



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



IMA Chapter 782

President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Bruce Bretschneider
Editor—Bob Purdy
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JUNE 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 Joe Balabon showing Brian O'Meara F-4A..... New SVF AUCTION
.....Franks Hobby House FIRE SALE??.....Covering Tips....Gate Procedures.....Many SVF members
photo.....Joe Nall Photos.....SVF Hall of Planes....Safe Tips...Prez report.....Minutes.....
B'Days & Treasurer Report**GREAT VIDEOS**.....*Much more, enjoy*
SVF MEETING JUNE 1, 2011 @ 7PM



THE PRESIDENTS CHANNEL

Frank Moskowitz

JUNE 2011 SLOW ROLL PRESIDENTS LETTER

Welcome to Junes Slow Roll.

Elections are over and for those of you that weren't in attendance at the election meeting in May, the results are as follows: **Our club officers; Frank Moskowitz – President, John Geyer – Vice President, Gene Peterson – Treasurer, Bruce Bretschneider – Secretary.** **Our Board Members; Charlie Beverson, Mike Peck, Ron Thomas, Greg Frohreich, Bob Bayless, Eric Stevens, Ron Long and Jim McEwen.** Since John Geyer's position as board member will be filled at the next board meeting. It will be a board appointed position.

The new 400 Foot Altitude Restriction and Mandatory use of a spotter rules are in place now so please observe these rules when you come to fly. On May 14th SVF sent out emails and letters to all members reminding them of our new rules. The email and letters contained our new spotter's letter. Each club member is required to sign this letter to obtain a gate key. **As of June 15th 2011** we will remove the combination lock. The only access to the field will be with the new key lock. It is the only **Yellow Lock** on the chain. Until that day, the combination lock will remain daisy chained to the key lock. Please note that daisy chaining is still required for all locks on the gate since County and Flood Control still access the area using their own locks. Note the picture with our new yellow lock daisy chained to the others. I can't stress enough how important it is to always daisy chain the locks! I thank you for your cooperation in this matter.



Remember to protect yourself from those harmful summer rays with our Huntley Gambler Straw Hats for \$20.00, or the Adams Sunblock Safari Hats for \$30.00. If you are interested in one, please contact Ken Justice or any board member for more information on availability and pricing.

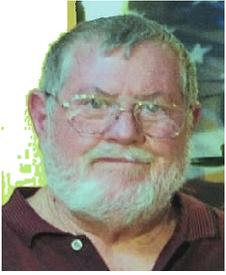
Our next meeting is **Wednesday June 1st at 7:00 pm.** If you want to eat I suggest you arrive no later than 6:15 pm. **Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road).** **Lots of great food and a smoke free environment.** The Club meetings get better every month. We will 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
JUNE 1, 2011
7:00 PM @ D V AIRPORT**



Sun Valley Fliers Club Meeting Minutes
Date, May 4, 2011

The meeting was called to order at 7:02 pm by President Frank Moskowitz. There were 40 members in attendance.

Guests: John Frank

New Members: Welcome to: Bernard Doerenbecher, Robert Graber, Harry Horton, Tommy Lee, Arturo Ortega, Allen Palles

Jo

New Solo Pilot: none

Secretary's Report: Rusty Fried. Voted and approved as presented in the Slow Roll.

Treasurer's Report: Gene Peterson, none

Safety Officer Report: non issues.

Old Business:

1. This is the 35 annual election meeting.
2. Spotter and altitude rules form must be signed and then you will get the key. The lock will be replaced soon. Any board member with shed keys can give a member a gate key after they sign the agreement.
3. Crack seal has been done and we are waiting to do the fogging. Fogging date has not been set yet.

