



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Norm Goodnuff
Vice President—Tony Quist
Treasurer—Gene Peterson
Secretary—Rusty Fried

Editor—Bob Purdy
rcbobsvf@aol.com

MARCH 2007

*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*



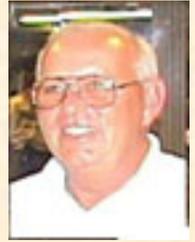
Inside this issue

Seaplane photos...Futaba 2.4GHZ Radio +....Pattern Contest Photos...SVF Members Photos....B'Days
...Cactus Classic Photos...Flood Dist. Letter...Your flying field...Officers duties...You didn't pay list..



THE PRESIDENTS CHANNEL

Norm Goodnuff



Spring is finally here. We have had some great flying weather this month.

I hope everyone has had a chance to take advantage of these skies.

We had a great turnout for the Cactus Classic IMAC contest. I would like to thank all the club members that helped make this a great event. **Bruce Bretschneider, Ron Thomas, Charlie Beverson, Bob Purdy, Brad Schrimsher, Norm Goodnuff, and Ron Petterec, & Dick ?**, thanks for your help. I would also like to thank Tony Holden for hosting a great event.

We have the Phoenix Heli fun fly March 9-11. **We will need all the volunteers we can get.** This is a big money maker for the club.

I am sure a lot of you have heard the latest news. We will now have Spread Spektrum modules to convert our old radios. There are also many people using the new DX-7 Spektrum radio in jets, giant scale, helicopters, and sport planes. This is the future and it works great.

It is not necessary that these radios pin up for frequency control. But we are still going to require people using these radios to post there AMA card on the frequency board. We still need to make sure that pilots are members of AMA. **Editor note: Left of the freq. board on the BAR there is an area for 2.4 GHZ radios where the pilot can place his AMA license. See article on new Futaba and new modules from Horizon.**

My last item this month has to do with future club leaders. Election time will be upon us soon. We need two non board members to join a search committee to recruit board members and officers. Any one interested in this should contact Tony Quist. His email address is quist23@cox.net.



INSTRUCTOR PROGRAM with *Frank Moskowitz*



We have a new pilot. His name is **John Sikita (AMA# 861317)**.
Welcome John.



See the latest Competition Rules on the SVF website.



Sun Valley Fliers Club Meeting Minutes February 6, 2007, *Rusty Fried, Secretary*



The meeting was called to order at 7:30 pm by President Norm Goodnuff.

There were 44 persons in attendance.

Guests: Joe Soubie

New Members: Joe Soubie & Dave Uhlving

New Solo Pilot: John Sikita *Editor: Photo on page 2.*

Secretary's Report: Motion approved and voted and approved

Treasurer's Report: Gene Peterson Motion approved and voted and approved

Safety Officer Report: Bob Frey

Bob motioned that when we join the AMA we agree that we read and understood all AMA safety rules. Each year we receive a copy of the safety rules.

Old Business: As of the meeting date we had 275 members re new

Bob Purdy will help work the kitchen at the IMAC contest

New Business:

The board need all members to fill out frequency survey and return it ASAP, thanks all members.

No over night camping at our field with out permits. We have an ok to camp on or near Jomax rd, inside our outer gate, for the IMAC contest only. *Editor: Read letter from Flood control Dist.*

Norm will contact the city or the county to see if they will fix our outer gate. *Editor: Fixed, good job!*

Gary Schlegel Did a wonderful Job with his electric presentation.

Door Prize Winners: R J , Ken Melbye, Don Hill, Norm Goodnuff, John Wisniewski, Harold Land, Val Roqueni, Bruce Bretschneider

50/50 Drawing Winner: Val Roqueni won \$30.00

Show & Tell: Rick Powers did a great job top flite Cessna 310 gold edition. Model designed for a pair of 46's.

Meeting Adjourned 8:53pm.

Basics of Electric Flight Part 2

by Pat Tritle

Gear Drive vs. Direct Drive: Why is one better than the other?

