



THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



APRIL 2012



President—Frank Maskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Bruce Bretschneider
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*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*

IMAA Chapter 782



Inside this issue: Cover Photo by Joe Balabon of Brian O'Meara F-86.....Scale Masters Info
.....Model Aviation History— Jim Walker.....Heli event photos...OEAF Photos.....A B-17 Story.....SVF
members photos...Safety report.....Event Flyers.....Prez report..... B'Days & Treasurer Report
MANY GREAT VIDEOS.....Much more, enjoy

Don't forget SVF Meeting April 4 @ 7 P.M.



THE PRESIDENTS CHANNEL

Frank Moskowitz

April 2012 SLOW ROLL PRESIDENTS LETTER

Welcome to the April 2012 Slow Roll. I hope you had a chance to visit the field during our 16th Annual Phoenix RC Helicopter Fun Fly. As expected, Eric Stevens did a great job as CD and running the Fun Fly safely. The weather was great for Friday and most of Saturday but caught up to us on Sunday with lots of rain and wind. Pictures and event results can be found in this edition of the April Slow Roll. I want to sincerely thank all the SVF members who gave up their weekend to help in this event. Be it kitchen or general help, the club owes you a big debt of gratitude. The income generated by your efforts keeps our club moving forward.

Sun Valley Fliers Club Elections. Yes it's that time of year again. Nominations for candidates to run for SVF Officer & Board of Director positions will be conducted during our April 4th meeting. Any member can nominate another SVF member from the floor at the April meeting as long as the nominee is willing to run. There will be four openings on the board. All officers are up for re-election since their terms are for one year at a time. If you would like to participate in or change the way the club is run, you might want to come to the April 4th meeting and find out the latest. The actual elections will take place at our May 2nd meeting so please put this date down in you calendars so you can be there and vote. You must be at the meeting to cast a vote. There will be no mail in or on-line ballots.

We have been warned by the County Flood Control to please keep our gate closed. I get reports from members driving by our field that the gate is sometimes left open. I myself have driven past the field at about 5 pm and the gate is open about 2 to 3 times per week. Now I know we all offer the courtesy to fellow members who are leaving the field shortly after you leave that we will leave the gate open for them. That's fine providing they really leave when they say they will. Too many times someone (who you left the gate open for) gets to talking to someone or gets on the cell phone and 10-15 minutes later they still aren't heading out to the gate. So please unless there is a vehicle in your rear view mirror as you are leaving our field, lock the gate behind you. We survived FAA and noise issues and all other problems that jeopardized our field. Yet this simple task of locking the gate when you leave can be the one issue that finally gets us closed down by Flood Control.

That's it for now. See you at the field!

Please join us for our next club meeting Wednesday April 4th at Deer Valley Restaurant. We will have many raffle prizes and the 50/50 could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. Meetings start 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).

Have fun out there!

Frank Moskowitz

President

2012 SVF BALLOT

President: ___ Frank Moskowitz

(Vote for one) ___ _____ (write-in)

Vice-president: ___ John Geyer

(Vote for one) ___ _____ (write-in)

Secretary: ___

(Vote for one) ___ _____ (write-in)

Treasurer: ___ Gene Peterson

(Vote for one) ___ _____ (write-in)

Board of Directors:

(Vote for four)

___ Charlie Beverson (*incumbent*)

___ Loren Counce Jr (*incumbent*)

___ Mike Peck (*incumbent*)

___ Howard Kennedy (*incumbent*)

___ Tony Quist

___ Wayne Layne

___ Ernie Mack

___ _____ (write-in)

Incumbent: [in-cum-bent] = somebody currently holding an official post

Here's the 2012 SVF Ballot. Please note that we have no Candidate for Secretary, please consider getting involved and giving something back to the club. If you want to run for Secretary, or any other of the Officer or Board Member positions come to the April meeting on Wednesday, April 6th. Or, contact one of the members of the nominations committee – John Geyer, Vinnie DiFabbio, or Mike Smith.



Sun Valley Fliers Club Meeting Minutes
Date, March 7, 2012

The meeting was called to order at 7:00 pm by **President Frank Moskowitz**.
50 members were in attendance.

Guests: None

New Members: None

New Solo Pilots: None

Upgraded Pilots: **Steve Myers** was upgraded to Intermediate Pilot

Secretary's Report: **Bruce Bretschneider**

- Minutes of last meeting accepted as published in the Slow Roll.

Treasurer's Report: **Gene Peterson**

- 276 paid members out of 320 total.
- Treasurer's report was accepted as published in the Slow Roll.

