



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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

JUNE 2007

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 of radio control aircraft*



Inside this issue

Cover Photo showing Glider Launcher/tow, read about it.....Meet your new officers.....SVF Members photos..SVF Clean Up photos....Auction photos...B' Days.....2 Safety Reports, 1 for the brave only/nasty photos...2 Meeting Minutes...and much, much more.....**Revised Safety Rules**



**Meet Your New
Sun Valley Fliers
Officers
And
Board Members,
Safety Officer**



President— Frank Moskiwitz



Vice President-Tony Quist



Treasurer- Gene Peterson



Secretary— Rusty Freid

Board Members



**Tony Holden '07-'09
Safety Officer**



Mike Peck '07-'09



Dr. Paul Steinberg '07-'09



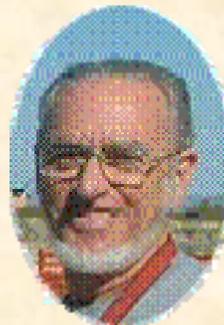
Ron Thomas '07-'09



Charlie Beverson '06-'08



Dan Jacobsen '06-'08



**Howard Kennedy Jr.
'06-'08**



**Brian McKelvey
'06-'08**

**Eric Stevens '07-'09
Sorry no photo for
Eric**



THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ

I would like to thank all the members who voted for me as President of Sun Valley Fliers. I appreciate the confidence you have shown in me. This club exists today because of years of hard work from our members, previous officers and our very enthusiastic Board Members. I would like to continue with Norm's philosophy of making our monthly meetings more enjoyable and educational. We need to embrace new ideas and new technology. Our club should be a place for us as individuals to come together and share ideas, learn and do great things. With that being said we could always use more members to volunteer their time to help the club operate. Without the help of the membership we don't exist. On a closing note, we shouldn't forget the purpose of our hobby is to have fun. But having fun means doing our flying and preparations safely and with respect for the other club members! We can't have fun, if someone gets injured or doesn't feel like he/she fits in. I plan on being at the Field a lot this year! I hope to see you there many times, having a good time.

Frank

P.S. --- Club Meetings

Don't forget to mark the first Tuesday of each month on your calendar for our club meetings. They are held in the meeting hall of the American Legion Post 107 at 20001 N Cave Creek Rd and start at 7:30pm. The hall is on the east side of Cave Creek Rd about ¼ miles south of Loop 101.

The Club meetings will be the place to be. For added fun 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.



We are looking for a SVF member to CD our annual Electric Fly In.

Next Meeting, June 5, 7:30 P.M. @ American Legion Hall



INSTRUCTOR PROGRAM *with Frank Moskowitz*



We have a new solo pilot. His name is *Dave Uhlving*. He soloed on Wednesday May 9th 2007 once again under the excellent guidance from Howard Kennedy. Dan Jacobsen a board member witnessed and approved the solo. *Dave Uhlving* AMA # is 862763. I will present him with his certificate at the next meeting.



FIELD AND SAFETY RULES

In Addition to AMA Safety Codes

LICENSE REQUIRED: Persons wishing to fly at the SVF Field must possess a valid AMA license in his or her name. It must be properly displayed on the frequency board prior to flight operations taking place. Operators of turbine powered aircraft must be able to produce the proper AMA turbine waiver.

FREQUENCY CONTROL: Any transmitter being used for flying or maintenance must be accompanied by the proper frequency identification pin. 2.4 ghz spread spectrum users must post their AMA card in the area to the left of the frequency board. **No exceptions are permitted.**

LEGAL RADIOS: 2.4 GHz spread spectrum transmitters and fixed frequency transmitters that operate on radio control frequencies currently allowed by the Federal Communications Commission (FCC) & meet 1991 narrowband specifications.

POWERPLANT STARTUP: All powerplant starting and running must be at the designated flight stations with the prop or jet wash towards the runway, or at the designated power plant test site; which is the small ramada by the heli pad. All pilots should have an assistant hold aircraft during powerplant start up on the flight line.

