



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

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

September 2008

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 Marty Jones ...Prez report...Minutes... B'Days & Treasurer Report
.Aviation Nostalgia?...Rare Planes....1st JET...WWII...J-58...Antonov 225....SVF Members photos ...
Props.....JR Radio updates.....OEAF & Turkey Fly In Flyers....Notice on Trailer Parking...etc...ENJOY!
Have a good and SAFE Labor Day!



Dave Morales and his DH-4

THE PRESIDENTS CHANNEL

FRANK MOSKOWITZ



Welcome to the September Slow Roll

The Sun Valley Fliers field is looking quite nice these days! We now have a great dust free entrance road to our field. Our contractor has finished the crack seal portion of the runway re-pave project and there isn't a weed in sight thanks to the efforts of [Ron Long](#). Ron volunteered his landscaping crews on August 16th and they spent the day de-weeding our field. The washed out areas of dirt were filled in and low areas adjacent to the runway were leveled off to allow easier transition from dirt to runway or vice versa (for those of us who need that). Now that the field is looking so pristine, I ask that we all continue to practice good maintenance while onsite. Picking up cigarette butts, empty water bottles, etc. If you see a weed... pull it. There's no reason the field shouldn't look this good all the time. [Thank you Ron for your generous offer.](#) [Dan Jacobsen](#) pressure washed the Ramada in preparation for repainting. [Charlie Beverson](#) with the help of [Gene Peterson](#) replaced some rotting fascia with new boards. Sometime mid September our contractor will start the repaving of the runway. Once we have a firm date it will be published for all to know. Dan will use that day to paint the Ramada. That's it for now. Thanks again to all our loyal members who unselfishly offer their services to the club and keep it in tiptop shape.

I hope to see some more members at our next club meeting **Wednesday September 3rd at 7:30 pm.** **Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).** **Remember in order to use the room free of charge each month we need to purchase some food items off the menu.** So **arrive a little earlier** and enjoy some of their great food choices. **Lots of great food and a smoke free environment.** The Club meetings get better every month. For added fun we have show and tell. We will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. Have fun out there!

Frank Moskowitz

President

**UPCOMING
EVENTS AT THE
SVF FIELD.**

**SVF MEETING ON
SEPTEMBER 3
@ 7:30 P.M.**



**ONE EIGHTH AIR FORCE
SCALE MODEL FLY-IN**
OCTOBER 25 & 26, 2008
CAVE BUTTES PARK PHOENIX, AZ
SVF FIELD OFF CAVE CREEK RD AT JOMAX
A GOOD TIME FOR EVERYONE
FRIDAY EVENING HOSPITALITY HOUR WITH PIZZA & WINGS
SATURDAY NIGHT DINNER AT THE FIELD
OEAF'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES
REGISTRATION STARTS AT 7:30 AM SATURDAY
AMA REQUIRED AMA SANCTION 08-1767
\$10.00 ENTRY PER PILOT 100 DB SOUND LIMIT
ALL TYPES OF SCALE AIRCRAFT WELCOMED
PARKING \$5.00 PER DAY NO OVERNIGHT CAMPING
THREE D FLYING NOT ALLOWED
FOR MORE INFO CD: TOM GUCA 602-509-0895 tguca@cox.net
COMMANDER: AUSTIN GOODWIN 480-357-1816 n4351x@aol.com
www.oneeighthairforce.org



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**Eighth Annual
Electric Turkey Fly-In**
November 8, 2008
Hosted by the Sun Valley Fliers
Cave Butte Park, Phoenix AZ
Cave Creek Road to Jomax, Turn West at Traffic Light
\$15 Landing Fee
**All Proceeds to the Boys and Girls Clubs of
Metropolitan Phoenix**
All Electric Aircraft Welcome
Open Flying
Phantom Judged Fun Events
Raffle, Trophies, and Prizes
On site Vendors, Lunch
Join us for a relaxed day of fun flying, and sharing information with
other Electric Flyers, while helping the Boys and Girls Clubs of
Metropolitan Phoenix
AMA Sanction 08-1775 AMA License Required
www.sunvalleyfliers.com
For More Information: CD John Geyer - 602-810-1767 or jgeyer@cox.net

Pattern Contest
November 15 & 16
CD
by
Troy Newman
&
Bob Beaubien

Read the minutes
For more info.