New Business:

1. **Mike Peck** took over Craig Guest seat and will continue for another year. That means we have an open board seat that will be filled by a full board election.
2. **Frank Bigalow a founding member of the SVF has passed away.**

3. Election Results:

President Frank Moskowitz

Vice President John Geyer

Treasurer Gene Peterson

Secretary Bruce Bretschneider

Board:

Ron Thomas

Bob Bayless

Greg Frohreich

Jim McEwen

Eric Stevens

Door Prize Winners:

John Wisniewski FUEL, Ramey Hayes fuel, Wayne Layne. Fuel, Frank Seminera fuel

50/50: Winner John Deacon won \$50.00

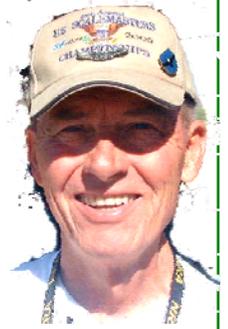
Show & Tell: None.

Meeting adjourned at: 7:28

Rusty Fried, Secretary

\$ TREASURERS REPORT \$ with *Gene Peterson*

Treasurer's Report JUNE 2011



First we want to welcome new members, as we have four this month.

Ryan Cline, a Junior Member. Barry Hinrichs, Regular Member. Spencer Kleinhans, Past Member, Rejoined. Bill Powers, Past Member, Rejoined.

If you see any of these new members at the Field or the Meeting, say "hi" to them.

We had the landscaping people come in and clear almost all the weeds and drag the outfield. Some weeds were a little stubborn, but most are gone.

Fields looking pretty good right now and the crack filling on the runway has been completed. Markam Construction had to redo a few cracks as the filler sank in but all is in good order now. Sometime in June we will get the runway seal coated and restriped. Probably have to close the field for a day. We will get our plenty of notice as soon as a date is set.

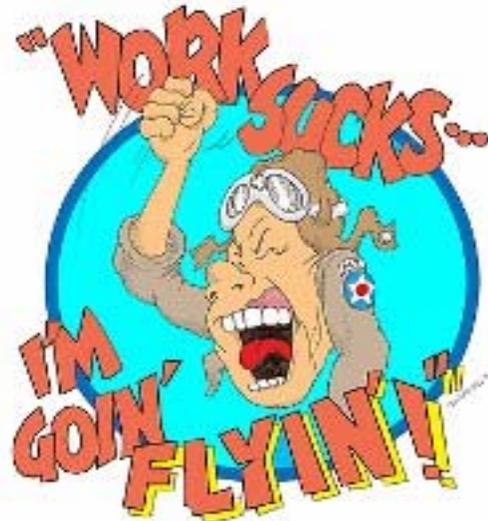
Speaking of dates, June 12th, (a Sunday) has been set for the next Auction. We have a lot of donations from members that will be auctioned off and money will go to the club. If you have any "stuff" or airplanes you would like to donate, bring them out that morning. 8AM will be the showing for the auction and 9AM for the auction. Field will be closed at this time, for probably 2 hours at the most.

See you there.

Regards, *Gene Peterson, Treasurer*

JUNE 2011 SVF BirthDay Boys

First name	Last name	Member type	Dob
Roy	McNeil	Senior	06/01/1939
Jerry	Kolins	Senior	06/03/1931
Loren	Counce, Jr.	Senior	06/04/1933
Philip	Mahoney	Regular	06/05/1950
Richard	Litt	Regular	06/05/1956
Kirk	Welch	Senior	06/05/1945
Tom	Perkins	Regular	06/06/1964
Mark	Morris	Regular	06/07/1961
Jared	Simmons	Regular	06/07/1983
Ward	Emigh	Senior	06/09/1934
Keven	Resinger	Regular	06/09/1962
Lucky	Mitchell	Senior	06/10/1944
Peter	Dickinson	Regular	06/10/1954
Ryan	Cline	Junior	06/11/1994
Rob	Keller	Regular	06/13/1969
Jim	Ball	Senior	06/13/1946
Richard	Wildey	Regular	06/14/1971
Allen	Casey	Senior	06/15/1940
Yuri	Higuchi	Regular	06/16/1969
Paul	Donovan	Senior	06/17/1932
Curt	Bennink	Regular	06/17/1965
Ernie	Mack	Regular	06/18/1967
Ryan	Archer	Junior	06/20/1993
Robert	Whipple	Senior	06/24/1932
Joey	Marranca	Junior	06/24/1996
Willard	Wells	Regular	06/25/1947
Donavan	Lewis	Regular	06/27/1978
Luke	Dicksion	Junior	06/27/1998
Louis	Pfeifer IV	Regular	06/28/1952



Auction



Hosted By Sun Valley Fliers

SVF has had many Planes, engines and equipment donated recently. 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 proceeds go to Sun Valley Fliers**

Sunday June 12

viewing @ 8am

bidding @ 9am

SVF MEMBERS PAGE

Photos by SVF Members



Barry Hinrichs Turbine qualifications
by Charlie Beverson and Tony Quist



Luke Dickson Solo 5-21-2011
Instructor John Geyer



Debin Ray Solo 5-21-2011
Instructor Howard Kennedy



Bob F.



