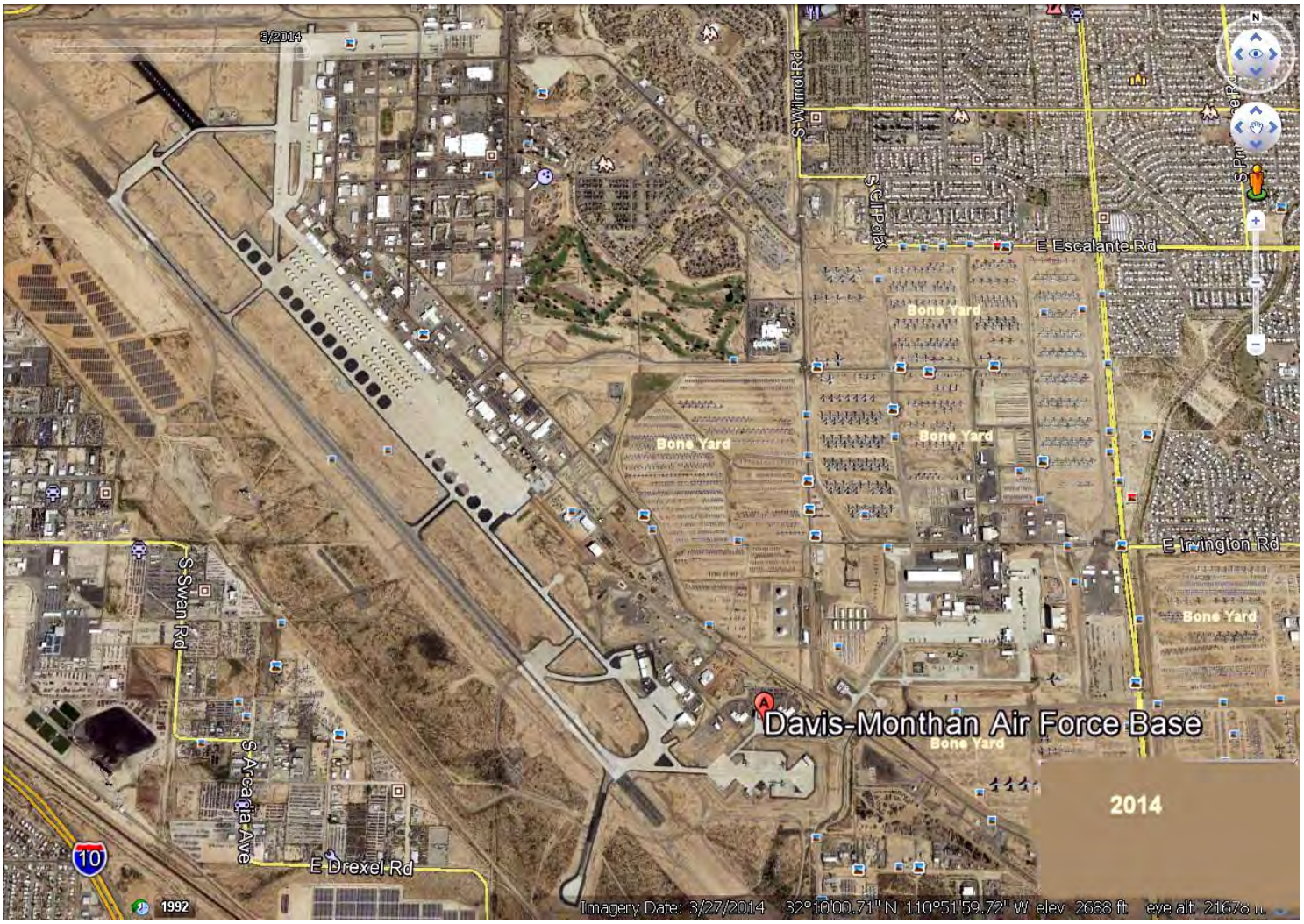
Origins

In 1919, the Tucson Chamber of Commerce aviation committee established the nation's first municipally owned airfield at the current site of the Tucson Rodeo Grounds. The rapid increase in aviation activities meant a move in 1927 to the site which is now Davis–Monthan Air Force Base. After the City of Tucson acquired land southeast of town for a runway in 1925, Charles Lindbergh, fresh from his nonstop crossing of the Atlantic Ocean, flew his "Spirit of St. Louis" to Tucson in 1927 to dedicate Davis-Monthan Field, then the largest municipal airport in the United States.
Military presence at the field began when Sergeant Simpson relocated his fuel and service operation to the site on 6 October 1927. He kept a log containing names of the field's customers, including Lindbergh, Amelia Earhart, Benjamin Foulois, and Jimmy Doolittle. Doolittle, awarded the Medal of Honor for his 1942 Tokyo raid, was the first military customer at the field on 9 October 1927. The combination of civil and military operations worked well until the early 1940s, when military requirements began to require the relocation of civil aviation activities.