Sun Valley Fliers Club Meeting Minutes Date, August 6, 2008

The meeting was called to order at 7:32 pm by President Frank Moskowitz.

Guests: Kevin Cook and Brandon Cook, they have never flown models before and want to learn. Jeff Wainman has an interest in heli flying. Bill Pelletier a visitor from the AMPS.

New Members: Paul De lauder is a heli and electric fixed wing pilot. Jim McEwen is a jet guy.

New Solo Pilot: None

Secretary's Report: voted as published in the Slow Roll and approved.

Treasurer's Report: Gene Peterson. Voted and approved.

We spent \$1000.00 to hire a contractor to spread the GSA on our road.

We spent \$500.00 for a permit to allow use to spread the GSA, it will be refunded after final inspection by the County. As of this meeting the county has approved the final inspection of the GSA installation.

Safety Officer Report: Tony Holden.

All field users **MUST** put up there AMA card to verify that they are SVF club members and AMA members. This goes for the heli pad users.

Old Business:

The entire club should give **Charlie Beverson Mike Peck and Gene Peterson** many thanks for the job they did on getting and laying down the GSA on our road.

August 13 the field will be closed for crack sealing of the runway. As of this date we still don't have a date for the repaving of the runway.

August 16 the field will be closed from 6:30 Am to 2:30 pm for field clean up. Ron long and his employees will be doing the field clean up.

We still don't have a final date form **Dan Jacobsen** for the repaint of the Ramada.

New Business:

John Geyer Was voted by the SVF board to replace **Karl Kohnke**. Karl had to relocate to the Midwest for a period of time.

Pattern Contest. The general membership voted and approved the club to sponsor a pattern contest **November 15 & 16 of 2008.** The event will feature a club event for guys that have never flown in a contest. **Troy Newman and Robert Beaubien** will be running the contest. We will need help with the food for this event. Approximate hours will be 8:00 am to 4:30 pm both days. **Troy Newman** did a good job on the presentation to the membership.

Door Prize Winners: Heat Gun-Jack Jasperson, Fuel-Val Roqueni, Fuel-Kenny Rhodes, Voltage Regulator-Jim Jaclo, Servo-Jim McEwen, Servo-Bob Purdy, Stand- Kent Story

50/50 Drawing Winner: **Jay Steward** won **\$50.00**. Since he has been a club member he has only won twice. *Well Jay in 30 years of being a SVF member I have not won even once (Rusty). Whaa Whaa Whaa!*

Show & Tell: Done By **Rick Powers**.

Rick brought a Beautiful Top Flite B-25D owned by **Bill Pelletier**, he is a member of the AMPS. The model has an 88" wing span and weighs 22 lbs. The model is covered with Monokote and has been painted. All art work and nose art is hand painted. The model was converted from a B-25J to the B-25D. Bill is taking this model to the Scale Masters with 12 flights under his belt. In my opinion this is very a well done model and Bill should do well. **Good Luck.**

Meeting adjourned at: 8:28pm

Rusty Fried, Secretary

\$ TREASURERS REPORT \$ with *Gene Peterson*



Well, it looks like all the Sun Valley Fliers have the cleanest cars in town. Looking at the parking lot this morning at the field, every ones vehicle was clean and shinny. I'm sure it's because we're not coming to the field with this large dust devil following us any more. Sure is nice having that improved road. Some day, maybe, we'll get the parking lot done. Meantime, you still got to slow down a lot when you get to the parking lot. Try and keep it between 10 and 15 on the new road.

We're running right along with the field fix ups. As you can see, **Ron Long and his helpers as well as a bunch of SVF members got the field all clear of weeds, and this only cost us \$200.00** Thanks Ron for that good price. We just found out we have paint donated for the "paint the ramada" project, so that will not be a debit to the treasury. Just have to rent a sprayer and we're good. Planning on doing the painting the same time as the runway pave job, so the field will only be down for 1 day.

September brings the new football season and of course the renewals for the Sun Valley Fliers. Start saving your money up now.