Well, it all depends on the kind of performance you're looking for. If you're looking to go fast, go with direct drive. Going fast requires a high-pitch propeller turning high rpm. The formula to calculate propeller pitch speed is an easy one; it looks like this:

$\text{rpm} \times \text{pitch (in inches)} / 1056 = \text{mph}$

Let's say that you are turning a 7-6 propeller at 14,000 rpm. $14,000 \times 6 = 84,000 / 1056 = 79.55 \text{ mph}$

Now, let's assume you are setting up a slow, relaxing park flyer with about a 5 oz/square foot wing loading. If we swing a 9-7 propeller at about 3,500 rpm, we'd be looking at a top speed of roughly 23 mph. To swing that much propeller with a small, light drive system, we would use a gear drive unit at a very low current draw and a small, light battery.

Again, to make a known comparison, we can relate all this to riding a 10-speed bicycle. A gear drive swinging a big propeller is like riding your bike in low gear. You pedal like mad with little effort, you don't go very fast, but you can climb steep hills with ease. The direct drive system could be compared to riding the bike in high gear. It'll really go fast, and even though you're pedaling slower, it requires considerably more effort.

What all this boils down to is "propeller disc loading." We all know what wing loading is: it's the amount of the model's weight that each square foot of wing must carry. Prop disc-loading works the same way. A large propeller will be more lightly loaded, thus delivering more torque than a smaller propeller turning high rpm. The tradeoff, of course, will be speed.

One more thing to cover and we'll give you a rest. Batteries are rated in "voltage" and "amperage." Voltage dictates the amount of power the battery will deliver. The amperage rating dictates for how long the battery will deliver that power. To relate that to glow fuel, consider the voltage as nitro content. High voltage (nitro) means more power. The amperage is related to the quantity of fuel, or simply the "size of the tank."

To figure the size of battery needed, let's go back to our 140-watt sport airplane. If we're pulling 14 amps from a 1400 mAh (1.4 amp hour) battery, we will have full power duration of five to six minutes. In the real world, with proper throttle management, you'll see flight times of approximately eight minutes. These are common flight times, even with liquid-fueled models.

To arrive at that number, divide the battery amp rating by the current draw: $1.4 \text{ (amp hours)} / 14 \text{ (amps)} = 0.1$. Then take 60 (minutes per amp hour) $\times 0.1 = 6$ minutes. Now, to double the duration, you must either cut the current draw in half (to 7 amps), or double the battery size (to 2800 mAh or 2.8 amp hours)—a very little weight penalty. If we double the size of the battery capacity, the weight penalty is quite high unless we go over to the new Lithium batteries in which we will discover we have benefited from a tremendous weight reduction, but at a higher price than conventional batteries. gain we see tradeoffs. To reduce the current draw, we can use a larger, higher-pitch propeller turning slower with

Okay, I promise I'll quit before we all end up in "system overload." Once again, there's a tremendous amount of information here for a newcomer to electrics to digest, so let's do this: if you have specific questions about setting up an electric model, please feel free to drop me a line and I'll do what I can to steer you in the right direction. For now, I'll offer up one last piece of advice. To get started, work with a known good design, and use the recommended equipment that has been proven to work. Talk to the people who are successful and copy what they're doing. The one thing I do know about modelers is that they are always willing to share their knowledge with those interested in what they are doing.

No color background for those who would like to print this out.



\$ TREASURERS REPORT \$ with *Gene Peterson*

Thanks for being responsive to the recent letter from the board regarding the proposed Helicopter addition. We got over 80% of our members responding with channels and radios they have in their Arsenal. Some of you guys just have tooooooooooo many radios. How do you keep them all charged up?

Somewhere else in this newsletter is a listing of the members that have not renewed for 2007 so far. Look it over and see if your name is on the list, or if you know one of these people, give them a call and check on them. We always have some who do not renew, for reasons like moving out of state, moving to another part of town, changed hobbies and so on. Thanks for any help you may offer to track some of these people.