World War II

Davis-Monthan Airport became Tucson Army Air Field in 1940, as the United States prepared for World War II. The first assigned U.S. Army Air Corps units were the 1st Bomb Wing, 41st Bomb Group and 31st Air Base Group, activating on 30 April 1941 with Lieutenant Colonel Ames S. Albro Sr. as commanding officer.[5] In its military role, the base became known as **Davis-Monthan Army Air Field** on 3 December 1941. Air Corps leaders utilize the airfield, sending Douglas B-18 Bolo, Consolidated B-24 Liberator and Boeing B-29 Superfortress bombers, for training and observation missions.

Davis– Monthan AFB



SOLAR ARRAY AT D-M

308 BOMB GROUP IN CHINA TRAINED AT D-M

SVF JETS

Sun Valley Fliers

Some Days You Should Stay in Bed

The engineers were trying to build the lightest airplane with the biggest motor and still make it capable of surviving carrier landings. To do this, they designed the wings lighter and weaker than normal but intended to shed about three feet on each side should it be overstressed. It could fly back to the carrier and land, even if only one wing separated. The concept worked in testing, and everyone was happy until it hit the fleet.

Pilots loved the airplane because it was fast and had the fastest rate of climb of any propeller-driven fighter in the War. Unfortunately, after a few weeks of glowing operational reports on the Bearcat, word came back that a pilot had shed one of its two wingtips in a dive-bombing-run pull-out and had augured in. Several similar occurrences followed, and the Navy and Grumman became greatly concerned. The flight envelope of the Bearcat was severely restricted, and it was immediately removed from carrier operations.

The Navy and Grumman agreed that a better way to guarantee the wingtip separation was to put a 12-inch strip of prima cord (an explosive rope used to detonate dynamite) just outboard of both wing break joints and have a set of electrical microswitches at both break joints. These microswitches would activate the other tip's explosive device at the instant the first wingtip came off. (We called them "icebox" switches, which shows where we were in technical antiquity!) The ground tests were spectacular, to say the least. Lots of noise, smoke and flying airplane pieces.

After several successful ground tests, we rigged up a Bearcat with this "Fourth of July" system, and I was sent off to do my job as a test pilot.

One of the tips was structured to come off at 5G, and according to theory, the icebox microswitch in the other wing would electrically activate the prima cord and blow the other tip off at the same instant. Three hundred and twenty knots at 7,500 feet altitude in a 30-degree dive angle was selected as the demonstration point. To record the action, we had photographers in chase airplanes on both sides of my Bearcat. I pulled 6G to ensure the 5G rivet joint would fail and activate the other tip explosive.

Lo and behold, the genies of fate again urinated on the pillars of science. With an impressive flash of fire, smoke and debris, one weakened tip left the airplane as predicted at 5G, but the other remained as fixed to the wing as ever.

From the cockpit, a Bearcat appears to be nothing more than a huge engine with tiny wings. However, to look out and see that not only has one short wing become even shorter but also that the other one is full of holes gets your immediate attention.

One of my chase pilots came in and inspected the wing damage. He saw a large hole in the bottom surface, proving the prima cord had indeed fired, as predicted, but the wingtip had remained firmly attached even though the 12-inch hole was in the most critical stress area—the lower skin, or tension area. Good old Grumman Ironworks! Fortunately, the 12-inch hole did not cause any aerodynamic disturbance as might have been expected, and I had already landed the F8F with single tips removed and was ready for the experience, so the landing was uneventful. Back to the old drawing board.

The project engineer suggested 26 inches of prima cord be used on the next flight, after ground tests were run to check whether that amount of explosive would affect proper wingtip severance. On the next flight, when I pulled 6G, both tips departed as planned amid much smoke and parts flying off the airplane.