Safety Officer Report: **Ken Justice (reporting)/Frank Seminara**

- Pilots on 2.4 GHz are not placing their AMA card on the post at the flying stations.
- Pilots using 72 MHz systems still need to utilize the pin board in the ramada.
- Be sure to tuck your transmitter strap into your shirt or place it over your shoulder when starting the engine to prevent severe injuries from having it get caught in a spinning propeller.
- SVF labeled apparel is available for sale.

Old Business:

- **Greg Frohreich** turned the CD position for the Pattern Contest over to **Rusty Fried**. It was a good contest and some money was made. Many thanks to those who volunteered for kitchen duty.
- A Gunsmoke update was provided by **Mike Peck**. There were 30 entries with **Bob Frey, Austin Goodwin, Jay Steward, Ron Marshall, and John Geyer** qualifying. Ron Marshall tied with Bob Frey for high static score.

New Business:

- Help will be needed in the kitchen for the following events:
 - SVF Pattern – 25-26 February
 - Helicopter – 16, 17, 18 March
 - 1/8th Air Force – 31 March – 1 April (**Loren Counce** is the kitchen manager)
- **Club elections will be held at the April meeting. Nominations were requested from the floor. The Nominating Committee will put a slate together.**
- Kitchen help and gate keepers to collect parking donations are needed for the Heli event being held on 16 – 18 March.
- The estimate to seal coat the entrance road was \$8000.
- Bernie Boland, the new Chairman of the USSMA, is promoting a one day Starter Scale Contest with two classes, Fun Scale and Open. It would have relaxed scoring, be locally hosted, and be open to beginners only. It would not include Team, Advanced, or Expert Classes.
- **Ron Petterec** gave an update on SIG model availability.
 - The 2nd container has arrived and all of the models were sold.
 - The 3rd container will contain the Rascal 110, Kadet Sr., and Rascal 40EP ARFs.
 - A 4th container containing floats for 40 sized planes is due to arrive in April.
 - Most kits will be available from your local hobby shop.

continue

Community Awareness: (John Geyer)

- The Cub Scouts haven't responded regarding an event sometime in the first quarter.

Door Prize Winners:

- **Bob Wainman** - 1 gallon fuel
- **Lou Roberts** - 1 gallon fuel
- **Howard Kennedy** – 1 gallon fuel
- **John Olejniczak** – 1 gallon fuel

50/50 Winner: Ron Thomas won \$35

Show & Tell: None

Meeting adjourned at: 7:42

Respectfully submitted,

Bruce Bretschneider, Secretary

VIDEOS and Websites Links

Click on to view video, website

NEW CPR

5:59

<http://www.ahsc.Arizona.edu/node/730>

Riding the booster

8:32

<http://youtu.be/2aCOyOvOw5c>

Flying wild Indonesia

7:06

http://www.youtube.com/watch?feature=player_embedded&v=EjKEta8rYow#!

Tube bending Smething every RC'er needs

3:19

http://www.youtube.com/watch?v=yigRgG_NlyU&feature=youtu.be

Air Bus A380

360 Degree View

<http://www.gillesvidal.com/blogpano/cockpit1.htm>

Boeing brake test

2:52

http://www.boeing.com/Features/2011/05/bca_747-8_RTO_05_04_11.html

Flying legends

2:21

<http://www.iwm.org.uk/events/flying-legends>



SVF Website Buy & Sell items.

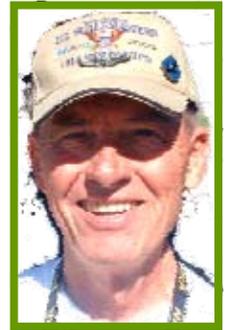
<http://sunvalleyfliers.com/classifieds/classifieds.htm>



My thanks to those who passed this info on.

\$ TREASURERS REPORT \$ with Gene Peterson

Treasurer's Report APRIL 2012



Time sure flies when you're having fun. It's already April, but nice flying weather is here as you can see by all the people at the field every day, all day. We have had two events at the field this year already, and the 1/8th event is just over, but no report on it yet.

Pattern Event went good, not a lot of spectators. Club netted about \$700 from the Registrations and about \$150 For the Kitchen. We just served Sub Sandwiches and so cost of sales are a little high.

Same goes for the Heli Contest on March 16 and 17. Net was only about \$140 for the Kitchen and \$117 for the gate fees. Heli got rained and frozen out for Sunday, so event was basically over Saturday. Same kitchen with Sub Sandwiches, chips and pop. Sold about 30 sandwiches on Friday and 50 on Saturday. Easy, but not much profit. SVF doesn't make any contest money from the Heli Fly In, but ARMS pays SVF an amount to rent the field.