I don't have any financial information on the IMAC contest and the Pattern contest. Should have a report on that in the April Newsletter.

Regards
Gene Peterson, Treasurer

SVF MEMBERS MARCH BIRTHDAYS

<i>First name- Last name--Member type— Dob</i>		
Oscar Diaz	Regular	03/01/1949
Rich Temen	Regular	03/01/1951
Troy Newman	Regular	03/02/1972
Eric Sauley	Regular	03/03/1967
Gary Kertson	Senior	03/07/1935
John Despres	Regular	03/07/1947
Jeffrey Bean	Regular	03/08/1947
Brian McKelvey	Regular	03/09/1964
Michael Vivian	Senior	03/10/1937
Ivan Brauer	Regular	03/11/1954
Ray Olsen	Senior	03/14/1939
Harold Land	Senior	03/15/1927
Dan Ford	Senior	03/16/1939
Wallace Balfour	Regular	03/17/1945
Jimmy Moore	Senior	03/18/1938
Leon McCormick	Senior	03/19/1938
John Dyer	Senior	03/22/1935
Jim Berry	Regular	03/24/1955
Anthony Pugh	Regular	03/27/1957
Steve Wilson	Regular	03/27/1972
John Geyer	Regular	03/28/1955
Edward Ochmann	Senior	03/28/1937
John Flynn	Senior	03/29/1940
Joseph Balabon	Regular	03/30/1943
Mike Austin	Regular	03/30/1954
David Brown	Regular	03/31/1982

Sun Valley Fliers Not Renewed Yet!

Marco Balcazar	Jim Kunkel
Mike Bergerson	Pete Kunz
Jim Berry	John Layne
Ray Bianchi	Dick Lyon
Ivan Brauer	Isaac Malagon
Peter Bruno	Shannon McCarthy
Jordan Bruno	Ryan McCarthy
Peter Conner	Marvin McCarthy
Daryl Davis	Charles Moehring
John Despres	Rodrigo Moreno
Craig Despres	Morton Muntner
Bob Estabrook	Bill Pearse
Ken Gien	Donald Peyton
Brent Hallmark	Gary Price
Larry Hansen	David Rigg
Gary Hays	Robert Rude
Brian Hunter	Robert Stocking
Matt Jacobson	Gaylen Spurgin
George Janapolis	Adam Theis
Herb Jernukian	Ron Tracy
David Kenney	Cliff Weiss
Gary Kertson	James Wells
Mark Kilian	Steve Wilson
Jake Kunke	Matthew Winter
	Kevin Wood
	Joe Wydronek



SVF MEMBERS AND THEIR SEAPLANES AT BARTLETT LAKE



Photos by Doc Paul



Check Last month
Slow Roll CAMAC
Calendar
For the Float Fly In,
that are held at
Lake Pleasant

Pat Kennedy—Life Guard??



AT THE LAKE PART 2



FUTABA ANNOUNCES 2.4GHZ FOR AIRCRAFT WITH SUPERIOR FULL-RANGE TECHNOLOGY

PRESS RELEASE

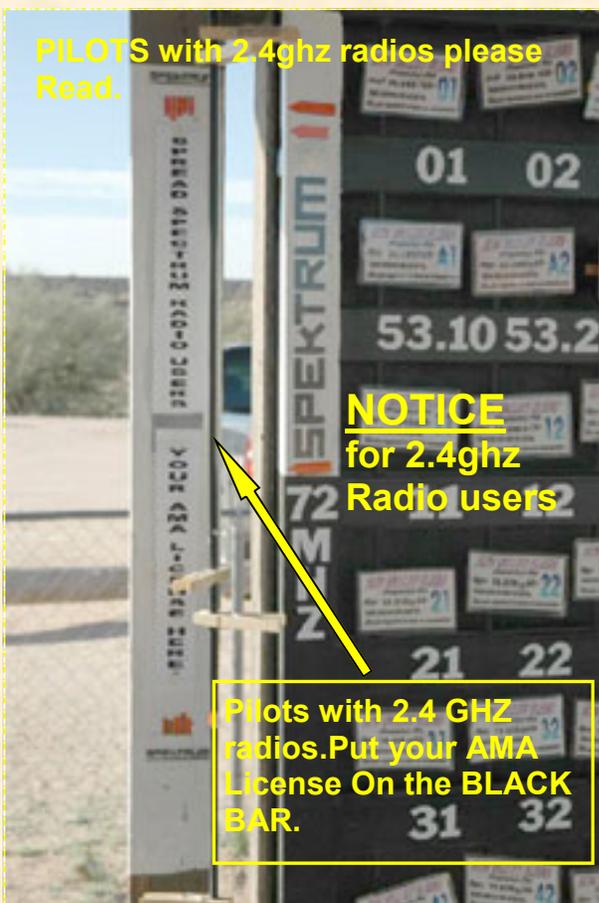
February 10, 2007 \$297 XMTR-REC-SERVOS-BATTERY