Both chase pilots were much more excited than I was by the visual effects; I hadn't seen them because my eyes were glued to the accelerometer in the cockpit. They said it looked as if the airplane had blown up when both tips blew and both the ailerons and wingtip sections departed the bird. There were two very smoky explosions as two wingtips and two aileron halves came off in very rapid succession along with much shattered metal. The wingtip ends were cleanly severed as hoped for. There weren't even small pieces of metal outboard of the end rib to suggest an explosion had done the surgery. The test was considered a great success by Grumman and the Navy. More important, I had survived the tests, which I considered an even bigger success.

On April 7,1944, during my first Hellcat demo flight in F6F-3 Bu. No 26101, I pushed over from 28,000 feet to what I had estimated to be a 60-degree dive angle and totally concentrated on the buildup of airspeed rather than on my rapidly decreasing altitude. With full power, the aircraft's descent rate soon exceeded 38,000 feet per minute! I estimated that I would attain 485mph indicated airspeed just as I went through 10,000 feet, and I planned to make the easy, 2.5G pull-out at that point. To maintain the 60-degree dive angle during the speed buildup, I had to continually re-trim the elevator with more nose-down to overcome the aircraft's natural tendency

to pitch up as speed increased.

I was about to start the simple pull-out when I noticed with great alarm that the aircraft didn't require any more nose down trim. The nose was quickly going down of its own volition, and that rapidly increased the dive angle without any re-trimming, push force, or desire on my part! I was no longer flying the plane; I was a passenger.

To counteract this frightening condition, I pulled the stick aft as far as I thought I had to to arrest the nose-down pitch. Nothing happened! I pulled much harder. Despite my maximum-effort two-handed pull on the stick, the nose still dropped, further increasing the dive angle. The stick seemed to be solidly implanted in concrete, and the nose-down dive angle continued to increase. Terrified, I roared down through 6,000 feet. It was abundantly clear that something way beyond my comprehension and capabilities was directing the aircraft straight into the ground at more than 700 feet per second. I had less than 10 seconds to live.

I instinctively yanked the throttle closed and then continued my forceful two-handed pull on the stick while praying for recovery.

A long second or two later, all hell broke loose. The airplane started to buffet violently and pitched up to 4G. Before I was able to release the stick from my adrenaline-powered frantic pulling, my efforts took the G-force to 7—with increasing buffeting.

I bottomed out at below 2,500 feet, and the ground receded below me. When I had regained a little of my composure, I checked the aircraft for damage and controllability, and having had enough excitement for the day, I slowly flew back to Grumman in a mental fog.

I landed completely befuddled and greatly shaken. When I turned the engine off, I was trembling so much that I told Scottie McClain, my plane captain, that I would stay in the cockpit to write a few notes while the flight was still fresh in my mind. He tactfully left me and went to tend to other aircraft. Had he stayed, he would have seen a hand so shaky that it couldn't hold a pencil, let alone write with it. I knew that I would fall on my face if I tried to climb out right then.

Examination revealed that the buffeting had indeed bent both of the stabilizers at their mid-span—the right one upward about 15 degrees and the left one downward about 15 degrees.

A complete inspection of the entire aircraft didn't show anything else bent or rivets pulled—amazing! I became an instant member of the "Grumman Iron Works"—an unofficial fraternity of Navy pilots who had greatly overstressed Grumman aircraft and returned to fly another day in the same airplane.

The most confounding aspect of my post-flight experience was that nobody in engineering could explain the frozen controls or my Hellcat's automatic, and uncontrollable, pitch-down as I passed through 10,000 feet. Nor could they explain its automatic pitch-up or why it had regained pullout control as I passed through 6,000 feet. I was distressed because I knew that to satisfy the Navy, I would have to repeat that dive after the stabilizers had been replaced.

One of Grumman's research engineers said that the Hellcat generated supersonic shock waves over its full wingspan at .75 Mach. (On my first dive, I reached .77 Mach!) He explained that my closing the throttle had greatly increased the airplane's drag, and that, coupled with the normal increase of the speed of sound with decreasing altitude, had reduced my Mach number sufficiently to bring the aircraft out of its critical shock-wave compressibility condition.

Needless to say, I began to take a much greater interest in limiting my Hellcat demonstrations to conditions as far away from this "new" compressibility range as I could. The ground had come much too close for comfort.