Bob W.

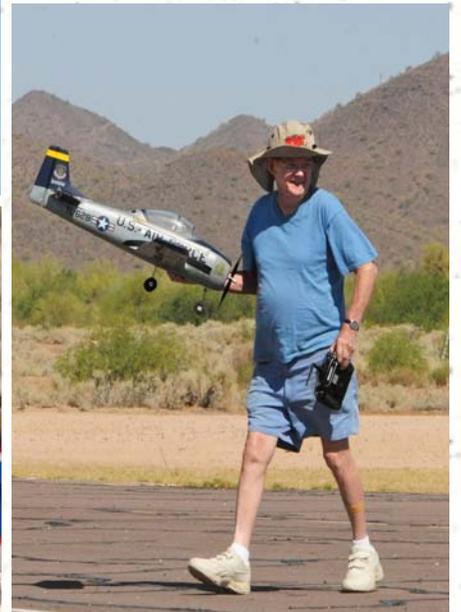


SVF MEMBERS PAGE

Photos by SVF Members



MEMORIAL DAY AT THE FIELD



It has been a year since the

FIRE



so we thought it would nice to have a

SALE



Saturday June 4th

Storewide discounts!

Refreshments!

Clowns!

(Just kidding. No Clowns.)

Frank's Hobby House

12008 N. 32 Street

Phoenix 85028

(602) 992-3495

SVF MEMBERS @ JOE NALL

Photos by SVF Members



Ryan & Randy



Ryan



Yuri Higuchi's SIA Marchetti

0506 4428 25 000574



Marty & Yuri



SVF MEMBERS @ JOE NALL

Photos by SVF Members





AMA's Diamond Anniversary

This year, 2011, marks 75 years since AMA's inception. Join us from July 14-17 at the International Aeromodeling Center (IAC) in Muncie, Indiana, for four days and nights of fun and fellowship to celebrate AMA's Anniversary.

The Academy was born during the Golden Age of Aviation in 1936. Seventy-five years later the hobby and sport have changed considerably. What has remained is that AMA continues its leadership role helping the aeromodeling community in dozens of ways.

o visit the AMA Headquarters, tour the National Model Aviation Museum, and fly at the 1,100-acre IAC, consider this the red carpet treatment. Join the RC, FF, and CL community in celebrating this remarkable achievement, as well as the 85th National Aeromodeling Championships. This special event will include fun-flying, guest speakers, entertainment, and exhibitors, all in one place. Just bring yourself, friends, family, and your favorite model!

For more information on AMA's 75th Anniversary, please visit ama75.com. You may also contact April Hathaway at (765) 287-1256, extension 516, or email aprilh@modelaircraft.org. Q

Propeller Safety

Respect and alertness are mandatory if you want to keep all your fingers. If you continually ignore safety, you or someone close to you will be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.

The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40-size, two-stroke engine with an 11 x 6 propeller can generate as much power as a 10-inch table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller.

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

General Propeller/Rotor Blade Inspection and Preparation:

Look over for obvious nicks or gouges.

Flex it gently back and forth along its length and look for cracks.

If you find any damage, other than some minor scuffs at the tip, discard/destroy immediately.

Wood propellers cause less damage than composite propellers.

Remove the sharp edges from composite propellers using fine sandpaper. Just take off the edge. Do not alter airfoil.

Always use a balanced propeller. Vibration is the enemy.

Make sure the propeller arc is visible by painting the tips a contrasting color.

Ground Safety:

Always have someone hold the airplane while starting.