6EX 2.4GHz FASST™ Radio System Futaba Advanced Spread Spectrum Technology It's here...and it's everything modelers want in a full-range 2.4GHz system! Futaba has been using Spread Spectrum technology for nearly 15 years in industrial R/C applications, so they have the dedicated engineering staff with 2.4GHz expertise. Unlike other manufacturers who started offering 2.4GHz for hobby R/C models using off-the-shelf IC chips, Futaba invested in extra research and development - resulting in a system that uses a custom IC chip that's ideally suited for the unique demands of R/C modeling. When you discover all the advantages of Futaba's 2.4GHz FASST system, you'll see that it was worth the wait!



The 2.4GHz FASST system: offering the highest levels of performance, convenience and "peace of mind" for airplane AND heli flyers!

Just received notice from Horizon Hobbies that Spectrum will be releasing modules for Futaba and Jr Module based transmitters to convert them to DSM in the spring. This will include Futaba 14Z, 12Z, 7U, 8J, 9C, 9Z. All existing JR radios, 347, 348, Unlimited8, PCM10, PCM10s, PCM10SX, PCM10SXII, 8103, 9303 and 10X will also have modules available. With a receiver these modules will be in the \$250 to \$300 range.



Suggestions for Duties of Club Officers

From AMA's Club Charter Renewal Kit

[Club bylaws](#) should reflect officers' duties and responsibilities.

Section 1. **President**

The President shall be the executive officer of the club and shall preside at all meetings. He or she will be the spokesperson for the club. He/she shall appoint standings and special committees as he or she deems necessary. He/she will cast the deciding vote in any case where a tie vote is encountered.

Section 2. **Vice President**

The Vice President shall assist the president in all matters and shall assume the duties of the president if, for any reason, the president is not able to perform his or her duties. He/she shall be responsible for the club meeting schedules and other club scheduled events which may be necessary or requested by the club officers or members.

Section 3. **Secretary and Treasurer**

The Secretary and Treasurer shall keep accurate minutes of all regular scheduled and called club meetings and record meeting attendance. He or she will maintain an up-to-date membership record of all members including their names, mailing addresses, AMA membership numbers, and telephone numbers.

He or she will have charge of all club funds. He/she will collect dues when they are due and is authorized to pay any and all club obligations from these funds. He or she will keep appropriate records of all club monetary transactions and will provide a Treasurer's report at each scheduled club meeting.

If the Vice President, for any reason, is unable to perform his or her duties, the Secretary and Treasurer will assist or take over the duties of the Vice President as needed.

Section 4. **Safety Coordinator**

To promote increased safety awareness on the part of all members, improve the public perception of modeling as a safe and desirable sport, and provide a means by which important safety information can be shared between clubs, AMA chartered clubs will be required to establish the position of Safety Coordinator. This person will act as a communications liaison between the club and AMA Headquarters to ensure timely distribution of safety related material. The Club Safety Coordinator must have E-mail access.