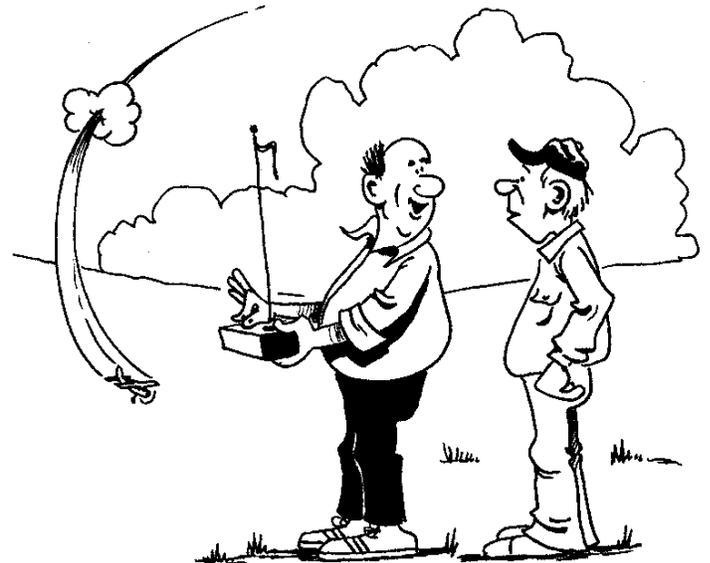
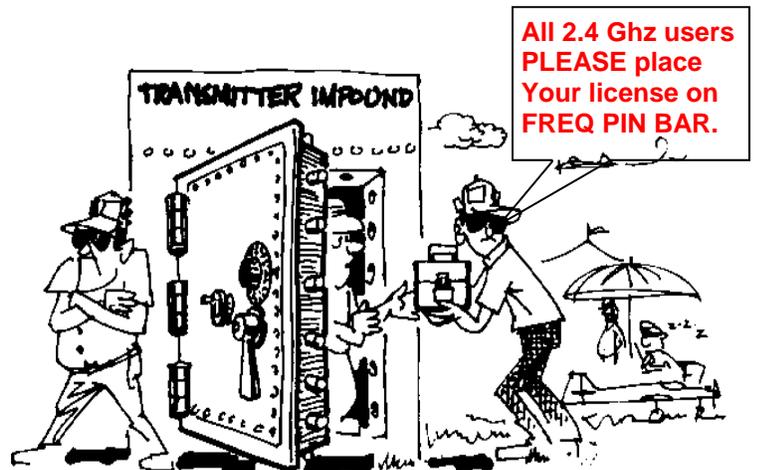
Regards

Gene Peterson, Treasurer

September SVF BirthDay Boys

First name Last name Member type Dob

Craig Early	Regular	09/01/1954
Brandon Feils	Regular	09/01/1979
Jon Bowers	Regular	09/03/1943
William Jenkins	Regular	09/03/1964
Dave Uhling	Regular	09/03/1953
Ronald Petterec	Regular	09/05/1945
Walt Turansky	Regular	09/05/1948
Norman Goodnuff	Senior	09/06/1941
Jim McGrath	Senior	09/08/1937
Gene Peterson	Regular	09/08/1942
Marvin Jones	Senior	09/11/0937
Brad Beedy	Regular	09/11/1976
Ray Przybylski	Regular	09/12/1947
Kriss Trunkett	Regular	09/13/1964
Dan Valentine	Regular	09/13/1955
Robert Acton	Regular	09/13/1958
George Henzel	Regular	09/17/1940
Gary Gregory	Regular	09/22/1945
Charles Brooks	Senior	09/23/1938
Alex Davidson	Junior	09/23/1990
John Lowther	Regular	09/23/1953
Mark Czebiniak	Regular	09/23/1979
Bernard Knorra	Regular	09/25/1954
John Neilson	Senior	09/25/1936
Carl Gotch	Senior	09/28/1934
Derek Micko	Regular	09/30/1976



I was into 1/4 Scale for a while and then I figured "why not go the other way..."



ONE EIGHTH AIR FORCE SCALE MODEL FLY-IN

OCTOBER 25 & 26, 2008

CAVE BUTTES PARK PHOENIX, AZ

SVF FIELD OFF CAVE CREEK RD AT JOMAX

A GOOD TIME FOR EVERYONE

FRIDAY EVENING HOSPITALITY HOUR WITH PIZZA & WINGS

SATURDAY NIGHT DINNER AT THE FIELD

OEAF'S UNIQUE AWARDS FOR MANY FLIGHT CATEGORIES

REGISTRATION STARTS AT 7:30 AM SATURDAY

AMA REQUIRED AMA SANCTION 08-1767

\$10.00 ENTRY PER PILOT 100 DB SOUND LIMIT

ALL TYPES OF SCALE AIRCRAFT WELCOMED

PARKING \$5.00 PER DAY NO OVERNIGHTCAMPING

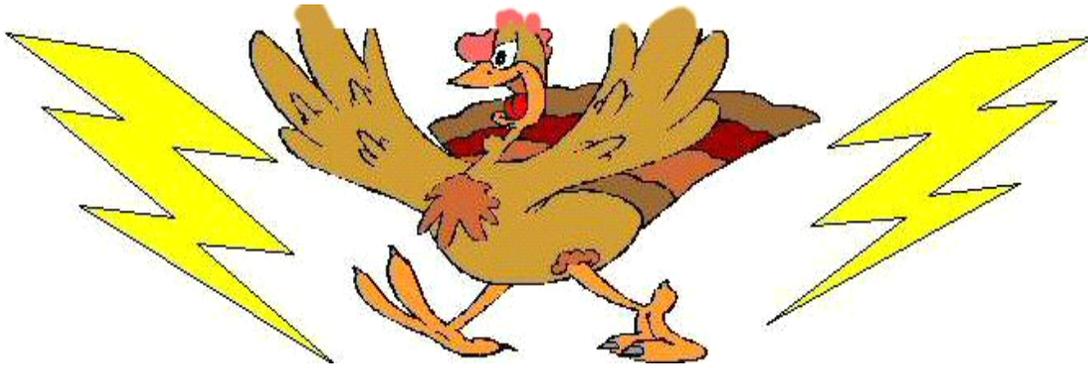
THREE D FLYING NOT ALLOWED

FOR MORE INFO CD: TOM GUCA 602-509-0895 tguca@cox.net

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

www.oneeighthairforce.org

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**Eighth Annual
Electric Turkey Fly-In
November 8, 2008**

**Hosted by the Sun Valley Fliers
Cave Butte Park, Phoenix AZ**

**Cave Creek Road to Jomax, Turn West at Traffic Light
\$15 Landing Fee**

**All Proceeds to the Boys and Girls Clubs of
Metropolitan Phoenix**

**All Electric Aircraft Welcome
Open Flying
Phantom Judged Fun Events
Raffle, Trophies, and Prizes
On site Vendors, Lunch**

**Join us for a relaxed day of fun flying, and sharing information with
other Electric Fliers, while helping the Boys and Girls Clubs of
Metropolitan Phoenix**

AMA Sanction 08-1775

AMA License Required

www.sunvalleyfliers.com

For More Information: CD John Geyer – 602-810-1767 or jegeyer@cox.net

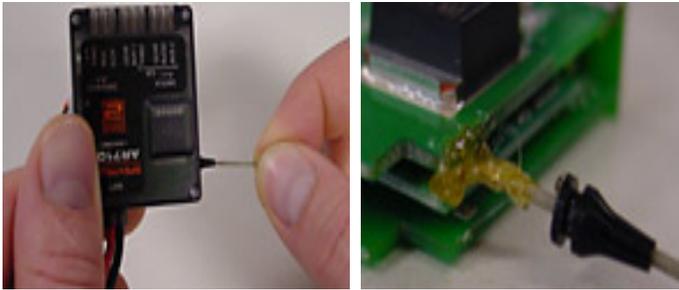
Attention AR7100 and AR7100R owners

We have received three reports of antennas wires detaching from the main receiver. Because the AR7100 utilizes one or optionally two remotely mounted receivers in most cases the user won't realize the main antenna is detached. In some cases a slight "tail twitching" may be noticed as the antenna intermittently make contact however in many cases the issue may not be detected. It's important to do the following check to verify that your antenna is properly connected.

Firmly pull on the antenna. The antenna should be securely attached.(View Image)

If the antenna comes loose the Receiver needs to be returned to Horizon's service center for replacement.

If the antenna is firmly attached it is recommended that the case be taken apart and rubber cement, hot glue or Shoe Goo be applied as shown to reinforce the junction between the antenna and the circuit board.



<http://www.spektrumrc.com/Articles/Article.aspx?ArticleID=1811>

Thanks to Gary Kurtzman for the updates.

JR Radios - X9303 2.4GHz Gimbal Wire Bulletin

Posted: Tuesday, August 19, 2008

X9303 2.4GHz Service Bulletin

The JR Service Center has discovered that many of the X9303 2.4 transmitters have an issue in that the wires attached to the aileron potentiometer can come into contact with the voltage regulator that is mounted in the back of the transmitter. With repeated use it is possible that the insulation can wear through exposing the wire at the point that it contacts the regulator. It is recommended that the aileron potentiometer wires be rerouted per the following instructions and photographs. This notice does not affect XP9303 72 MHz transmitters.

Step 1. Remove the back of the transmitter case by removing the six Phillips head screws. This is illustrated on page G-14 of the X9303 2.4 manual if further instructions are needed.

Step 2. Inspect the aileron potentiometer wires for any damage. If the insulation is worn and strands are broken or damaged return your system for service to the Horizon Service Center.

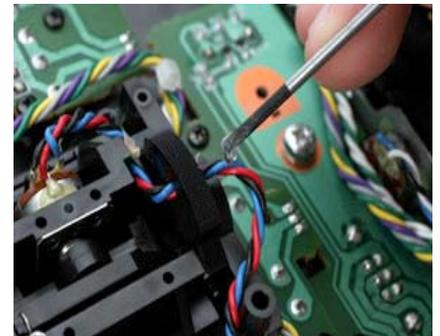
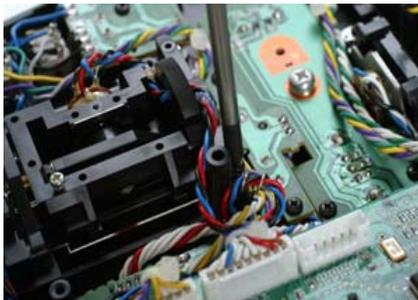
Step 3. Using a small Phillips screwdriver loosen the wire retainer that fastens the aileron potentiometer wires to the aileron gimbal frame.

Step 4. Rotate the wire retainer and route the aileron wires around the mounting post and position the wires as shown.

Step 5. Place a very small amount of shoe goo adhesive on the wires to cover any worn wire insulation. Do not substitute any other adhesive type. If the wire damage is severe (worn through insulation, frayed wire, cut strands) please return the system for service.

Step 6. Reinstall the back of the transmitter case. If you have any further questions or problems, please contact Horizon Product Support at 877-504-0233. Thank you!

<http://www.jrradios.com/Articles/Article.aspx?ArticleID=1822>



SVF MEMBERS PAGE



WEEDS BE GONE!



The runway cracks have been sealed and next the paving of the runway.

Beware of the date when this will be done!



SVF MEMBERS PAGE



Mark, the iceman is here!



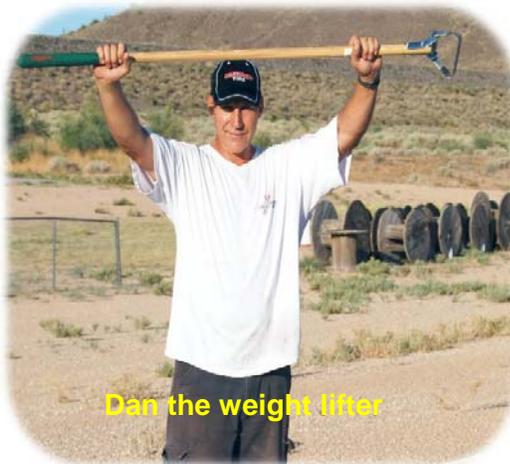
JAY



Dave Charlie Gene
Garbage Can



Dave



Dan the weight lifter



Mike ?



Ron and some of his crew.
Great job Ron!



?

Lunch time

"Never in the field of human conflict was so much owed by so many to so few". W.C.

SVF MEMBERS PAGE



THE HELI PAD RAMADA BEING REPAIRED. LOOKING GOOD GENTLEMEN

PHOTOS BY GENE PETERSON

SVF MEMBERS PAGE



Rusty Fried 38% Extra



Gene Petersons



Lou Pfeifer Yak & Marty Extra 330, Yak 54



Luke Neuman. SVF member??

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Propeller Sense

This section was omitted from the June 2008 SR

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend?

If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard which can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller? It won't hurt the engine any.

This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.

When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate, so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

From the Temple Aero Modeler's Newsletter, Temple, Texas

Overnight Camping/Motor Home Parking Ends at the AMPS Field

I have recently been informed by a member of the Board of Directors of the Arizona Model Pilots Society (AMPS) that the Maricopa County Parks and Recreation Department has informed them that overnight parking of motor homes/camping is no longer permitted at the AMPS model flying site, effective immediately. No specifics are available at this time regarding the reason(s) for the decision; however, I have been told that the decision is final and not subject to future negotiation.

The other recreational users near the AMPS flood containment dike, which include the go-cart track users and the miniature railway area users, have received identical directives regarding the loss of permission for overnight motor home parking/camping.

This appears to be a possible leveling of Maricopa County policy toward recreational users of space within County Flood Control District/County Parks and Recreation areas, since the Arizona Model Aviators Mesa R/C flying site, which is located on land controlled by the Maricopa County Parks and Recreation Department, also had overnight camping/motor home parking permission revoked not too long ago. The Sun Valley Flyers were the first R/C organization to see overnight camping/motor home parking permission revoked in 2006 by the Maricopa County Flood Control District.

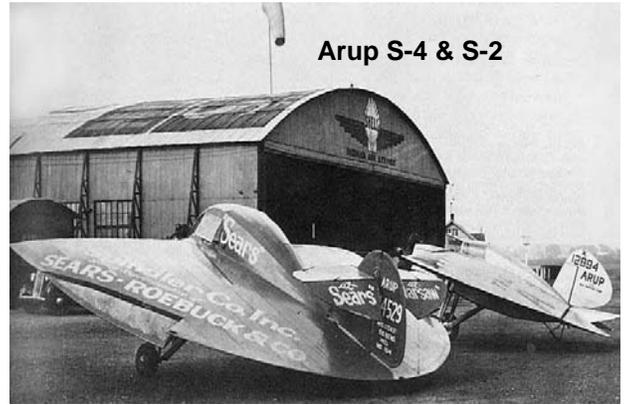
No further information is available at this time.

Mike Peck

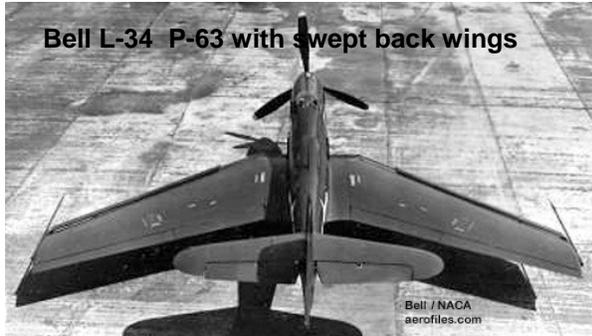
United States Rare Aircraft



Abrams Explorer



Arup S-4 & S-2



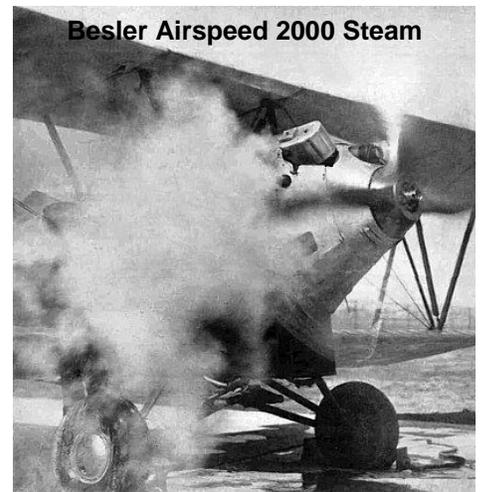
Bell L-34 P-63 with swept back wings



Beechcraft XA-38 Grizzly



Boeing B-15



Besler Airspeed 2000 Steam



NAF SON-1 Seagull

Thanks to Mike Vivian for link



<http://rareaircraf1.greyfalcon.us>

Lockheed During WW.II (unbelievable 1940s pictures) This is pretty neat--special effects during the 1940's: I have never seen these pictures or knew that we had gone this far to protect us. During World War II the Army Corps of Engineers needed to hide the Lockheed Burbank Aircraft Plant to protect it from Japanese air attack. They covered it with camouflage netting to make it look like a rural subdivision from the air. (Besides everything else, check out the cars.)

THE HOME-FRONT DURING WWII

BEFORE



AMERICAS FIRST JET

This is America's first jet airplane -- the P-59 first flown in Oct. 1942. Volunteers have spent the last 10 years restoring this airplane, and they put the wings back on last weekend just in time to be on static display at an air show this weekend. In 1942, this was a Top Secret project located at Edwards AFB. When the dry lake flooded, they had to transport it by road so it was disguised with a dummy wooden propeller on the front and covered with a shroud.

There is also the story behind the hats. On one test flight the jet was spotted by pilots getting checked out in P-38s operating from Van Nuys Airport. When the P-38 pilots reported seeing an airplane with no propeller, their account met with skepticism but the story kept circulating, so on a subsequent flight the test pilot of the P-59 dressed up in a gorilla mask, put on a derby hat and smoked a cigar. He then made a point to fly next to the P-38 pilots and waved at them. When the P-38 pilots got back to the base, they told everyone about the plane with no propeller flown by a gorilla wearing a derby and smoking a cigar. The result of their report was total disbelief, so the airplane remained a secret until after the war.

The restoration crew has special shirts, and derby hats. Maybe they will have gorilla masks by this weekend?



The aircraft was assembled at Bell Aircraft in Buffalo, New York and shipped by railcar (with wings on another car) and a wooden prop was attached to disguise it due to the tail assembly giving it the aura of an aircraft as the train passed through smalltown USA. The engines were shipped from Lynn, MA and were accompanied, on the flatcar, by an old friend and mentor, Frank Burnham. Frank's job was to periodically rotate the engine's compressor/turbine with a jerry-rigged wrench attachment to prevent brinelling of the shaft main bearings. It was suspected that the constant "clickety-clack" of the rails would adversely affect the bearings if not rotated regularly. I've heard many a story about the lack of toilet facilities, the freezing cold, and other discomforts along the way, although probably enhanced by the passage of time!! Frank was GE's very first Tech Rep on jet engines!!!

The engines, as shipped, were designated by GE as Model I-A engines, producing 2,000 pounds thrust each, and were re-designated J-31's by the military at Muroc Dry Lake (Edwards AFB).

Pratt & Whitney J58 Last Run

The evening of Thursday, September 12, 2002 was probably the last time a Pratt & Whitney J58 will fill the night sky at Edwards with noise and light.

To experience a J-58 in full burner close up and personal is hard to describe. Picture a gigantic blow torch, 40 inches in diameter, putting out a blue-yellow-orange flame over 50 feet long. Imagine standing 30 feet from this, feeling the vibration and heat. You wear both foam plugs and earmuffs. Your ears still ring afterward, because the sound is conducted through your body. The back half of the engine transforms from dull gray to bright orange, seemingly transparent. The flame has little three-dimensional diamond shaped shock patterns about every two feet. I lost count at 13. It is both frightening and beautiful, an amazing demonstration of perfectly controlled power. And to think - this was done with 1950's technology.

Two J58s powered the SR-71 Blackbird. Individually, they have more horsepower than the Queen Mary. On a typical flight at Mach 3.2 and 80,000 feet, two engines would burn in excess of 100,000 pounds of fuel in a little over one hour.

The best way to dispose of this fuel is to -- BURN IT. We also had to ensure that the triethylborane (TEB) was purged from the engine. TEB, which ignites upon contact with air, is used to start the engine and light the afterburners. Each engine carries enough TEB for any combination of at least 16 starts or lights.

. Amazingly, NASA was able to assemble a team that still knew how to do this - most of them were still working for Pratt & Whitney at Edwards AFB. The former top sergeant of the detachment that worked the SRs for most of his AF career worked for NASA. Also amazing is that of the four engines removed from their shipping containers, three worked like the day they were made (the fourth had a broken line).



After the run, everyone stayed for cake donated by the P&W folks. The guys who ran the test stand posed for photos in front of the engine. There were actually some tears shed. These guys loved that program!