I was on final approach to Grumman's airport in a P-40N that had been loaned to us by the USAAF for comparative testing, and during the test flight I had found it to have very poor slow-speed characteristics. About that time, another test pilot buzzed the field coming under me in the same direction. This was not an unusual occurrence in those days when the war-effort syndrome allowed test pilots to get away with murder when it came to breaking the rules.

Having just found out that the Warhawk had much better power acceleration than the Hellcat, I decided to pull up my wheels and flaps and give him a go at a rat race (which was also covered by the same syndrome).

I pushed the throttle forward and pulled up into a steep fighter climb as the wheels and flaps were retracting. At about 700 feet, my exuberance ended most abruptly when the airplane stalled unexpectedly and violently.

The control stick and rudder pedals flapped loosely around the cockpit, and the airplane snapped back and forth in a roll. Those are the last events I remember coherently. The airplane was shaking violently. It then started into a spin—still shaking like a dog getting rid of a water bath. I could see the hangars with great clarity and with a strange detachment. I was stupefied—mesmerized—and seemed to be sitting on the sidelines watch-

ing this unbelievable panorama unfolding. My mind was a blank as to what action I should be taking in this horrible kaleidoscope I was watching as if I didn't have a concern in the world. It just couldn't be happening to me!

The next thing I remember was moving level at 50 feet over the potato fields west of the Grumman airport with the ground whizzing by at a great speed. I was still mentally only riding this P-40. I was not flying it because the maneuver it had just done was completely out of my frame of reference, even in nightmares.

I finally noted that the throttle was pushed through both of the limiting wires, and the engine was straining with much more power than I had heard or felt during takeoff. I was in War Emergency Power. After a few seconds, I came to my senses, retarded the throttle and climbed to 1,500 feet. I turned back rapidly to the airport, as the sun had almost set and it was rapidly getting dark.

Were I a test pilot of greater experience, I might have related in my reminiscence that I calmed down, remembered all the instructions in the handbook about spins, jotted some meaningful notes about the "incident" and made a nonchalant, smooth, three-point landing. I was totally without any of these movie-star proclivities. I was still stupefied. I flew around the airport without calling the tower and talked to myself like a Dutch uncle. I said, "You stupid SOB. You can't land this airplane. You are running out of gas. It is getting dark and you have to land this airplane," etc., etc. My conversation was also sprinkled with four-letter words impugning my legal birthright.

After too many circuits of the field, I humbly called the tower and was given landing clearance. They were charitable and made no embarrassing commentary. I made a long, airline-style approach at a speed considerably higher than required and landed without further ado. I taxied back to the tower, where all the pilots were still gathered. They had seen my spin and wanted to see the color of my face after that farce. After the propeller had stopped rotating, the airplane continued to shake. When it stopped shaking, I did, too, and guessed that I might now be able to stand on my own two feet. I got out to the total silence of the pilot mob watching.

Later, they told me that I made a turn-and-a-half spin, came down below the hangars behind them and scurried out to the west at 50 feet off the ground like a bat out of hell. I had no recollection of the number of turns of that spin until they told me.

That flight was one of the most impressive of my test-pilot career. I learned to listen to airplanes for everything they had to tell me. I became a born-again-Christian immediately after that 30-second episode of my P-40 flight. The Jaguar was designed with a variable sweep wing (15 to 45 degrees) and nothing about the airplane was "normal." So, as Jaguar project pilot, I was most pleased that Grumman decided on Edwards Air Force Base for the Jaguar's initial test flights. The 8,000-foot runway extended into a 7-mile-long lakebed that was as smooth as a billiard table.

We made an immediate impression on the folks at Edwards (a bad one), and when I made my first run to "attempt" a liftoff, it was obvious to the audience that Grumman had come up with an airplane that would fly strangely, if at all. The airplane and I lurched up and down the runway as if one or the other, or both, were drunk. These attempts to fly went on for a week or so, causing much hilarity, but my real concern was that I couldn't get the necessary feel or the required guts to fly it higher than 10 feet from terra firma.

On May 19, 1952, I got the Jaguar up to 160 knots on the runway, at which speed the canard tail was found to have sufficient control for a first official flight. It was a disaster as far as accomplishing anything was concerned because just about every system refused to work.