Use some form of eye protection, like safety glasses.

After starting, move around behind the propeller to remove the glow plug igniter and to make other engine adjustments.

Never ever reach over a spinning propeller.

Be conscious of the propeller arc. Do not let spectators stand in line with, or in front of, the spinning propeller and don't you stand there any longer than necessary.

If starting by hand, use a thick glove or chicken stick.

Use an approved spinner or propeller hub.

Before starting, be sure the propeller is on tight. If the engine came with backup safety nuts, use them.

Have a first aid kit stocked and available.

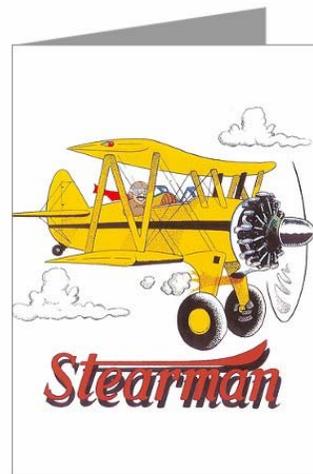
It's easy to forget these safety items when at the field and some say it's just too much trouble. But safety is everyone's responsibility!

From the Rogue Eagles R.C. Club, Medford, Oregon

SVF PILOTS HALL OF PLANES



John Wisniewski with a Oddessey Pattern model powered by E-Flite 160 motor, 10s 5000mah battery. JR 2.4 ghz 12x radio System.



Hey guys I've seen a lot of new aircraft out there, jets, electrics, glow and gassers. A lot of us would like to know what is it and what's in it. So how about a photo and some info on your aircraft.

SVF MEMBERS PAGE

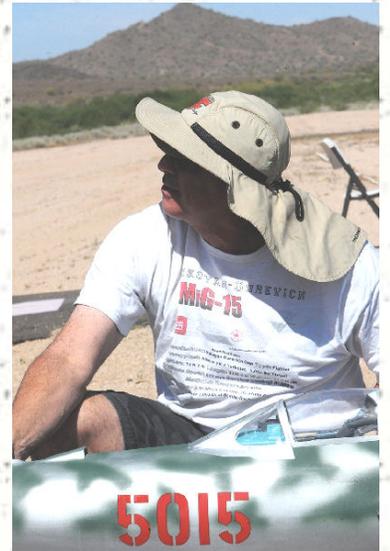
Photos by SVF Members



Bob True



Danny Smith



5015



SVF
Sun Valley Fliers

SVF MEMBERS PAGE

Photos by SVF Members



The Waddington Effect



Reading my March 2011 copy of *Sport Aviation*, the EAA magazine, I came upon an article titled “The Waddington Effect.” The subject, an analysis of scheduled maintenance, looked pretty dry, but I continued to read.

C.H. Waddington was a British biologist who did some technical analysis on B-24 coastal patrol air wings while displaced from his university job by World War II. He made quite a few recommendations that were adopted as standard procedures for the British U-boat hunters. These observations ran the gamut, including such things as repainting the airplanes from camouflage to solid white to reduce their visibility to U-boat crews against the often cloudy Atlantic skies.

The subject of the *Sport Aviation* article, however, dealt with his research into the air wing’s maintenance records. Waddington’s most significant contribution was to rebuke the idea that more frequent preventative maintenance checks keep the airplanes in the air. In fact, he noted, they are often counterproductive. This observation, named in his honor, is the Waddington Effect.

The Waddington Effect, supported by his research, is that the number of unscheduled repairs, called “gripes” by the British pilots, increased sharply immediately after each scheduled 50-hour preventative maintenance (PM) check. In Waddington’s own words, scheduled maintenance “tends to increase breakdowns, and this can only be because it is doing positive harm to a relatively satisfactory state of affairs. Secondly, there is no sign that the rate of breakdown is beginning to increase again after 40-50 flying hours when the aircraft is coming due for its next schedule preventative maintenance event.”

His work went on to help establish more expeditious PM schedules that actually increased the availability of aircraft in service by reducing down time.

One conclusion is: “if it’s not broke, don’t fix it.” This is true, but I think there is another interpretation to Waddington’s words.