PILOT SPOTTER: During times when multiple aircraft are airborne, pilots must use a spotter assistant by their side. The spotter's role is to watch out for the safety of the pilot while he is attentive to flying his or her aircraft and to assist the pilot in avoiding traffic that may constitute a risk of midair collision, runway access co-ordination, emergency procedures, etc. Spotters must be AMA members.

FLIGHT LINE PERSONNEL: Personnel who have no direct contribution to the flight operation of aircraft shall remain within the spectator area; defined as under the Ramada and/or areas south of the fences.

TAKEOFF/LANDING DIRECTION: Shall be established by an East - West traffic pattern as determined by the prevailing wind direction. Takeoffs, landings, dead stick conditions and aircraft retrieval from the runway and surrounding areas shall be **'called' loudly**, to give ample warning to other flyers.

FLIGHT STATIONS: All Pilots while flying from the main runway shall stand at one of the five flight stations at the spot designated to the right of and behind the barrier netting, behind the white line.

PROPER FLIGHT LOCATIONS: All aircraft operations shall take place north of the southern edge of the runway. All maneuvers shall be performed north of the asphalt, over the dirt. The runway itself and the airspace directly above it is for takeoffs and landings only. The white line in front of the pilot's stations is the absolute "Deadline". It extends east and west to infinity and must not be crossed under any circumstance. Park flyers, light electric aerobatic models, helicopters, rotary wing and sailplanes that may not fly a conventional flight path are encouraged to fly south of the wash, or west of the helicopter ramada and hover pad. Use of Hi-Starts or launch winches will normally be in these areas. No flying of any kind is permitted over any part of the parking lot or ramada. Central frequency control applies to all aircraft flown at the SVF facility, regardless of location.

Revised: May 8, 2007



Sun Valley Fliers Club Meeting Minutes

April 3, 2007, *Rusty Fried, Secretary*

The meeting was called to order at 7:30 pm by President Norm Goodnuff. *There were 40 members in attendance. Guests: none*

New Members: The SVF has eight new members

New Solo Pilot: none.

Secretary's Report: Minutes approved as published in the news letter.

Treasurer's Report: Gene Peterson. Approved as read at the club meeting.

Safety Officer Report: Bob Frey Bob is still working on safety rule revisions. Some of the changes are removing requirement for transmitter Impound, new pin regulations for spread spectrum radio. If a frequency pin is missing from the board, find a club board member and tell them of the missing pin and they will go To the shed and get one. If you have the missing 19 pin please return it to the field no harm will come to you or yours.

Old Business: We will now bringing SVF clothing to the club meeting for purchase or rent.. See Gene Peterson for your clothing purchase.

ONE EIGHTTH Air Force report by Howard Kennedy, 71 pilots and over 100 aircraft were in attendance. They had a large spectator turn out (no numbers).

Heli flying site: The SVF was turned down by the County and the City. From the analysis of the letter it maybe

Possible to come up with another location on our properties that will suite the government. The Incoming board

Will Work on the problem. The current board feels that we should keep trying.

Eric Stevens presented Gene Peterson with a check for \$1200.00 for our part of the Heli Fun Fly, Many thanks the to the Heli guys.

New Business:

Elections: Rusty Fried, Tony Quist and Gene Peterson will run for re election. As of this meeting we are working On Frank Moskowitz for president. If you see Frank, give him encouragement to run. Nominations are full and closed as of this meeting date.

If members have a problem with the club or safety issues please talk to a board member or A club officer. Do not keep it in share it.

Elections at the May general meeting please show and vote! SVF May auction May 6, 2007

Door Prize Winners: Fuel Lucky Mitchell, Fuel Walter Tessier, Fuel Tony Quist, Video Edward Andres

50/50 Drawing Winner: Won by Lucky Mitchell, \$50.00

Show & Tell: Rick Powers brought several pilot busts of many sizes. Great Planes has a new RV 4 ARF. ¼ scale size. It sells for about \$290.00.

Meeting adjourned at: 8:15pm.

2007 MAY MEETING MINUTES NEXT

Sun Valley Fliers Meeting May 1, 2007

The meeting was called to order at 7:30 pm by President Norm Goodnuff. There were 40 members in attendance. **Guests:** and **New Members:** None

New Solo Pilot: none. **George Tampa so lo with Howard Kennedy as his trainer.**

Secretary's Report: Minutes from last meeting voted and approved.