Two days and several fixes later, I flew the Jaguar again. At 12,000 feet above the lakebed on a very calm morning, I was just about to stall it for the first time when it was rocked by a violent explosion in the engine and it pitched up 20 degrees! My chase pilot told me that several large balls of fire erupted from my tailpipe followed by billowing black smoke. Later he told me that he had heard the explosion too. It surely scared the hell out of me! I

hurriedly shut down the engine, got the airplane back under control and began an emergency gliding descent back to the lakebed runway.The accompanying T-33 chase plane pulled ahead of me as I came in for my dead-stick landing. I suddenly saw that the pilot of the chase plane had forgotten to lower his landing gear. I called him, and his landing gear extended just as he touched down. Because I had been paying attention to my chase airplane, my landing had to be seen to be believed: the XF10F leapt and bounced all over the place—practically out of control. The best that could be said of my landing was that it was short!

On the 23rd flight, my Plexiglas canopy shattered completely, leaving only the frame attached to the aircraft. Buffeted around violently in the cockpit, I instinctively chopped the throttle. The next thing I remember, I was down to 200mph and the buffeting had eased. I knew from my extensive liftoff experience that at any normal approach speed, the horizontal tail would go wild from the disturbed, canopy-open airflow. Consequently, I knew

that I had to put the airplane on the lakebed going very fast—around 200mph.

Just before landing, the chase pilot called me to say that the ejection-seat face curtain was fully extended and flapping on the back of the fiberglass section of the canopy frame, a fact confirmed by a glance in my rearview mirror. I reached back, grabbed the rubber handle on the curtain and put it between my teeth, thinking, "What a grade-B movie this is!" As the face curtain had fully extended, I knew the seat was armed and ready to fire, so after touching down on the lakebed and still rolling 100mph, I hurriedly unbuckled, scrambled out of the cockpit and straddled the front fuselage ahead of the windshield, facing aft. I had managed to get back onto the ground, and I had no taste for an ejection seat killing me by blowing me several hundred feet in the air. Several miles later, the Jaguar came to a standstill on the dry lake after completing a wide ground loop.

We later found that debris from the canopy had pulled the firing pin 99 percent out of its detent. I had come close once again. I had a pin guard installed immediately.

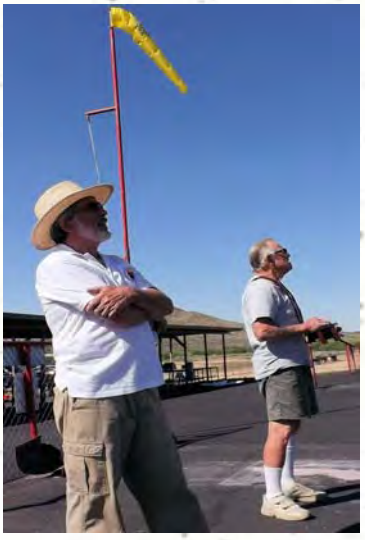
During the ninth landing, as part of an airshow for then Secretary of the Navy Dan Kimball, in an effort to demonstrate a very short landing, I had retarded the throttle to idle and slowed down to 15mph slower than any airspeed I had ever flown the airplane before. I found myself in the then unknown, and therefore unexpected, T-tail pitch-up range. (When it was later discovered in other T-tail aircraft, it was called "deep stall.") I pushed full-forward stick, but the airplane did not react. I was horrified that I was at landing altitude and had no control of the airplane. I immediately advanced the throttle to full power, hoping to accelerate out of the pitch-up. The next 21 seconds, waiting for the engine to spool up, seemed like 21 years! The airplane was now descending at more than 2,000 feet per minute and slowing down without any effective control by me to speed it up. The engine at last spooled up to full power 50 feet off the ground and slowed my descent rate somewhat, but the Jaguar hit the lakebed at more than 20 feet per second, as measured by a camera on the ground. This is one foot per second more than a Navy carrier structural demonstration required! It should have crashed; however, I rolled barely 900 feet to a stop without braking! Grumman Ironworks had saved the day.

The Secretary of the Navy was convinced that the Jaguar was the most phenomenal airplane he had ever seen. The next day, my boss Bob Hall called me up and said, "I don't know what kind of airshow you put on, but the Secretary thought it was great, and he has ordered 30 more!" The Secretary sent me a letter of congratulations; little did he know of the flight's near catastrophe.

An English test pilot made the following complete report about another airplane he had flown, and it fit my total assessment of the Jaguar perfectly: "The entrance to the cockpit of this airplane is most difficult. It should have been made impossible!"