How many times have we heard someone’s story of taking something apart, putting it back together and having a few parts left over? Waddington’s increase in breakdowns—at least partially—may be just the fact that it was taken apart and then put back together again. This is not an indictment of the skill and determination of the maintenance crews; it relates more to human mistakes, forgetfulness, and even faulty replacement parts. All of these can contribute to the increase in post-service breakdowns.

The lesson here is that we have to be very careful during this take apart/put back together event—especially if it is at the field.

If you find a loose muffler bolt you may have to take off the spinner, the propeller, and the cowl, tighten the bolt, and put it all back together. Are all the bolts Loctite, is the propeller nut tight, are the hatches secured? These are all concerns when doing repairs either scheduled or otherwise.

Here are a couple of other good ideas. I have a friend who delights in very large biplanes; ones that must be disassembled for transport. He has a checklist for each of those airplanes that puts the reassembly in sequence and makes sure the safety pins, wires, etc., are all connected properly.

Many modelers keep digital picture logs of construction and location of internal components. This can not only save time, but also reduce the amount of disassembly when maintenance is required. It is doubly important for guys like me who tend to put half-finished projects on the shelf and then come back to them months (or years) later.

Care should also be taken when making changes to computer radios. Sometimes changing one feature can disable another. Double-check all functions before flight.

Pilot logs are great. You can record how many flights on each airplane and all the maintenance history.

And last, look out for each other. My friends are great for looking over my equipment for potential problems or “incomplete” repairs. They even provide a replacement bolt, nut, or some CA if I need it. I learned early on not to take this as personal criticism of my skills or carelessness. In truth, they probably should remark about those things, but their biggest concern is my safety and their own. Two pairs of eyes are better than one. To avoid the “Waddington Effect” we have accepted all the help we can get.

Propeller Tracking

We all know it is imperative to balance a propeller before installing it on your airplane. It is also important to check propeller tracking whenever installing a new propeller. A propeller that is not tracking properly will cause vibration similar to that of an out-of-balance propeller.

Propellers can be out of alignment by manufacture, or from over tightening—especially with wood propellers. The problem is exacerbated in large propellers with multiple holes. Each bolt should be tightened the same amount to prevent a tracking problem.

Once your propeller is installed, it is quite simple to check the tracking by setting up an indicator, such as a square next to the propeller blade. Tie down the airplane if necessary to prevent it moving as you turn the propeller through a couple of revolutions. Each side of the propeller should show the same gap as you turn (see the picture). If your propeller is not tracking correctly, you can try sanding the hub a little on the high side and then retesting. With wooden propellers, sometimes just loosening the propeller, moving it a quarter turn, and retightening can solve the problem.

With large wooden propellers, you may want to retest the tracking when taking the airplane out of storage for the winter. Humidity and temperature changes sometimes cause warps.

If you cannot correct the tracking problem, it is better to set it aside than risk suffering some vibration related catastrophe

RC Airplane Covering Tips: Getting that Great Looking Finish

By John Adams

A beautiful, professional quality finish adds that all-important final touch to your model. It's what gets those extra stares at the field ... and makes you proud of a job well done.

Some expert builders would have you believe covering is an art that takes years of experience to develop, but the truth is that you can achieve it with some basic know-how and patience. Understanding the materials you're working with is vitally important, and surprisingly, this is where many modelers make the biggest mistakes.

Each brand of covering has unique properties. So if you learn using one type of covering and then try using those techniques with a different brand, it often leads to marginal results. I've been using UltraCote exclusively for the last 15 years. UltraCote offers several unique properties that are advantageous over other film coverings, making it easier for me to achieve and maintain a professional finish.

Multitemperature, Maximum Control

UltraCote is unique in that different things happen at different temperatures. This allows for precise control during covering.

Covering with UltraCote becomes many times easier—with vastly improved results—when you understand what specific temperatures do to UltraCote, and when to use those temperatures.

220°F: Application

The adhesive is activated at just more than 220°. At the recommended application temperature of 220°, the adhesive reaches its full bonding strength. No shrinkage of the film occurs, so no distortion of the film takes place. Use the 220° application temperature when applying covering and when applying UltraCote trim pieces over UltraCote. Remember, if your iron is set at 220°, no shrinkage or distortion will occur, so there is no risk of distorting seams, trim lines, or trim pieces and full bonding strength occurs.