Recommended Duties:

- 1) Provide a communications link between AMA and clubs in matters related to safety.
- 2) Act as a safety advisor and resource manager for the club and its members.
- 3) Assist AMA in the establishment of a national safety program to reduce accidents/incidents.
- 4) Develop, promote, and encourage a climate of safety awareness within AMA clubs.

Safety Coordinator activities may include the following:

- Inspect operational areas for proper signage and safety equipment as applicable.
- Distribute AMA Accident/Incident Report Forms and ensure they are properly used.
- Conduct safety awareness training and related programs during club meetings.
- Conduct, at least annually, a safety audit of club facilities, equipment, and grounds to ensure everything is in good working order and safe for normal use by members and the public.
- Act as a liaison with the local EMS/Fire Department.
- Establish a club emergency action plan to handle serious accidents/incidents.
- Coordinate appropriate first-aid training for members using qualified instructors.
- Develop an appropriate communications plan to assist club officers and members.
- Review emergency procedures (fire and rescue) with club members on an annual basis.

Note: This list is provided to illustrate the range of activities a Safety Coordinator could engage in. Authority to enforce the AMA Safety Code or any additional club safety rules should be contained in the club bylaws in accordance with your individual situation.

PRESIDENT TO PRESIDENT *Dave Brown* **The flying field you save may be your own!**

Lately you have probably realized that AMA has been encouraging clubs to get out and do something with local park flyers. Many have asked, "What's in it for me?" This is a good question, and it's one that can be easy to answer, but hard to convince your club members it's worthwhile.

Before proceeding, ask yourself if your club has enough political influence in town to convince the political power structure to change its mind after passing an ordinance that would prohibit you from flying at your club field. Consider how long that process would take.

Those who have been involved in the local community may have sufficient influence to preclude an ordinance from being passed in the first place, but if this is the case, your club is probably in that 10% that have their ducks in a row.

For the rest of us, having to deal with an ordinance that would prohibit model-airplane flying within the county (city, township, etc.) limits would be a challenge.

Some of our clubs wouldn't even know it was being proposed before it was a done deal, and we would be faced with the very tough job of getting it repealed.

Club visibility is the first way to avoid surprises, but is this enough in today's world? With park flyers flown in ball diamonds, soccer fields, backyards, and even in parks, it's just a matter of time before someone does something "dumb" with one of these, and creates a reason for the city fathers to think about some form of control for them.

Do the city fathers in your community know you well enough to draft an ordinance that would prohibit park flyers without prohibiting organized AMA club members? Further, do they even know we exist?

Obviously, while the answer to this in a few cases is yes, the majority of us face an uphill battle if this scenario were to occur in our areas. Ironically, the problem isn't limited to just "them" causing the problem.

In a few cases, our own members can create the problem by flying in places which are inappropriate for model airplanes or which some in the rest of the community will deem to be unreasonable. After all, these new models can be flown just about anywhere, can't they?

That is the loaded question. While these new models are capable of being flown just about anywhere, whether they can be flown there is a different question. An even more appropriate question is whether they should be flown there.

There are a number of factors to be considered before answering these questions and there is more to think about than whether the model is capable of being flown in that spot. For most club members, frequency interference would be the first thought but does a new pilot with a park flyer think of that first?

There is the question of pilot proficiency to think about. An experienced pilot may be able to fly that park flyer in a typical park, but someone with no previous experience probably won't be able to keep the aircraft within the confines of most parks until he or she has some amount of experience.

Park flyers are easier to fly than most "conventional" models, but the inexperienced newcomer will still have the problem of the aircraft getting too far away to handle—most likely downwind.

How many models crashing indiscriminately around town do you think it will take to raise some eyebrows? What if one hurt another park patron?

How do we minimize the risks posed to our activity posed by the sales of huge numbers of these models? The easiest way is to try to bring the new fliers into the fold.

Try to convince them to join your club and fly at your field. If your field is too far out in the wilderness to be attractive to them, then get a group together and work toward creating an E-field or two in town.

Work proactively with the local authorities to establish appropriate places for park flyers to fly. I think you will find that the local hobby shops will support those efforts.