A Pratt & Whitney J58 in the test stand at Edwards AFB preparing for the last run of this great engine. Note the beefy cables and steel rods to tie this giant down. (NASA)



J58 burning off the remaining TEB (triethylborane) in the lines. The JP-7 fuel is so inert that it must be kindled by use of TEB, which ignites spontaneously on contact with oxygen. Each J58 on the SR-71 carries sufficient TEB for any combination of at least 16 starts or afterburner lights. (NASA)



J58 burning off the remaining TEB (triethylborane) in the lines. The JP-7 fuel is so inert that it must be kindled by use of TEB, which ignites spontaneously on contact with oxygen. Each J58 on the SR-71 carries sufficient TEB for any combination of at least 16 starts or afterburner lights. (NASA)

ANTONOV 225



I thought this was a R/C newsletter? Nice for a change, eh?



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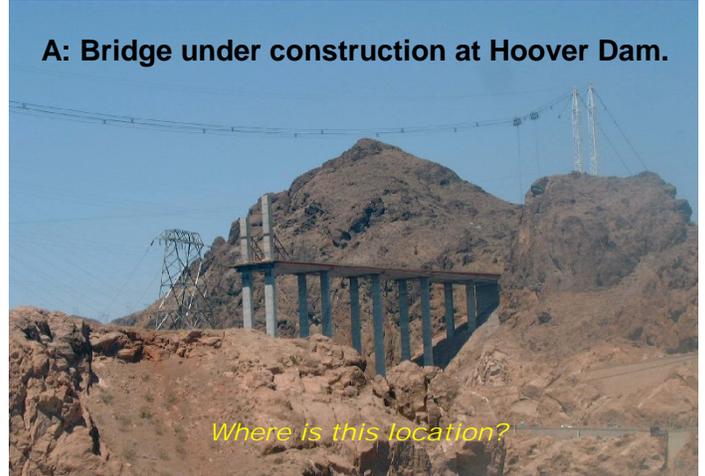


A: Across the street from DV Airport entrance.



Where is this JENNY hanging?

A: Bridge under construction at Hoover Dam.



Where is this location?

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

**HOBBY
BENCH**TM
COMPLETE HOBBY & CRAFT CENTER

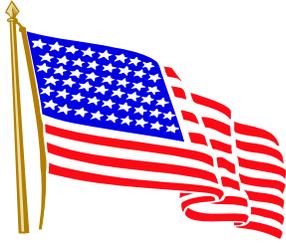
8058 N. 19th Ave. 602-995-1755 Phoenix
M-F 9:30-8PM, SAT 9:30-6PM 11-5PM
4240 West Bell Rd. 602-547-1828 Glendale
M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

Next Month Issue

Cool weather is coming and the **EVENTS** are here!
The **OEAF EVENT**, **Nov. SVF Turkey Event**. Your input is always welcome. Hot months are here, stay cool, use sunscreen. **The SVF got some cool stuff for sale to beat the heat. See Doc Paul.** Would you like to be notified when the **SLOW ROLL** new issue is available? Give Gene your e-mail address. **AZ49ER@COX.NET**
Hope you will enjoy it. Bob rcbobsvf@aol.com

This Month Issue

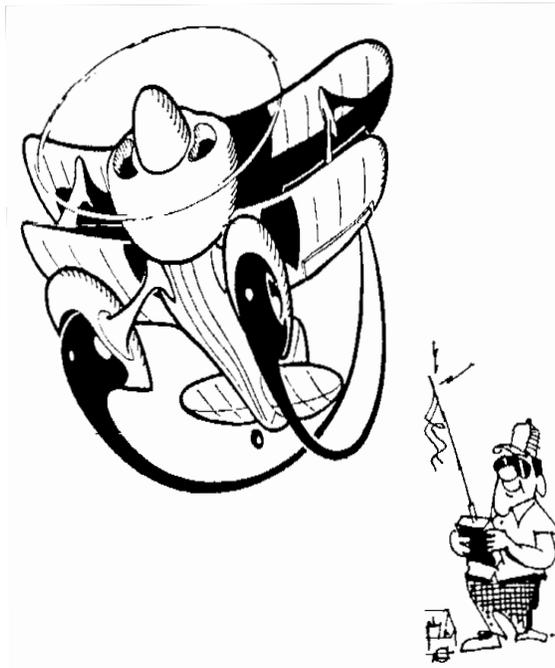
Lots of aviation stuff this issue. **More R/C stuff guys.** The field looks great! Thanks to Ron and his crew. Next the paving of the runway. More on that next time
Again we got some good photos from members, our thanks again to you. Please ID the pilot and aircraft.
Thanks Remember to ZOOM the PDF page to see more.



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