Treasurer's Report: Gene Peterson Treasurer's report voted and approved.

Someone asked what does it take to get money out of club accounts, it needs 2 signatures.

Safety Officer Report: Bob Frey (none)

New safety officer to be announced.

Old Business: Shirts and hats are and will be sold at club meeting.

The SVF board will finalize new field safety rules.

We now, have a spread spectrum frequency pins.

Scott Covey from City of Phoenix Parks & Recreation met with Norm G and Mike P and discussed a new flying code for city parks.

At the SVF auction the club needs to have a price form for each item. We will have hotdogs and pop at the auction.

New Business:

Scale Masters qualifier at Hemet Ca. - Showed what the SVF was----- all about

Expert scale: Jay Steward 2nd , Ron Marshall 4th, Bob Frey 10th

Open class: Rick powers 1st, RJ Powers 2nd

2007 SVF Election Ballot: President Frank Moskowitz (elected), Vice President TonyQuist (elected), Treasurer Gene Peterson (elected), Secretary Rusty Fried (elected)

Board Of Directors: Eric Stevens (elected), Ron Thomas (elected), Mike peck (elected), Tony Holden (elected), Paul Steinberg (elected)

Door Prize Winners: Toooo Many to list.

50/50 Drawing Winner: Gene Peterson won \$50.00. Gene Peterson donated a portion of his winnings to the raffle and dollar at a time. Or did Charlie put the bite on him?

Norman Goodnuff thanked the board for 2 fun filled years, the membership thanked Norm for his great leadership.

Show & Tell: None

Meeting adjourned at: 8:12pm



\$ TREASURERS REPORT \$ with *Gene Peterson*

Treasurers Report June 2007

Thanks to all who helped out at the **Annual Auction** this year. Everyone had a real good time and got some good bargains as well. The club made almost \$2000.00 after all was said and done. Thanks to all who helped put on this event. We also had a lot of Air Planes and equipment from one of our long time members who isn't going to fly any more. **Bud Wolfe** had a whole garage full of memories and we had to rent a truck to get it all picked up. **Almost all of it sold (think we counted 65 engines alone) and we are happy to present Helen and Bud with a check for \$1218.00 for his equipment.**

The Field Clean up went very well this last weekend. Lots of people showed up as well as some day laborers we brought in and we were all done by about 10A.M. The field looks very nice with all the grass and weeds gone. **There are some pictures elsewhere in the NL that Frank took.** Moneys for this all comes out of the Field Improvement Account and the monies donated by the SVF members during the past SVF Annual Renewal period.

Thanks again for all who were able to come help. We know Saturday is a bad day for this because it's the only day some members can fly, and a lot of members can't help because they work on Saturday. That's why we added the maintenance fund, so it's working out just great. Good Flying to all.

SVF JUNE BirthDay Boys

<u>First name Last name</u>	<u>Member type</u>	<u>Dob</u>
Roy McNeil	Senior	06/01/1939
John Minick	Regular	06/03/1967
Jerry Kolins	Senior	06/03/1931
Robert Olson	Regular	06/04/1966
Arshan Barzani	Junior	06/05/1997
Tom Perkins	Regular	06/06/1964
Mark Wood	Regular	06/06/1957
Ward Emigh	Senior	06/09/1934
Richard Sevier	Senior	06/09/1928
Keven Resinger	Regular	06/09/1962
Lucky Mitchell	Regular	06/10/1944
Ed Curtis	Regular	06/11/1936
Joseph Kiszczak	Regular	06/13/1954
Bob Keller	Regular	06/13/1969
Richard Wildey	Regular	06/14/1971
Stuart Gallie	Regular	06/14/1959
Allen Casey	Senior	06/15/1940
Paul Donovan	Senior	06/17/1932
Noel Rudley	Senior	06/17/1931
Ryan Archer	Junior	06/20/1993
Robert Whipple	Senior	06/24/1932
Robert Ilseman	Senior	06/28/1921
Larry McLain	Senior	06/28/1936
Dustin Trimble	Regular	06/29/1982
Dave Wartenberg	Regular	06/30/1955



Doin it Safely

I received another club newsletter, The Flypaper from the Fox Valley Aero Club and saw a few of these photos in their Safety column. I added a few more to show what will happen. You can avoid this by taking a few more minutes to think what you can check out to make sure its safe. Beware of the PROPELLER!