You might find it fun and convenient to have a place to fly an appropriate model on your lunch hour or after dinner when a trip to the "regular" field isn't practical.

Being proactive in addressing the potential situation will go far to avoid that issue becoming a "problem" or even a "disaster" in the future.

To steal an old saying: the flying field you save may be your own! Think about it selfishly!

SVF MEMBERS PAGE



Editor and his Funtana 90
with a Zenbot 20cc



A LI-POLY BATTERY AFTER THIS
RARE BEAR CRASH



Ward Emigh with his scratch built P-23

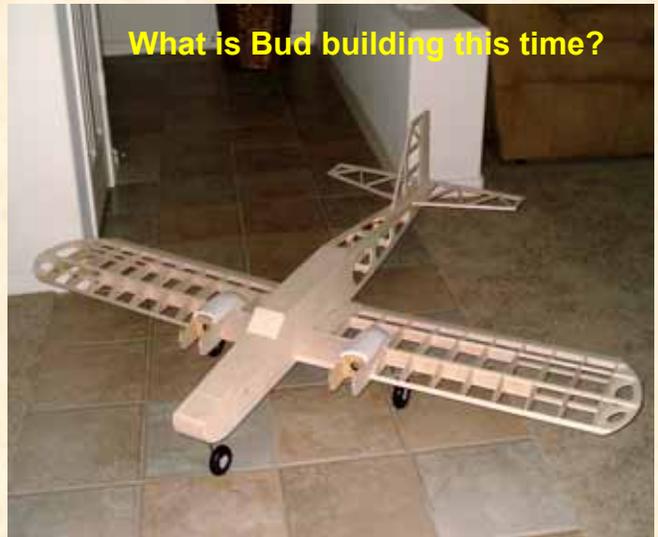


Pegasus Hobbies
Montclair, CA

UFO?



Ward radial engine by ROBERT



What is Bud building this time?