Should be no more Field Closures now until fall for a couple events.

Getting a lot of calls on the gate being left open. Rules are to close the gate after you. If someone is following you out, and he's right behind you, ok to not close it, but if he's still packing up and or is not close, please lock the gate. Roberts Rules of Gates says that if you leave it open for extra 10 minutes, the patrol guys from the Flood Control District will come by, sure as shootin..... Then we get the call, "the gates Open again." Do your part, "close the gate"

Happy Flying in April. Regards *Gene Peterson, Treasurer*

APRIL 2012 SVF BirthDay Boys

First name	Last name	Member type	Dob
Thomas	Lewandowski	Regular	04/01/1946
David	Maytag	Regular	04/01/1966
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
Paul	Goldsmith	Regular	04/13/1947
Jeffry	Holmquist	Regular	04/13/1983
John	Olejniczak	Senior	04/15/1925
Lynn	Babcock	Regular	04/15/1945
Nate	D'Anna	Regular	04/18/1951
Evan	Baltman	Junior	04/18/2000
Richard	Hanson	Senior	04/18/1946
Dan	Jacobsen	Regular	04/21/1963
Robert	Bayless	Regular	04/21/1950
Gerhard	Gallifant	Regular	04/25/1963
Ronald	Long	Regular	04/25/1964
Al	Asendorf	Senior	04/25/1938
Bill	Stiving	Regular	04/26/1966
Harry	Horton	Regular	04/28/1958
Dean	Bird	Regular	04/29/1964



Ridgid 5 Gal Wet/Dry Shop Vacuum.

Hangs on Wall When not in use.

Lots of Attachments.

\$25.00

Gene Peterson

AZ49ER@COX.NET

P.S. the editor gets a \$20.00 commission.

Crash Etiquette

From the Long Island Radio Control Society, NY

While bent over your model tweaking the needle valve, too often you hear “I ain’t got it ...” followed by a low frequency thump. Usually several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state-of-the-art electronic equipment, and powered by an exquisitely machined engine is no more. The pilot who is frequently the builder/owner has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot’s glow plug battery. Similarly, you probably shouldn’t ask if he’s finished with the clip.

Any equipment related reasons for the crash you hear are, by definition, reasonable. Pilot error is too rare and sensitive to suggest, so don’t say, “That’s odd, I haven’t had any problems on that frequency today,” until at least an hour after the crash. Offer to help go look. Don’t say “It sounded like it hit something solid.” Note that most lost models are found and returned. Don’t as if he has his name and phone number on the model, or wonder out loud if the model hit a house or a car.

If it looks like more than enough people have volunteered to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn’t pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for anything worth salvaging.

Whatever you do, don’t hold a postmortem on the spot. The pilot probably doesn’t want to discuss:

- Battery condition
- Poor construction
- Pilot error
- Used rubber bands
- Fuel tank capacity
- Light blue covering
- Model selection vs. pilot skills

As best you can, avoid specifics, sound supportive, and look appropriately grave. You’ll want the same consideration someday.

From the Long Island Radio Control Society, NY

2011 TURKEY FLY IN Donations

Attached is a picture of the SVF delivering the \$1,000.00 donation to the Boys and Girls Clubs of Metropolitan Phoenix which was raised at the 2011 Electric Turkey Fly-In. In the picture, taken by Howard Kennedy, are Bob Bayless, Electric Turkey Fly-In Donation Coordinator; Lariana Forsythe, Vice President of Resource Development and Communication for the Boys and Girls Clubs of Metropolitan Phoenix; John Geyer Electric Turkey Fly-In CD.



SVF SAFETY CORNER



Welcome to the April 2012 **Safety Corner**! I am writing this kind of late in March...contemplating how to best address some observed safety issues that have occurred during March. And to that end, how best to make our members aware of how quick a fun day at the field enjoying our hobby with fellow club members can turn into a tragedy...with potentially dire consequences. We can all have an "off" day where our thumbs and our aircraft don't seem to "communicate" as well as we would like. But there are ways that we all can learn from these so called "dumb thumbs" events...and at the end of the day...be better equipped to safely enjoy this great hobby for all involved. And

hopefully, everyone will take the time to read this not-so-short **SAFETY CORNER!**

For the most part, **SVF** members have been doing a pretty good job in the safety department. And while you read this, keep in mind what I state at the end of my **Safety Corner** articles... **"Safety is everyone's responsibility!"** Yes, I am the "Official **SVF** Safety Officer" with assistance from Frank Seminara. Quoting from the AMA's "Finding the Right Safety Coordinator" (Officer)... "The Safety Coordinator is not the 'club field police'. Rather, he or she should display a positive attitude and willingness to teach others in regards to safety at the club field". That's what Frank Seminara and I try to do. But as noted in the March 2012 **THE PRESIDENTS CHANNEL**, Frank Moskowitz stated...