Watch out for ... don't press! Heat liquefies the adhesive, not pressure. Let the heat do the work and avoid gouges. It's natural to want to apply pressure, but it doesn't affect the bonding strength. If you're using a sock (highly recommended), it will be necessary to go more slowly over a given area, as it takes longer for the heat to penetrate the material. Some modelers turn up the heat to 240° when using a sock, but I prefer to stick with the 220° temperature and go at a slightly slower pace. This creates fewer air bubbles.

300°F: Shrink Onset

At 300°, UltraCote will begin to shrink. Use this temperature after the covering is applied to tighten it, remove wrinkles, and remove imperfections. It's amazing how many wrinkles can be removed at this temperature, and it's important to start removing imperfections at this minimum shrink 300° setting.

UltraCote features a unique property that allows for a controlled shrink rate based on the selected temperature. While it begins to shrink at 300°, at 320° UltraCote shrinks 18% of its total shrink rate. It's important to use the minimum temperature necessary to achieve a smooth, wrinkle-free finish.

Most modelers don't realize that to further shrink most brands of film covering, it must be heated above its previously exposed peak temperature. In other words, if a covering was already exposed to 320°, it will be necessary to go above 320° to further shrink the covering. Use the lowest temperature possible to achieve a smooth wrinkle-free finish at the starts and you'll have the largest available shrink rate remaining should you later need to shrink the film.

Watch out for ... stay away from seam lines and edges! Remember, 300° is well above the adhesive activation temperature, and seams will pull away. If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area for about 5-10 seconds. The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.

continue

covering part 2

350°F: Maximum Shrink

At 350°, the maximum shrink is achieved. You won't use this setting very often, but it's important to know the total shrink temperature range. That's because the amount of shrink rate you'll have left is based on the temperature you use to shrink the covering.

For example, if you're shrinking your film using 320°, you'll find that 82% of the total remaining shrink is left. That's good! That means that, if in the future you need to re-shrink the covering, it won't be a problem. But a word of caution: use the high temperatures only as a last resort to shrink wrinkles and imperfections. In most cases, if you need to use this much heat, you'd be better off to just replace the covering with a new piece.

Watch out for ... stay away from seams and edges. The higher temperature can cause bubbling and blistering.

Removing UltraCote

You may come to a point when you'll need to remove or replace a piece of UltraCote.

In many cases, the covering will simply pull away, but if you're having a tough time, use your heat gun. Lift a corner of the covering and then pull away while directing heat in the area to be removed. I just recovered a two-year-old Reebok CAP 232 using this heat gun technique and it looks as good as new.

Bubbles and Blemishes

When your airplane sits out on a hot sunny day, you may notice that the covering bubbles and wrinkles. This is common with all brands of film covering, no matter what the manufacturers claim. But getting rid of those wrinkles is easy. You'll need a heat gun, a covering mitt, a wet washcloth, and a fine straight pin.

Heat the affected area and notice how the air underneath the cover expands, making bubbles. As you continue to apply heat, moving in a 6-inch circle, it will release the adhesive bond. At first, several smaller bubbles will appear, but as you continue to work the area, the bubbles will join to form one large bubble. Now pop the bubble with the pin, and immediately wipe the area with a covering mitt to reattach the covering. It may take several attempts, and you'll get better after you do it a couple of times.

It's important not to stay in one place for very long with the heat gun, especially if you're working with a balsa-covered foam part as warping and damage could occur. If the affected area is close to the seam, use the wet washcloth trick to prevent the seams from distorting and pulling apart.

Preventing Heat Blemishes

Heat blemishes occur when the elevated temperature causes the trapped air in the wood to expand. With nowhere to go, the expanded air causes a bubble to form in the covering and stretches the film. When the air cools, the stretched covering remains. You'll notice this happens especially with dark colors like black or dark blue, and that this never happens on the bottom of the wing, but only the top where the sun heats the surface.