2007 CACTUS CLASSIC FEB.10-11, 2007



SVF MEMBERS THAT ENTERED THIS CONTEST

UNLIMITED

**MARK DOAN
TONY QUIST
DEAN BIRD**

ADVANCED

CD TONY HOLDEN

INTERMEDIATE

**RYAN ARCHER *
DAN JACOBSEN
RAY FULKS
JOHN WISNIEWSKI**

SPORTSMAN

**BOB VOGEL
LANCE SENNETTE**

* 1st Place

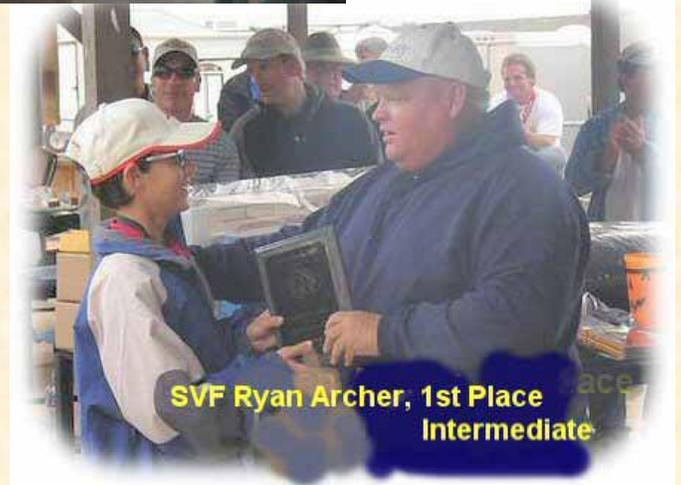
Pilots meeting for 56 of them



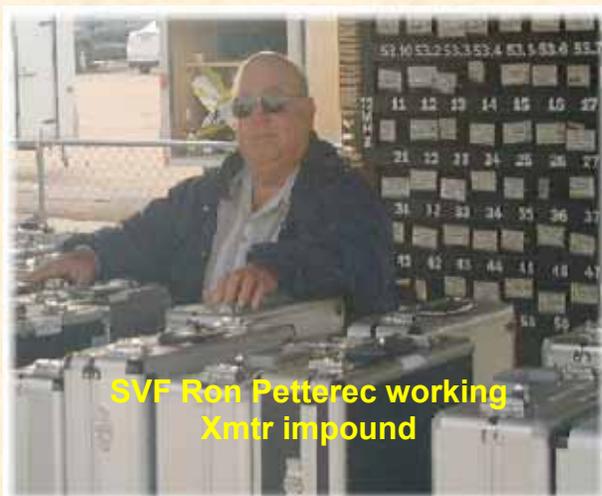
**ADVANCED 1st Eric Powell
SPORTSMAN 1st John Murdoch
BASIC 1st Eric Weisbrod**



Chip Hyde, 1st Place Unlimited



SVF Ryan Archer, 1st Place Intermediate

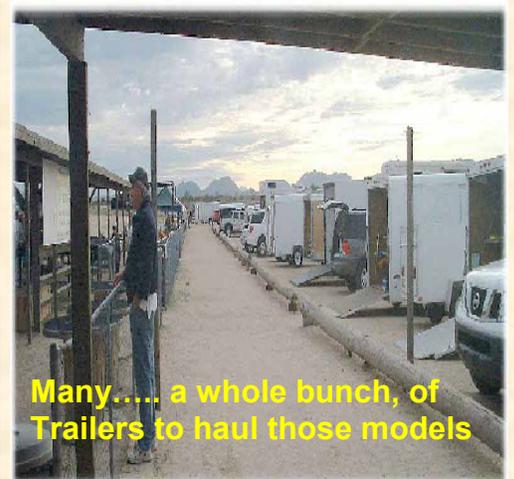


SVF Ron Petterec working Xmrtr impound

SVR'ERS THAT VOLUNTEERED

**Ron Smith
Bruce Bretschneider
Charlie Beverson
Bob Purdy
Ron Petterec (SB)
Dick ?????(SB)**

(SB)=snow bird



Many..... a whole bunch, of Trailers to haul those models

SUN VALLEY R/C CHAMPIONSHIP

February 24-25, 2007



1st Place, 2nd Place, and 3rd Place Pilots

RESULTS

FAI
Chip Hyde
MASTERS
Arch Stafford
ADVANCED
Bruce Brown
INTERMEDIATE
Noah Yaney
SPORTMAN
Mike Grear



Rusty Freid, the CD for the event



Chip Hyde electric biplane that gave him 1st Place in FAI



OOPS!



Ron, these Pattern guys don't eat!



Flood Control District of Maricopa County

Board of Directors

Fulton Brock, District 1
Don Stapley, District 2
Andrew Kunasek, District 3
Max Wilson, District 4
Mary Rose Wilcox, District 5

www.fcd.maricopa.gov

2801 West Durango Street
Phoenix, Arizona 85009
Phone: 602-506-1501
Fax: 602-506-4601
TT: 602-505-5897

December 27, 2006

Via: Certified Mail #7001 1140 0000 4712 6543

Mr. Norm Goodnuff, President
Sun Valley Flyers
P.O. Box 31816
Phoenix, AZ 85046-1816

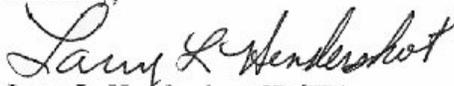
Subject: Over night camping during Sun Valley Flyer Events

Last year the District allowed one overnight camping event, a national event, which was a special event. This caused us significant turmoil because of the safety issues.

1. The property is not a park and is not designated a camping area. First and foremost it is a Dam structure and impoundment area to capture flood waters and prevent down stream flooding.
2. Your facility is directly in the impoundment area of the dam.
3. This means it is the basin area into which all the water flows in the event of rain. In other words, RV and camping in this area could be dangerous.
4. We do not have authority from the Army Corp of Engineers to use this property as a camping area.
5. We have circulated your notification letter around to the various divisions and all feel it is a substantial safety hazard to have people overnight in the area.
6. Dam Safety Branch feels it would be a counter effort to our programs removing people from harms way to allow people to move into harms way for a few nights, and hope nothing happens.