"The board of directors would like to remind all of our members to conduct their flying activities in a safe manner and to observe the safety rules of the organization. For the protection of all of us, we also believe that it is the duty of each member not only to conduct his own operations in a safe manner, but to report serious violations of our safety regulations by other members to the Safety Officer. Minor or occasional infractions should be pointed out to the individual involved in a helpful, constructive, and certainly a civil, manner and preferably in private. If the alleged violator doesn't respond, and continues to violate the safety rules it should be reported to the Safety Officer and if one is not present at the field, then such infractions should be reported to any Officer or Board Member who is present." I would like to add...that anyone can always call me on my cell phone at 602.315.4707 anytime! If I can't pick up at the moment, be sure to leave a detailed message and I WILL call you back as soon as I possibly can!

We must all "buy in" to cultivating an environment or culture of "Safety Awareness" at **Sun Valley Fliers** in all that we do. It takes ALL of us to make this happen. From our Club President, Officers and Board...to EACH and EVERY ONE of our **SVF** Members!

Allow me to remind you of a few obvious but often disregarded basics. Our field is laid out using the AMA's Field Guidelines to help provide a safer environment to fly in. And if you condition yourself to (1) "routinely" maintain and preflight your aircraft, (2) fly your maneuvers in the airspace north of our runway, NOT OVER IT (including high speed passes close to the fence), (3) perform your take-offs, landings and touch and go's using the yellow center line as your southern boundary for an added safety buffer zone between your aircraft and the flight stations when you just seem to not have "enough rudder" (plus you'll be amazed at how soon this will help in your ability to be more precise on these three maneuvers) (4) observing proper flight pattern direction depicted by the wind direction (5) announce LOUDLY your intentions for take-off, touch and go's and landings, even when there is no one else at a flight station. It's just a good habit to get into! This also helps alert everyone even in the Ramada area, just in case something should go wrong (6) fly from the area to the right or left of the start pad, **on the asphalt (not on the rocks** up next to the fence and certainly NOT out on the runway) (7) Seek out assistance if things just don't seem to be going as you might want! Most any of us are more than willing to give proper assistance! (8) remember, if you are offering to help someone on a buddy box, whether

it's a friend or relative, try to include a third person as a spotter because if your eyes are glued to keeping your student's aircraft safely flying (especially in the beginning), you won't be able to keep an eye

out for full-scale aircraft and other RC aircraft engaged in operations at the field. (9) Last but not least, be AWARE of that spinning buzz saw on the front or back of your aircraft! That propeller can wreak havoc if it engages you or your neck strap hanging down! Be aware of some of the new electric foamies with a rear motor and prop and hand-launched. These can be a disaster to your forearm and hand as you launch it!!!

We ask and expect each and every one of our members and guests to comply not only with the AMA's Safety Code but our **SVF** Field and Safety Rules...and use good judgment while at our great field. Whether you are a new pilot or a seasoned veteran RC Pilot, it's your responsibility to periodically review these documents and be familiar with the contents. But having said that, we all need to be sure to look inward...take away the egos and **FLY Responsibly!** With this in mind, new Pilots, be sure to seek out a Club Flight Instructor so you can be properly trained and "signed off" to not only fly your RC aircraft but to know how to do it SAFELY. Intermediate and Advanced Pilots...set the example for other Pilots...Review proper procedures and fly that way! And more importantly...those Pilots, who have been away from the hobby for an EXTENDED PERIOD...again, look inward, set aside the ego and get with a Pilot who is current or better yet, get with one of our Club Flight Instructors to help re-acquaint your thumbs to your aircraft! And speaking of aircraft, fly an aircraft matched to your "rusty" ability until you become proficient again. Don't fly a class of aircraft above and beyond your current "rusty" abilities! Remember, you don't have to push that left stick all the way forward once in the air and over-fly your current "rusty" abilities! When in doubt...seek one of us out! It's better to be SAFE...than sorry!