This one was cause by an electric prop. He was carrying the airplane back to the pits when he hit the throttle joystick by accident.



This was not cause at the flying field. But at home with an XACTO knife.



Prop cuts / 5 weeks later.

THINK!

**Play it
SAFE!**

Doin it Safely

The Facts about Mosquitoes and Ticks:

Mosquitoes:

- Only female mosquitoes bite
- Not all kinds of mosquitoes bite humans, many feed on only animals
- Mosquitoes need water to breed. Almost anything that will hold water for one week can breed mosquitoes
- The mosquitoes that carry West Nile virus do not fly far from where they breed.

Ticks:

- Ticks are commonly found in shady areas, moist ground litter, tall grass, brush, low tree branches, and along trails in the woods. They are also found in backyards that back up to woody areas.
- Ticks do not fly or jump
- Not all ticks carry diseases
- Ticks must be attached for a few hours to transmit disease

Keep Mosquitoes and Ticks from Ruining Your Day:

- Wear light-colored clothing so that ticks can be seen easily and removed.
- Weather permitting; wear long pants, a long-sleeved shirt with tight-fitting cuffs, and a hat when hiking, camping, or visiting tick-infested areas, or when mosquitoes are biting.
- Tuck pants into socks and shirt into pants, and wear a hat. Pull long hair back.
- When hiking, walk in the center of the trail to avoid overhanging grasses, weeds, and brush.
- Use insect repellent with DEET on exposed skin and products containing permethrin on clothes. Follow label directions. Do not use products that contain more than 10% DEET on children, or more than 30% DEET on adults. Consult a physician before using DEET on infants or pregnant women. Wash treated skin when mosquito and tick exposure has ended.
- Do tick checks frequently during the day and a full body tick check at the end of the day. Use a mirror and check behind ears, behind knees, underarms, and groin. Ask someone to help you check your back and scalp. Take a shower and wash your hair before going to bed.
- Do not sit directly on the ground—use a blanket or towel.
- Remove excess brush and keep grass mowed around your site.

How to Remove a Tick:

Grasp the tick as close to the skin surface as possible with fine-tipped tweezers. Pull the tick straight out slowly.

Wash and treat the bite area with a disinfectant. See your doctor if you develop early symptoms of tick-borne disease within the next 30 days.

Tick-borne diseases can be treated with antibiotics, but early treatment is important. Serious illness or death can occur if not treated promptly.

DO NOT squeeze the tick, twist the tick, light the tick on fire, or cover the tick in petroleum jelly, nail polish, alcohol, or kerosene. These “home remedies” may increase the chances of transmitting the bacteria and becoming infected with a tick-borne illness.

—Information provided by survival-center.com and the Georgia Division of Public Health.

SUN VALLEY FLIERS ANNUAL AUCTION 2007



A small part in back of the rented truck



At Genes garage with Dave browsing

It was just before the auction that Dave got a call from Bud Wolfe wife, Helen asking for some help in donating Bud's airplanes and motors that he accumulated over the past 35 years. Dave got in touch with Gene and both of them took a trip to see what was to be donated. Well they got a big surprise when they saw that Bud stuff took up a two car garage. Gene had to rent a truck, plus we had two mini vans to haul all of Buds stuff out of the garage so Helen could put the house up for sale. Well we loaded up the vehicles and then unloaded at Genes garage. [Read more in Genes Treasurers Report.](#)



Its auction day and here we unloaded some of the items from our vehicles

SUN VALLEY FLIERS AUCTION PAGE 2



SUN VALLEY FLIERS ANNUAL AUCTION 2007 PAGE 3



A Special table just for the many motors



The Dynamic Duo at work, Mike & Charlie



Charlie Beverson



Mike Peck



Norm Goodnuff

Another great job done by our auctioneers, runners, kitchen help, gate, and others SVF's

Li-Poly Battery Basics

The popularity of electric-powered aircraft has soared (pun intended) over the past few years. Part of the reason behind the recent popularity has been the advent of Lithium Polymer or Li-Poly batteries.

Li-Poly batteries pack a high energy-to-weight ratio when compared to their Ni-Cad and NiMH battery cousins. This stored energy has good and bad potential, and we will touch on both here.

Li-Poly battery cells are 3.7 volts, as compared to Ni-Cad and NiMH batteries which are 1.5 volts per cell.

When Li-Poly batteries are wired in parallel, they do not discharge like other batteries. In addition, when you wire cells in parallel, each cell only sees half the total current, or amp draw.

Total current is very important for Li-Poly batteries and is identified with a C rating. You may see Li-Poly batteries advertised as 3C, 6C, 8C, 10C.

This means that a 3C 1500 mAh (1.5 amp) Li-Poly battery pack should never be discharged at a rate higher than 3 x 1500 mAh or 4500 mAh (4.5 amps).

Discharging a Li-Poly beyond this rating could cause damage to the cells or even fire. A very serious concern.

Changing a propeller on your airplane can change the current draw and cause higher than expected discharge rates. So it is beneficial to have a current meter on hand. The manufacturer's specifications for the motor, speed control, and propeller combination you are running also come in very handy.

The other letters on Li-Poly packs refer to S for serial wiring of cells and P for parallel wiring of cells.

A 3S pack would be 3.7 volts x 3 cells = 11.1 volts. A 3P pack would mean three parallel cells, or 3.7 volts and a higher C rating. A 3S 3P pack would have 3 cells in serial (11.1 volts) and 3 cells in parallel.

Li-Poly batteries also do not require cycling, or discharging like other batteries. In fact, you never want to cycle down Li-Poly batteries. You should always leave a partial charge, to avoid damage.

Chargers and speed controls should always be rated for Li-Poly use. Do not attempt to use your Ni-Cad or NiMH equipment. An improper charge rate could cause a Li-Poly pack to explode and burn at over 2000 degrees. A non Li-Poly rated speed control could cause over discharge and cell damage.

Here is a list of dos and don'ts for your Li-Poly packs:

- Never put your Li-Poly packs in water and never put water on the packs.
- Don't leave your Li-Poly batteries unattended while charging. See www.modelaircraft.org for this year's list of people whose cars and houses have burned down while leaving packs unattended during charging.
- Don't puncture or short out Li-Poly batteries.
- Don't fully discharge your Li-Poly packs, this will damage the cells.
- Don't put the Li-Poly battery in your car, or leave it in your airplane after a crash. If the battery is damaged internally, you may not notice. According to the AMA, several members' cars have already burned up this year due to this scenario.
- Do use common sense and respect the energy that is stored in that little package.
- Do follow all manufacturer ratings and specifications for use and storage.
- Do store your Li-Poly packs in a fire-proof container.

Li-Poly batteries are used everyday safely in cell phones, laptops, consumer electronics, and iPods. In our hobby, we are pushing these batteries to their limits, charging and discharging them at high rates and sometimes smashing them into the ground at high speeds. We need to respect their potential and keep it safe.

Enjoy the power and convenience of electric flight with Li-Poly batteries; I do. Just respect the energy stored in that little Li-Poly package and it will reward you with some of the fastest, 3-Dest (if that is a word), most fun flying you will have.
Q

Li-Poly Quick Reference

C = Current

S = Serial

P = Parallel

Li-Poly Cell Voltage

Cells x 3.7 = voltage

1 cell = 3.7 volts

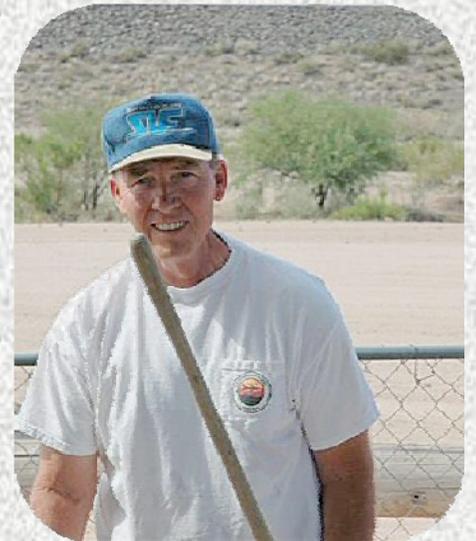
2 cells in series = 7.4 volts

3 cells in series = 11.1 volts

mAh = milliamp hour rating of a battery's capacity under load. 1000mAh = 1 Amp

By Paul Gentile from the Monmouth Model Airplane Club, Inc., Keansburg, New Jersey