Safety in and around our dam structures is always foremost in our minds, and we trust you understand our primary mission prevents us from allowing any over nights or camping during events on the property.

Sincerely,


Larry L. Hendershot, SR/WA
Property Agent

Cc: Jerry Waehner, City of Phoenix Parks
Kathryn Reichert City of Phoenix Parks
Dianna Cunningham Flood Control District

ONE EIGHTH AIR FORCE SCALE MODEL FLY-IN

MARCH 24 & 25 2007

**SUPERSTITION AIR PARK, MESA, AZ
MERIDIAN RD NORTH OF BROWN**



A GUARANTEED GOOD TIME FOR EVERYONE

**FRIDAY EVENING HOSPITALITY HOUR WITH PIZZA AND WINGS
SATURDAY NIGHT STEAK BARBEQUE AND OEAF'S FUN AUCTION
OEAF'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES**

REGISTRATION STARTS AT 7:30 AM SATURDAY

AMA REQUIRED

AMA SANCTION #07157

\$10.00 ENTRY PER PILOT

100 DB SOUND LIMIT

ALL TYPES OF SCALE R/C AIRCRAFT WELCOMED

OFFICIAL FLYING 9AM TO 4 PM BOTH DAYS

PARKING \$5.00 PER DAY

~~**DRY CAMPING AVAILABLE**~~

FOR MORE INFO:

CD: AUSTIN GOODWIN 480-357-1816 n4351x@aol.com

COMMANDER: HOWARD KENNEDY 602-361-8475

bushpilot1443@yahoo.com

www.oneeighthairforce.org

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.



Editor: I do apologize for not having anything of interest to put in this spot. I'll try harder next time to find something related to R/C.

**FRANK'S
Hobby House**

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

About the only thing I can think of that's will be here is the OEAF Fly-In that we can have photos of providing someone takes the pictures. We always welcome photos and articles. Never see anything from the jet guys. Why not?????

Hope you will enjoy it Bob rcbobsvf@aol.com

ARIZONA MODEL AVIATORS

R/C AUCTION

R/C KITS, ENGINES, AIRPLANES, BOATS, CARS, TOOLS, RADIOS, ETC.

SATURDAY MARCH 3, 2007

VIEWPOINT RV RESORT

8700 E. UNIVERSITY AVE.

MESA ARIZONA

REGISTRATION AT 7:00 AM - STARTING TIME 8:00 AM

ADMISSION \$3.00

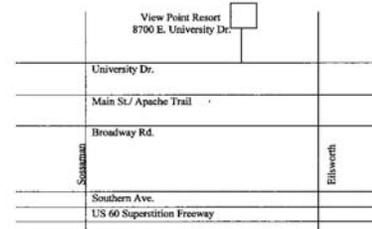
CLUB RETAINS 10% OF SALE PROCEEDS

MINIMUM BID - \$35

SALE TABLE AVAILABLE FOR ITEMS UNDER \$35

Note: This Auction brings a different format than previous auctions. All auction items will be picked randomly instead of selling all a persons items at one time. This will allow us to present the best possible program to both buyers and sellers.

HOT FOOD SERVED ON SITE



RV SPACES AVAILABLE FOR 55 & OLDER-480-373-8700
 For more information call Paul at 480-588-6941 or 602-323-7753
<http://www.azmodelaviators.com>

**HOBBY
BENCH**
 COMPLETE HOBBY & CRAFT CENTER

**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

Seaplane photos. Cactus Classic photos. Basic Electric Part 2. Several good articles. A memo from the Flood control district. 2.4GHZ radio news. Pattern contest photos.

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



THE SLOW ROLL

Club Officers
Norm Goodnuff, 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 '05-07
Frank Moskowitz '05-07
Mike Peck '05-07
Bob Purdy '05-07
Ron Thomas '05-07
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