The solution? While several methods have been tried—like completely painting the wood structure with thinned white glue to prevent the air from reaching the surface—we know of only one method of preventing this from happening: don't leave your airplane in the sun! Seriously, get a cover or a tent or find some shade. Also, choosing light colors will prevent the intense heat buildup. Last summer during our hottest days, I measured the covering temperature on a dark blue airplane that had been sitting in the sun at 163°. If you keep them from getting hot, there is no problem, but, for those times when they do, practice the re-shrinking techniques mentioned, and it will only take a few minutes to bring back that pristine finish.

From RC Hobbies Online

VIDEOS and Websites Links

Click on to view video, website

F-I02

<http://www.youtube.com/watch?v=gsPfinulKdY&feature=related>

Ttiple Tree JOE NALL 2011 3:33

<http://vimeo.com/23103803>

AIRCOBRA 3:41

[http://link.brightcove.com/services/player/bcpid34757272001?
bclid=0&bctid=87804472001](http://link.brightcove.com/services/player/bcpid34757272001?bclid=0&bctid=87804472001)

2008 Blue Angels Homecoming - John Mohr Stearman 13:01

http://www.youtube.com/watch?v=NU0Seh3yzjs&feature=player_detailpage

RC Superhero vertical take off 5:15

<http://www.youtube.com/watch?v=c1F1OpRxY-k>

SVF Friday group 9:42

<http://www.youtube.com/user/BFTomorrow>



SVF Website Buy & Sell items. NEW ITEMS

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



My thanks to those who passed this info on.

RC Radio Control Modelers

Owners Pride Custom Rear Window Graphics

You have spent a lot of money and time building and learning to operate your radio control airplane, boat or car. Why not show off your pride in your sport to others with a Custom Designed Rear Window Graphic for your car or truck.

We can make you a custom rear window graphic that shows your RC model, or maybe a mural showing you with your RC model. The possibilities are endless. Whether you choose your RC model in flight, on the ground, in your arms, or whatever, I can create a custom designed rear window graphic to show your pride in your model. Unlike a decal, which blocks your view behind you, these custom rear window graphics are printed on perforated vinyl which allows you to see out through the graphic, while showing off your beautiful custom designed rear window graphic mural to everyone who follows you.

Custom rear window graphics are available up to 24" hi and 60" wide for your car or truck rear window for \$ 189.99 + \$ 18.00 S&H. Larger are available at a higher price. Send philhulings@aol.com your photos you want made into the rear window graphic, along with the window size, width of the window at top and bottom, as well as the window height at the widest point. You can send me a picture of the rear window shot straight on, and I can clean the glass and show you what your rear window graphic will look like once it is printed. I look forward to helping you or your RC club members to create a custom rear window graphic to promote your sport.

Custom Rear Window Graphic

\$189.99 + \$18.00 S&H NEW

up to 24" high x 60" wide. Custom designed to fit your window.
Larger sizes are available at higher cost. www.CarCareColorado.com



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

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

Heck I won't know, only if you send those articles, photos in.

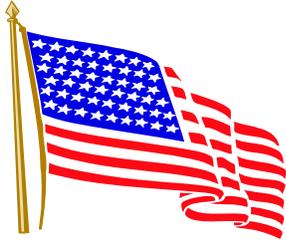
Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address.
AZ49ER@COX.NET

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

This Month Issue

Hey! We got photos, photos, oh thanks guys! Gate lock is changing to a key. Another SVF Auction coming up. Hey Franks having a fire sale. Some good VIDEOS to watch.

GOOD stuff in this issue, MORE 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

Board of Directors

- Charlie Beverson '10-12
- Ron Long '10-12
- Mike Peck '10-12**
- John Geyer '10-12
- Bob Bayless '11-13
- Jim McEwen '11-13
- Ron Thomas '11-13
- Greg Frohreich '11-13
- Eric Stevens '11-13

Club Officers 2011-2012
Frank Moskowitz, President
John Geyer, Vice President
Gene Peterson, Treasurer
Bruce Bretschneider, Secretary

Walt Freese,
Website Supervisor

*Please check your
 Membership list for
 Phone numbers.*



First Class Mail

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