The bartender is flashing the lights, so, I guess it's time to wind up another hangar-flying session. Next time I see you around, I'll tell you about … nah … don't get me going again. –Corky Meyer

SVF Night & Day



ATTENTION all SVF pilots you now have to be check out in the simulator before you can fly at night

SVF EXTRA

Yuri & Rachel

Rachel's first SOLO with her new H9 Meridian.

CONGRADULATION Rachel on your Solo flight.

Wings Over Arizona 2015

Sponsored by: The Arizona Model Aviators

GIANT SCALE FLY-IN April 11, 12, 2015

Location: Superstition Airpark, Mesa AZ

+ 80" Monoplane, 60" Biplane or Planes Can Be True Quarter Scale.
Jets Must Have a Combined Wingspan & Length of 140" No Foamies or Profiles
Landing fee $25. Friday is Open Flying.
+There will be awards for best of categories. Planes must fly.
+ Food will be available Saturday and Sunday for purchase.
+ Proof of AMA membership is required. Turbines require an AMA Turbine waiver.
+ Pilot's Parking & Saturday night Pizza Party are included in the Landing Fee.
+ Public Parking is $6.00 per car.
+ No Overnight Camping Allowed At The Airfield.
RV Parking Available 1/2 mile away. No Hookups. Call for Info.
+Trailers may be left overnight. Security will be provided by club members.

Contacts: Paul Goldsmith 602-323-7753 or wiinger@aol.com or
John Mangino 480-980-1386 or manginoaz@cox.net
Public Relations: Steve Ross 480-986-8338 or stevelr@cox.net
Arizona Model Aviators web site http://www.azmodelaviators.com

VIDEOS and Websites Links

Click on to view video, website

Good info for you Electric flyers

http://www.tjinguytech.com/charging-how-tos/balance-connectors

STAR WARS 2:24
https://www.youtube.com/watch?v=1lg5YRMJY6I

Imperial Speeder Bike Quadcopter

http://www.rcgroups.com/forums/showthread.php?t=2368754

Mars Water Bomber 7:39

http://generalaviationnews.com/2015/03/01/video-mars-water-bomber/

Air Force Museum

http://www.cdsg.org/forums/viewtopic.php?t=381

"Miniature Aces" NASA's Dale Reed Flight Research Laboratory 6:38

https://www.youtube.com/watch?v=7sALW8qa8_o

Check… Call… Compress in Cases of Sudden Cardiac Arrest 6:00

http://heart.arizona.edu/cpr-video

Budapest Air Show 3:00

http://biggeekdad.com/2014/07/budapest-airshow-highlights/#at_pco=smlrebh-1.0&at_si=53d56fcf54925dae&at_ab=per-2&at_pos=0&at_tot=5

NEW ITEMS ADDED!

SVF Website Buy & Sell items.

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

My thanks to those who passed this info on.

APRIL 2015 SVF Birth Day Boys

First name Last name	Member type	Dob
David Maytag	Regular	04/01/1966
Thomas Nerheim	Junior	04/01/2005
Noah Spencer	Junior	04/02/1999
Rachel Rodriguez	Regular	04/02/1978
Steven Shepler	Regular	04/03/1956
Dick Phillips	Senior	04/04/1938
Bill Heuermann	Senior	04/06/1937
Wayne Layne	Regular	04/07/1962
Tim Stocker	Regular	04/08/1959
Frank Gaff	Senior	04/11/1941
Ralph Joksch	Regular	04/12/1955
Paul Goldsmith	Senior	04/13/1947
John Olejniczak	Senior	04/15/1925
Lynn Babcock	Senior	04/15/1945
Nate D'Anna	Regular	04/18/1951
Richard Hanson	Senior	04/18/1946
David Zhang	Regular	04/18/1969
Robert Bayless	Senior	04/21/1950
JD Guillemette	Regular	04/23/1967
Robert Bitteker	Regular	04/24/1972
Gerhard Gallifant	Regular	04/25/1963
Al Asendorf	Senior	04/25/1938
Bill Stiving	Regular	04/26/1966
John Skarda	Senior	04/27/1934

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

40 SUN VALLEY FLIERS ARIZONA **YEARS**

AMA CHARTERED #921

SINCE DECEMBER 1974

First Class Mail

To: