



# THE SLOW ROLL



CHARTERED #921  
Since DEC. 1974



**IMAA Chapter 782**

**President—Frank Moskowitz**  
**Vice President—Tony Quist**  
**Treasurer—Gene Peterson**  
**Secretary—Rusty Fried**  
**Editor—Bob Purdy**  
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## APRIL 2011

*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 showing Rick Baker CUB.....DEAD BEAT LIST AGAIN!....AUCTION.....Survivors..... SVF members photo.....Prez report.....VP Report..... Minutes..... B'Days & Treasurer Report .....One Eight Air Force Photos.....Solo.....Videos..... Where are the photos???.*Much more, enjoy!*  
SVF MEETING APRIL 6, 2011 @ 7PM



# **THE PRESIDENT'S CHANNEL**

**Frank Moskowitz**

Welcome to the April 2011 Slow Roll.

**On March 14th 2011 Sun Valley received a letter from the FAA Western Service office.** This letter was prompted by a near miss reported to the Deer Valley air traffic controller. This same pilot claims it wasn't the first time this has occurred. Whether it is

true or not, Deer Valley ATC will always take the word of the pilot who made the claim. In this letter the FAA stated that SVF and our entire overfly area is in Class D airspace. In class D airspace the FAA controls from the surface level to 2500 feet above ground level. We were given two options from FAA; one was to maintain two way radio communications with ATC which is not possible for us and the other was to comply with FAA circular Advisory 91-57. This advisory was published in June of 1981. It encourages voluntary compliance for safety standards for model aircraft operators. If you are interested you can "Google" this advisory and learn more about its requirements. It basically states that you will not fly a model aircraft higher than 400 feet above the surface. It's obvious that we chose the second of the two FAA options. Although the Advisory states it is a voluntary compliance, the board at SVF has made this a mandatory requirement at this time. So it is not an option, but there is some wiggle room.

Now you know why it is so important to always have a "spotter" next to you when you fly. When DVT traffic is approaching from the dam and heading west to the airport, they are at 1,000 feet over the ground. When departing DVT and climbing East in the SVF area, full scale can be as low as 500 feet over the ground. So even those of you that are at or below 400 feet, can still be too close to a full scale airplane. At least with another pair of eyes watching the sky, we can avoid another incident. We should all get into the habit of watching for full scale airplanes anytime we are at the field. The board will be monitoring our new spotter rule and altitude restriction. And our members compliance with these new rules. Modifications or adjustments may be forthcoming. For the majority of our membership, using a spotter and flying at or below 400 feet will be business as usual. Most members do this because it makes good sense. For those of you that find these new rules an inconvenience, I ask that you please comply for now and understand that the future of SVF could be at stake. We have purchased some portable altimeters so we can show our members what 400 feet really looks like.

In closing, I thank all of you in advance for your help in implementing these new rules. It's a small price to pay for the continued use of our great flying field.

Our next meeting is Wednesday April 6<sup>th</sup> 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. (7<sup>th</sup> avenue and Deer Valley Road). Lots of great food and a smoke free environment. The Club meetings get better every month. We will always have more than one raffle prize and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it.

Have fun out there!

*Frank Moskowitz*

President

**SVF MEETING  
APRIL 6, 2011  
7:00 PM @ D V AIRPORT**

## **Auction** **Sun Valley Fliers**

Cave Creek and Jomax Rd.

SVF has had many Planes, engines and equipment donated over the winter. We have decided to have an auction open to the public to liquidate everything. We have many nice 40 to 150 size planes to sell. We also have tools, Nitro and Gas motors, and field boxes.

If you have any equipment you would like to donate to Sun Valley. You can bring it to the auction.

1. No minimum
2. No reserve
3. Payment after each sale
4. Cash Only
5. All proceeds go to Sun Valley Fliers
6. No fees for bidders

**Sunday April 3rd**  
viewing @ 8am  
bidding @ 9am



## **The Vice President has a Message**

### **VP Tony Quist**

After six years as Vice President, I am ready to make my first report.

I have had many flyers from around the valley ask me about what is going on at SVF. They all want to know about the 400' rule and the FAA. It is not an easy question to answer. The FAA wants us to stay below 400' for sustained flight. A plane can go above that but it must be for very short periods such as a loop, up and down very fast. They do not want RC aircraft loitering above 400', a good example of this would be a high flying glider or an aerobatic plane flying across the top of the box. They agree that we have the right the airspace, but we are the bottom of that list behind anything else that flies.

It is very important that a spotter tells the pilot of a plane anywhere that can see us. It doesn't matter if it is flying over our field or adjacent we have to stay down if a full scale is anywhere near us. The full scale has no idea where the rc plane is going.

#### **Election Report**

The time has come again to elect the leaders of your flying club. We are always looking for new people to help us lead this club. We have 6 Board members positions open for election this year. These are two year terms. We are also looking for candidates for Club Officers. Officer positions are only a one year term. The April General meeting is when we nominate candidates. Then we will post a ballot in the May club newsletter. The May General meeting is the voting meeting.

If you are interested in running for a position on the board please contact me at [quist23@cox.net](mailto:quist23@cox.net) or call me at [623-261-1297](tel:623-261-1297).

Thanks

*Tony Quist*



**Sun Valley Fliers Club Meeting Minutes  
Date, March 2, 2011**

**The meeting was called to order at 7:05 pm by Vice President Tony Quist.** There were about 37 members in attendance.

**Officers Attending:**

Tony Quist, Vice-President, Gene Peterson, Treasurer

**Board Members Attending:**, Charlie Beverson, Ron Thomas, Howard Kennedy, John Geyer, Ron Long  
Eric Stevens, Mike Peck

**Guests:** Robert Graber, Pat Graber and Allen Palles

**New Members:** No new members in attendance.

**New Solo Pilot:** No new solo pilots to recognize.

**Secretary's Report:** The February SVF club meeting minutes were accepted as published in the *Slow Roll*.

**Treasurer's Report: Gene Peterson** – The list of 2010 members that have not renewed their membership for 2011 has been published in the *Slow Roll*. About 265 members have renewed their membership for 2011. We have received a fairly large amount of airplanes, engines, and related r/c stuff from the estate of the late **Clifford Weiss** as a donation.

**Safety Officer Report: Ken Justice** – Ken reported that we still have a number of members that are not standing at the concrete pads to fly, and are instead standing on the asphalt starting area. Ken continues to remind members that they are better protected when they stand on the concrete pads because the safety fence is in front of them. Please use the concrete pads, the legs you save may be your own.

**Community Awareness/Public Relations Report: John Geyer** – We contributed \$750 to the Boys & Girls Club from our Electric Turkey Charity Fly-In. Thanks to all the members that helped make this one-day event a success.

**Old Business:**

- A. **Sun Valley Fliers Pattern Championships Event** – Dave Barrow was our Contest Director for the event and reported that due to the rainy weather, they were only able to fly 2 complete rounds. Craig Guest provided the food for the event. We had one competitor from the United Kingdom, one from Texas, and one from Denver, CO but out-of-town participation was well off the normal due to the weather forecast.
- B. **Phoenix Helicopter Fly-In** - There were 39 pilots in attendance this year and the poor weather forecast was a contributor to the lack of people from California coming to attend the event. Saturday flying was well attended by spectators, but Sunday was cold and wet following the rain storm and very few pilots came back.

**New Business:**

- A. **New GSA Material Delivered** – We had an opportunity to acquire up to 100 truck loads of ground GSA material for the unheard of price of \$15 per truck load from a contractor doing work at the Scottsdale Airport. The \$15 per truck load probably didn't pay for the fuel to get it delivered to the field, so a phone call vote by the Board of Directors authorized the expenditure of the funds. We had 47 loads delivered, and Markem Construction will spread the material in our parking lot driving area after they get a dust permit from the County.
- B. **SVF Presentation at TransPac/FAA Meeting at DVA** – At the request of President Frank Moskowitz, Charlie Beverson and Mike Peck attended a February 18, 2011 meeting of the TransPac flight school pilots, staff, and some members of the FAA at Deer Valley Airport, to familiarize them with our Club model aircraft operations and our flying site. We discussed safety procedures that we employ to avoid full size airplane traffic at the flying site, such as the use of spotters and the AMA's "see & avoid" policy. President Frank had prepared a brief Powerpoint slide presentation which we ran in the background while discussing the Sun Valley Fliers. There were many questions asked from the audience and our 10 minute presentation actually took 25 minutes. We left the meeting feeling our information was well received and that we left a positive impression with the TransPac people and the FAA officials.