SUN VALLEY FLIERS FIELD CLEANUP



SVF FIELD CLEANUP PAGE 2



Tony was nice enough to pickup five day laborers. Gene Peterson did an excellent job dragging the field at 6 AM in the morning which kept the dust to a minimum. The following club members showed up to offer their help and I would like to personal thank them for doing such a great job. They are:

Frank Moskowitz Tony Quist Mike Peck Charlie Beverson
Gene Peterson Gary Schlegel Steve Tillson Ron Thomas
Paul Clifton Jr. Jay Steward Mike Vivian Lou Roberts John Geyer
Joe Kiszczka. Thank you gentlemen!



NOTICE NO WEEDS!

SVF MEMBERS PAGE



REBIRTH OF THE GLIDER TOW

Seven or eight years ago, at the request of our glider members, Gene Kidwell a past SVF president and Chuck Arquette began developing a method to launch gliders.

The standard inline tow on a 75 foot string proved totally unacceptable, so Gene came up with the idea of piggy-backing with pylons on top of the wing. Using braided string, rubber bands and an internal servo activated by the gear switch, the glider was cradled near the center of gravity.

Two PT-60 aircraft with OS 61 engines were used with excellent results. The added glider weight was offset by the added lift.

Over the years, Gene and Chuck would launch, land and reload and sometimes have five gliders airborne simultaneously to the enjoyment of glider pilots and spectators alike. Gene passed away and Chuck continued the program.

Literally hundreds of incident free flights were accomplished with only three that were "hairy".

On climb out Chuck was experiencing difficulty controlling the aircraft and related the problem to "Papa Chips" (Chuck Komiske) who wisely suggested we not launch. On final approach the problem became apparent - his left polyhedral wing collapsed over both the glider and the tow. A release would have been disastrous to both aircraft.

An engine failure immediately after takeoff, at the end of the runway, a quick launch and both aircraft survived undamaged.

Not so lucky this year. A fairly heavy electric glider had an unusual release and the tow went into an unrecoverable spiral and crashed. The post-mortem indicated the release servo mount broke free and jammed the elevator and rudder control rods.

After extensive rebuilding the tow has been resurrected and a test hop is scheduled soon. With a successful result glider launches will again be available. **Chuck Arquette**



SVF MEMBERS PAGE



I went to Las Vegas for a 3-D fun fly the weekend of 4/27-28. Team Flying Cirkus.com was the group that put the event on. The event was called the Flying Cirkus Throw down.

There were about 50 pilots doing low high alpha 3-D! OK some of us were way up there, we liked to imagine flying like the good guys 1 and 2 feet off the ground. I was really impressed with the amount of really talented pilots that were there.

The Flying Cirkus people know what fun is all about. Watching these guys torque roll five 40% airplanes next to each other at once is something to see, or inverted Harrier 1 foot off the ground and rolling harriers 1 foot off the ground. The amazing thing is when you think of people doing things like that you think OK, how many airplanes got wadded up, the surprising answer is not many maybe 2. I thought I'd see all kinds of people pushing the limits and pow. Not so. I know 3-D flying isn't for everyone that's great, do what keeps you in the hobby, 3-D is the part of this hobby that I really enjoy. If anyone else out there feels the same way, I'll keep you posted for the next 3-D event that's close by. Hope you enjoy the pictures. *Dan Jacobsen*



SVF MEMBERS PAGE



Recently we had SVF John Wisniewski, Tony Holden, Dean Bird and Ryan Archer at the 2007 Sin City IMAC Las Vegas, NV . We heard it was very cold and windy for the May 7&8 event.



In the May Slow Roll I had a photo of two young humming birds that started flying. Well another mother took over the nest and here is the new set of birds ready to fly. 5-29-2007.



What do you do when its to windy to fly??

The next SVF meeting is June 6, 2007 at 7:30 P.M.

Installing Control Horns

Your airplane is done and covered and now we have to put holes into that perfect job you've done. That's not bad because the horn and base will cover them. But, now we have to take a small, fine-head Phillips screwdriver and struggle getting those little self-tapping screws to bite on the back. It will happen, the driver slips off and a third hole is in your covering. Here is the tip and kind of input we can all use. Simply take a piece of cardboard, or plywood if you wish to make it permanent, trace the outline of your horn, trim it out, place over the horn and you have eliminated that possible third hole!

—from John Neilson, the Sun Valley Fliers, Phoenix, Arizona

GLAD Press 'N Seal plastic wrap makes a great masking medium for spray painting. It is sticky on one side and will stick to itself, or the item you want to paint. It is much easier to work with than paper because it clings to the surface without lifting the paint off when removed.

From Flightline, Casper Airmodelers Association, Casper, Wyoming

ATTENTION ARIZONA R/C FLYING CLUBS

Share with us your event flyer and we'll be glad to place it here in the Slow Roll. Just give us the proper time to place your event.



12008 N. 32 ST. M, T, F. 10-6
Th 10-7
PHOENIX, AZ. 85028 SAT. 10-5
602-992-3495 Closed Wed & Sunday
FAX 602-788-3440

Next Month Issue

We always welcome photos and articles. Never see anything from the jet guys. Why not?????

Want to become a CD for our Electric Fly In? It is an interesting experience and you'll meet many wonderful people having the same interest you have.

Hope you will enjoy it Bob rcbobsvf@aol.com

Questions for You to Ponder

Why doesn't Tarzan have a beard?

Why does Superman stop bullets with his chest, but ducks when the bad guy throws a revolver at him?

Why do Kamikaze pilots wear helmets?

If people evolved from apes, why are there still apes?

Why is it that not matter what color bubble bath you use, the bubbles are always white?

Is there ever a day when mattresses aren't on sale?

Why do people constantly return to the refrigerator with hope that something new to eat will have materialized?

Why do people keep running over a string a dozen times with their vacuum cleaner, then reach down, pick it up, examine it, then put it down to give the vacuum one more chance?

Why is it that those plastic bags will never open from the end on your first try?

Whose idea was it to put an "S" in the word lisp?

From the Central Arizona Modelers Inc., Sedona Arizona



Paradise Valley
Mall 602-996-7200 Phoenix

M-F 10-9PM, SAT 10-9PM, SUN 11AM-6PM

8058 N. 19th Ave. 602-995-1755 Phoenix

M-F 9:30-8PM, SAT 9:30-6PM 11-5PM

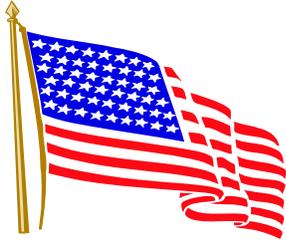
4240 West Bell Rd. 602-547-1828 Glendale

M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

This Month Issue

Lots of photos in this issue, some are nasty but it will make you alert at the field. Good article from Chuck on the glider tow. We got 2 meeting minutes in this issue, sorry we missed it last month. Meet your new club officers with their mug shots.

Remember to ZOOM the PDF page to see more.



THE SLOW ROLL

Club Officers
Frank Moskowitz, President

Tony Quist, Vice President

Gene Peterson, Treasurer

Rusty Fried, Secretary

Walt Freese,
Website Supervisor

**Please check your
Membership list for
Phone numbers.**



Board of Directors

Charlie Beverson '06-08

Tony Holden '07-09
Safety Officer
Paul Steinberg '07-09

Mike Peck '07-09

Eric Stevens '07-09

Ron Thomas '07-09

Dan Jacobsen '06-08

Brian McKelvey '06-08

Howard Kennedy, Jr. '06-08



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

First Class Mail

To:

WWW.SUNVALLEY FLIERS.COM

32



YEARS



SINCE DECEMBER 1974