**continue**



**Sun Valley Fliers Club Meeting Minutes  
Date, March 2, 2011**

C. **Model Airplane/Full Size Aircraft Incident at SVF Flying Site** – On Thursday, February 24, 2011 a full-size airplane pilot transitioning to Deer Valley Airport from the east reported to the Deer Valley Tower that he had seen a model airplane off his right wing that was at the same altitude his airplane was at; approximately 1000 feet above ground level. The DVA tower called the Phoenix Police Department who dispatched a police officer and two City of Phoenix park rangers to our field to investigate. By the time they arrived, the r/c pilot had coincidentally left the field, and they interviewed Board member Eric Stevens, who along with 3 other helicopter pilots were setting up the field for the helicopter fly-in that weekend. The DVA's FAA Air Traffic Manager called Mike Peck to alert him to the situation and asked to have him contact the club officers to the situation. The Air Traffic Manager also stated he would call us again later that afternoon after he learned more information about the incident. There has been no further contact from the FAA Air Traffic Manager since that time although Mr. Peck has tried three times to reach him by phone. There will be a special Board of Directors meeting following the regular membership meeting to determine if we should continue to hold the scheduled IMAC contest later this month, since the IMAC contest maneuvers require higher flight than our normal flight operations. The Board will also discuss whether all pilots should be required to have a spotter any time they fly an r/c model at the Club field. More information will be communicated to the club members as soon as possible. In the meanwhile, it was recommended that all pilots start using spotters and keep the model airplanes to a lower altitude than any full size traffic.

**50/50 Raffle** – This month's lucky raffled winner was Eric Stevens who took home \$37.00 in cash.

**Door Prize Winners:**

1 gal fuel - Tony Quist, Bob Purdy, Wayne Layne  
Torch - Howard Ball

**The meeting was adjourned at 8:10 pm.**

***Respectfully submitted,***

*Michael Peck*

for Rusty Fried, Secretary

*Rusty Fried, Secretary*

# \$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report APRIL 2011



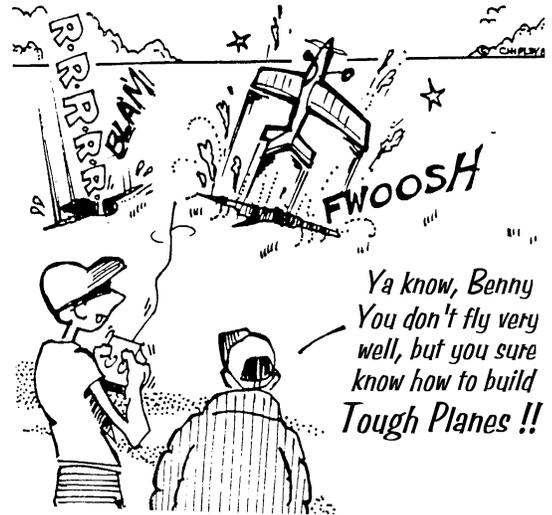
Well, it seems it took most of the Month of March, but we got the membership rolls all cleaned up, the members who for whatever reason didn't renew for 2011 removed, fixed a few addresses, added a few email addresses and we are ready to go for 2011.

We have 289 members now in the club and even more significant is the email address we have for members. We are now able to reach 268 members by email for notices. Of that 21 without emails, some don't even have a computer, others prefer not to give their email address and several are still wrong or bad or whatever so that their emails from SVF are returned. That's pretty darn good from where we started a few years ago, and was reaching about 50% of the members by email.

Thanks to all who help keep our membership rolls up to date.

Happy Flying, really nice weather out there right now.

Regards, *Gene Peterson, Treasurer*



## APRIL 2011SVF BirthDay Boys

First name	Last name	Member type	Dob
Thomas	Lewandowski	Regular	04/01/1946
Richard	Eyrich	Regular	04/04/1967
Bill	Heuermann	Senior	04/06/1937
Joe	Schmitt	Senior	04/06/1939
Jonathan	Reeter	Regular	04/06/1970
Wayne	Layne	Regular	04/07/1962
Thomas	Clark III	Regular	04/09/1946
Frank	Gaff	Senior	04/11/1941
David	Linne	Senior	04/11/1941
John	Olejniczak	Senior	04/15/1925
Lynn	Babcock	Regular	04/15/1945
Nate	D'Anna	Regular	04/18/1951
Dan	Jacobsen	Regular	04/21/1963
Robert	Bayless	Regular	04/21/1950
Gerhard	Gallifant	Regular	04/25/1963
Ronald	Long	Regular	04/25/1964
Bill	Stiving	Regular	04/26/1966
Dean	Bird	Regular	04/29/1964



"I won't be coming into the office today.  
I'll be out in the field doing research."



# Auction



## Sun Valley Fliers

Cave Creek and Jomax Rd.

SVF has had many Planes, engines and equipment donated over the winter. We have decided to have a auction open to the public to liquidate everything. We have many nice 40 to 160 size planes to sell. We also have tools, Nitro and Gas motors, and field boxes.

If you have any equipment you would like to donate to Sun Valley. You can bring it to the auction.

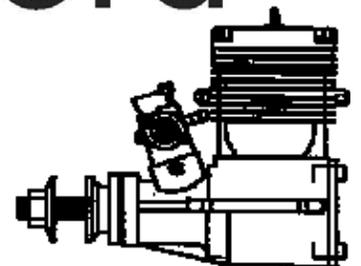
1. No minimum
2. No reserve
3. Payment after each sale
4. Cash Only
5. All procedes go to Sun Valley Fliers
6. No fees for bidders



## Sunday April 3rd

viewing @ 8am

bidding @ 9am





**The names listed on  
the right have not  
renewed their 2011  
SVF Membership**



August Antognetti  
Jim Ball

Bradley Baltman  
Evan Baltman

Mark Bernier  
Dale Bolen

Jordan Bruno  
Peter Bruno

Len Clements  
Brian Clermont

Alexis Corral  
Paul Crofts

Andrew Darling  
Darren Dugan

Roger Eastman  
John Erickson

Robert Farmer  
Dan Ford

Gregg Gardner  
Stephen Gay

William Gioia  
Ken Giordano

Paul Goldsmith  
Chris Grier

Russel Gundlach  
Stephen Hanrahan

Marvin Jones  
Joseph Kiszczak

Thomas Klinect  
Gary Kurtzman

Charles Liebich  
Virgil Marchis

Kevin Marks  
Richard Mesh

Thomas Minick  
Dave Morales

Michael Moses  
Morton Muntner

Bob Niven  
Gene Nusbaum

Carl Ramsay  
Barry Rhonemus

Gustavo Rios  
Alex Rios

Sami Salem  
Eric Sauley

Mark Simpson  
Brett Smith

Ron Stephens  
Dennis Suding

Dick Summersgill  
Jay Tenison

Jay Tenison. Jr.  
Gary Thompson

Dave Wartenberg  
Andrew Wartenberg

Tim Wartenberg  
Peter Wijatyk

Jerry Wright  
Scott Zeller

Ash Zeller

# SVF MEMBERS PAGE

Photos by SVF Members



Golly! What the heck happen to all the photos I use to get? Can't find the Kodak film for your camera, flashbulbs out of stock?? No place to process the film?? Have you learn to use the DIGITAL camera yet??

## Ready to Solo?

By Jim Tiller

Just as in full-scale aviation, an RC pilot's first solo is a memorable milestone. To have your prized airplane leave the ground, tear through the air, and then return safely to earth—all under your control—is a moment that no pilot forgets.

As we all know, RC pilots reach that milestone in many ways. Some, supremely overconfident, leave the hobby shop with an armful of equipment, go straight to the park, and throw their new purchase into the air.

Others think an hour of simulator instruction is plenty. I remember a story about one prospective flier who had flown the simulator awhile and then had a couple of buddy-box sessions from an instructor. The next weekend he went to a public field without his instructor. Despite offers of assistance and warnings to the contrary, he decided he could do it on his own. As you can imagine, his next flight was a short series of over-controlled gyrations ending with his new trainer in pieces a hundred feet from the runway.

I also know of a situation where an instructor told a student he was ready to solo without the buddy-box well before he had mastered the proper skills. In this case, both the student and the instructor did their very best to salvage the situation, but once again, the student's new trainer ended up not far from the runway and the discouraged pilot going home to fix the damage.

Three things happen as a result of these training incidents. First, there is the inevitable crash (or crashes) that could surely injure someone. Second, even if the newbie keeps at it long enough to be successful, they have probably learned a lot of bad habits that could still make them unwelcome or even dangerous when they fly at organized events or club fields. And last, but most serious, many quickly get frustrated and quit the hobby altogether.

There is little we can do about the guys who are bound and determined to do this without an instructor. In most cases, they have been told by the Local Hobby Shop (LHS) and other fliers that they should ask for help. We can only hope that they will learn and accept safe flying practices when they join us at the field.

But let's look at the bright side of this issue. Most of those interested in RC flying see the value of instruction and seek us out for help. Most are great learners and take instruction well. But they still face the anxiety that goes with the first solo. Most students are in the middle of the confidence spectrum—not overly timid and not overly bold. And if they tell you they are ready to solo, they probably are.

But how does the instructor know for sure that his student is ready to solo? Many will tell you that they just know the student has the skills to succeed—after all they have been there through the instruction process. I have no disagreement with that, because that is how I have instructed in the past.

Recently, I talked to a few fellow fliers who are a little more formal in that evaluation. Just as in full-scale flying instruction, they have a checklist or check flight that their prospective soloists must master before they wean them from the buddy-box.

Here are some suggestions that you might want to make to your instructors, if they are not already doing them:

We all know the student has to be able to make a safe landing. That's number one on everyone's list. But what do you require in preparation for touchdown on the runway? Can he correct for crosswinds using the rudder and still make the runway? Does he set up the proper glide and adjust the touchdown point with the throttle? Can he make both right- and left-hand approaches to your runway?

Here's one directly from full-scale flying instruction. At altitude, pull the power back to idle on the buddy-box. Can your student find a good glide angle and make a dead-stick approach that would result in a successful landing?

Give the student a task to do, such as flying a figure eight, and then have him announce each part of the maneuver before he makes it. Can he make the airplane go where he says it's to go?

***continue***

# Survivors of the Last Flight

By Dan Griffin

I stood in my RC workshop the other day wondering what was going to happen to all my RC gear. Then it dawned on me—I will not have to deal with any of this stuff when I slip the surly bonds. Even though I plan to be around for a while longer, my family and friends will be left with the task. Not knowing when that last flight may take place, we owe them some guidance.

I have had the opportunity to assist many individuals in the disposal of their worldly possessions. There are always some sobering considerations for them. Who gets what? How much is this or that item worth? How is it all going to be distributed? When can it be distributed? Your survivors will be grateful if such questions are answered for them prior to your last flight.

## **Make a List**

The first task you need to address is making a list of your treasures. In fact, make several lists: one list for your ready-to-fly craft, another list of your unfinished projects and kits, another of your electronics, and a general items list with all your parts pieces and building materials. You don't need to list every nut, bolt, screw, and hinge. The goal of these lists is for a person unfamiliar with the RC hobby to take the list, go into your work shop, and identify each item on the list.

My longtime friend and fellow adventurer, George Sheffield, AMA #9460, came up with a novel way to make his list and keep his friends attentive. He will invite all his RC friends over to his house. They will assist him in inventorying and making his lists. As a reward, each helpful friend will be put on a list to be given to George's significant other. When, as George says, the big day comes, each of the friends on the list will be invited over to George's workshop. Numbers will be put into his old BAMS RC club hat. Each friend will draw a number. Then, in numerical order, each friend will be allowed to enter George's RC hangar and choose an item as a token of George's friendship and esteem.

## **How Much is it Worth?**

As you make the list, also give each item an estimated fair value you would use at your favorite swap meet. Be realistic. Don't give what you think is the fair market value, or the imagined future value, or ascribe any additional value to the item just because it has sentimental value to you. Your family will be very grateful that you have done this. They most likely will not have any idea what your stuff is worth or what to ask for it when the time comes to sell it.

## **How to Dispose of It**

Many things will change from the time you make your lists to the time your family uses them. I do not generally recommend that you make changes or codicils to your Last Will and Testament to include your RC bequests. Those are costly and unnecessary. I do recommend that you sit down and write a letter of intent to be placed with your estate planning documents.

In this letter, give directions to the person administering your estate about what you want done with your possessions, and who you want to receive which items from your lists. This letter, in most states, is not legally binding, but it will provide invaluable guidance to your estate administrator about your wishes. One reality of any hobby is that most members of your family will not share your passion for the hobby. As a result, disposition of your RC gear should be as easy and expeditious as you can make it.

## **Where to Dispose of It**

Your disposal choices are pretty limited for your RC stuff. You can offer the items to your RC club members, send them to a swap meet, donate them to a worthy cause, sell them in classified ads, or just plain give them away to your friends. Each choice has its pros and cons. Remember that before you can give away or dispose of any estate property, either the Court has to give you permission to do so, or the estate administrator has to be empowered by the Court to do so.

The first items to go are the outright gifts to a person, organization, or institution. The individuals or institutions should be contacted prior to delivery to make arrangements. If you are giving items to museums, schools or other institutions, they sometimes require documentation before accepting the item and giving charitable contribution receipts.

*continued*

## **Solo Pg 2**

Using the proper field safety rules, can he assemble, fuel, start, and shut down his airplane without assistance?

On takeoff, can he keep the airplane in a straight line down the runway and maintain that course and direction until the first turn at a safe altitude?

Once again from full-scale flight instruction, put the airplane at an odd angle or orientation and then hit the trainer switch. Does the student make the right corrections to bring the airplane back to straight and level?

Fly the model quite a ways out and then hit the trainer button. Can your student get it back over the runway?

How well should your student do on these informal tests? Whatever the student does, it should be conducted “with the successful outcome of the maneuver never seriously in doubt.” I borrowed this quote from a full-scale instruction manual as well.

Many clubs have a formal instruction manual they give their students at the outset with this and other goals as check off items inside. That is a great practice. If your group does not already have a training syllabus for new pilots, feel free to use my club’s as a starting point ([rcpropbuster.com/downloads/Rapid%20City%20Propbusters%20New%20Pilot%20Handbook.pdf](http://rcpropbuster.com/downloads/Rapid%20City%20Propbusters%20New%20Pilot%20Handbook.pdf)).

We did not create this document ourselves, but like many of you, gleaned parts and pieces from others over the years.

Good instruction does not happen by accident, and good instruction will prevent accidents. It will also make pilots who are welcome at any field and are a credit to the modeling community—hopefully for many years to come.

## **SURVIVORS Pg2**

I most often see RC estates offered first to the RCer’s fellow club members. You will get a bit more value for each item this way because of the club members’ attachment to the person and his family. This is where your lists and estimated values will really come in handy.

Next, there is the RC swap meet. This is where most estates go to dispose of the last items. However, you must bear in mind, most of us that go to swap meets are looking to snag an item at so low a price that it is considered a steal or a bargain too good to pass up. Practically, for your estate, that means you are not going to get anywhere near fair market price or hobby store prices for the items. For this reason, I suggested you add a fair value swap meet price to each item on your lists. Don’t unrealistically build your loved ones expectations of the value of your RC gear.

Sometimes, classified ads, on-line auctions, and RC swap sites can be helpful. The big downside is that once the sale is made, someone has to pack up and ship the items to the purchasers. This can be costly and time consuming, so you may not want to put your family through it.

### **Make a Plan**

No one really wants to sit around and contemplate the inevitable, but a little PPP (proper prior preparation) will help your family and friends make the necessary closure. Contact one or two of your RC buddies. Be considerate and ask them if they would be willing to assist your family when the time comes. Talk through your wishes. Most importantly, talk to your significant other about your plan and where to locate the letter of intent and your lists.

### **Update Your Lists**

Every six months or so, sit down and review your letter of intent, lists, and valuations. Things change, friendships end or fade, and new priorities arise and need to be addressed. □

***Dan Griffin, AMA #590996, has been involved in the legal profession as a practicing attorney and adjunct professor for more than 22 years. Now retired from active law practice, he is a member of District VIII’s Boerne Area Model Society.***

**OEAF AwardPlace Pilot's Name Aircraft [SVF MEMBERS in Blue](#)**

**Young Eagle** Connor McCallum Sam Egan Jack Dolan Edward Ochman

**Pilot's Choice** Tim Cardin Staggerwing

**Commander's Choice** [Brian O'Meara F-4 Phandom II](#)

**Best Military Flight** 1st Greg Minden P-40 **2nd** Chuck Brooks P-47 3rd Jim Lynch JU-87 Stuka

**Best Civilian Flight** 1st [Ward Emigh Stinson Model](#) 2nd [Geronimo Vidales Super Cub](#) 3rd Quentin Dougan 40% Decathalon

**Best Biplane/Multi-wing Flight** 1st Tim Cardin Staggerwing 2nd Ken Perkins Bellanca Air Bus 3rd Jack Steward Nieuport 28

**Best Jet flight** [Tony Quist F-16C](#)

**Best Multi-Engine Flight** 1st Clay Bateman O-2 Skymaster 2nd Ron Fortune B-26 Marauder 3rd Bill Pelletier/Rick Powers B-25 Mitchell

**Peoples Choice** 1st [Brian O'Meara F-4 Phantom II](#) 2nd Jim Lynch JU-87 Stuka 3rd Ken Perkins V Bellanca Air Bus

**Best Racer Flight** [Bob Frey Midget Mustang](#)



# One Eighth Air Force noon time lineup March 19-20, 2011



## VIDEOS and Websites Links

Click on to view video, website

**WWII Bombers over Saguaro Lake** 2:45

<http://vimeo.com/18135369>

**Air Show crash**

<http://www.dailymail.co.uk/news/article-1311828/Shoreham-air-crash-pilot-escapes-stunt-glider-smashes-runway.html>

**Old 666** 8:23

<http://www.theospark.net/2010/06/video-old-666.html>

**Taildraggers** 14:00 long isn't it

[http://www.youtube.com/watch?v=wSbaD8u0v58&feature=player\\_embedded](http://www.youtube.com/watch?v=wSbaD8u0v58&feature=player_embedded)

**Aeroworks P-51** 10:00

<http://www.youtube.com/watch?v=RIHdJQL4AGE>

**Humvee Air Drop** 00:43

<http://www.killsometime.com/videos/6869/Airforce-C17-Humvee-Air-Drop-Delivery>

**USN Carrier** 10:31

<http://www.tailsp.in/aircraft-carrier-uss-john-c-stennis-launching-aircraft>

**Classic Cub** 7:38

<http://www.sleepingdogtv.com/reel/Classic-Cub.aspx>



**SVF Website Buy & Sell items. NEW ITEMS**

<http://sunvalleyfliers.com/classifieds/classifieds.htm>



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Electric Only Day  
at the  
ARIZONA MODEL AVIATORS  
SUPERSTITION AIRPARK  
APRIL 9, 2011

Event Coordinator Aaron Lichtenwalner  
This is a FUN FLY event and SWAP MEET

Entry fee \$7.00 for Arizona Model Aviators club members. \$13.00 for nonmembers  
AMA required, park pilot not accepted. Fixed wing aircraft only.  
AMA and Club safety rules are in effect.  
Registration opens at 7:30 am, Pilots meeting at 8:15 am. Field will close at 5:00pm.  
110v electric available, bring your power supplies and chargers.  
Food vendor NOT on site.  
SWAP MEET at the east end of the pit area.  
RC items only. Registered pilots only may sell.  
Bring your own table, size limited to 30"x60".  
Contact Aaron Lichtenwalner for additional information 480 510-8392 or aaronL12@cox.net

**FRANK'S**  
*Hobby House*

**HOBBY BENCH**  
COMPLETE HOBBY & CRAFT CENTER

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Next month Issue

**All depends on you on what you send in!**

*Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.*  
[AZ49ER@COX.NET](mailto:AZ49ER@COX.NET)

*Hope you will enjoy it. Bob rcbobsvf@aol.com*

This Month Issue

What a bad month this is for the SRI! Hardly any photos, no input on the EVENTS that recently happen. Oh yes there was and thanks for the photos. Come on members its your newsletter not mine. **SOME stuff in this issue, FEW photos so enjoy!** Send those articles and photos in and for the SVF HALL of PLANES.! Remember to ZOOM the PDF page to see more.



# THE SLOW ROLL

**Club Officers 2009-2010**  
Frank Moskowitz, President  
Tony Quist, Vice President  
Gene Peterson, Treasurer  
Rusty Fried, Secretary

**Walt Freese,  
Website Supervisor**

**Please check your  
Membership list for  
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