One side note not related to safety but to show pride in YOUR club. Again, I also take care of selling the caps and shirts for SVF. We now have in stock Ball Caps and a fresh supply of our SVF logoed T-Shirts with pocket. With longer days, we also have a few Adams Sun Block hats too. Just contact me at the link under the "For Sale" tab or see me at the field!

Thanks for reading thru this month's SAFETY article! That's it for this month! I look forward to seeing everybody out at the field! Be sure to say Hello!!! We don't bite! And remember...

Safety is everyone's responsibility!

Ken Justice

SVF Safety Officer

Helicopter Fly In @ SVF

Photos by SVF Members



Justin



Chris



Dan & Scott



Chris



Mark

US Scale Masters Association

Starter Scale Contest Opportunity

The US Scale Masters Association has been working to encourage new participation in scale contests, and has developed a new program for r/c pilots who are flying ARF scale models, but have been reluctant to enter them in formal open scale contests or Qualifier events.

The new program is a 'Starter Scale' contest that is specifically designed for newcomers to scale, and restricts entry to ensure that the people who participate in this contest are competing against others of about the same experience level. The Starter Scale contest is a one-day, low-cost event limited to the USSMA Fun Scale and USSMA Open classes, and pilots that have competed in Expert, Team Scale, and Advanced classes cannot register for Starter Scale.

All that you need for Fun Scale is an ARF or a kit-built model of a real airplane and a picture or artist's conception or boxtop representation of the model you are registering to get the maximum 5 static points. Anyone can have put the ARF or kit together; there is no builder of the model rule for Fun Scale.

If you would like to get the hang of competing in a scale class that requires some formal documentation, you can try out the Open class. That class does require three-view drawings of the airplane modeled and color documentation, but is only judged on a total of 30 static points instead of the 100 static points for higher Scale Masters static classes. You are not required to be the builder of the model in Open class.

The one-day Starter Scale contest would be hosted by the Sun Valley Fliers, and perhaps some other clubs in the Phoenix metro area later on as well. I would expect some of our regular scale competitors & judges would help to run the contest to give the newcomers a chance to get their feet wet in scale. A more detailed description of the rules will follow, but if you have questions, feel free to give me a call.

If you have a scale model (ARF or otherwise) and this sounds like it would be interesting to you, give me a call at 623-853-7630. When we get about 10 – 15 interested persons, I'll get a Starter Scale contest scheduled with the Board.

Michael Peck
Arizona Area Director
US Scale Masters Association
623-853-7630

US Scale Masters

Starter Scale Contest Guideline

Purpose: To provide r/c pilots with limited contest experience a club level, relaxed atmosphere, 1-day, friendly starter scale event to try out basic scale competition flying with other pilots of similar experience levels.

What You Need: Any scale or semi-scale ARF, ARC or built-up model airplane; electric, gas, glow or turbine powered, capable of taking off from the ground with about 10 minutes of sustained flight capability. Current membership in the Academy of Model Aeronautics is required.

Classes of Entry Offered:

USSMA Fun Scale – For pilots with limited contest experience who have not flown in the Scale Masters Open, Advanced, Team Scale (as a pilot), or Expert classes.

USSMA Open Class – For pilots with limited contest experience who want to learn about and provide a little more documentation for their model aircraft than that required of Fun Scale.

Static Scoring:

USSMA Fun Scale - No proof of documentation required, however five (5) static points are awarded if the pilot shows a picture of the full size version of his/her model aircraft. The colors/paint scheme of the model do not need to match the picture.

USSMA Open Class - Proof of scale documentation required is three views for outline, proof of color/finish/markings, and craftsmanship to receive up to 30 static points per US Scale Masters Guide rules.

Flight Scoring: All flight scoring will be in accordance with the US Scale Masters Guide, with the following exceptions: (1) Maneuvers (except for overall realism) will be judged on precision and placement only; 7 points for precision and 3 points for placement. (2) Mandatory maneuvers will include take-off, fly-by, one horizontal 360 degree circle, landing, and overall flight realism. (3) The customary mandatory deductions for overall realism for non-operational retractable landing gear, flaps, or missing pilot figure will not apply; instead each deficient item may result in a ½ point deduction for overall realism. (4) Scoring will be 'normalized' in accordance with standard normalizing practices to eliminate high/low judging variance.

Prizes: In keeping with the simplified 1-day format, no trophies will be awarded; however, the net receipts from entry fees (less any contest expenses) should be awarded on a graduated scale for first through at least third place in each class offered.

Local Club Profit: This venue is intended to provide a way for local clubs to provide a service to their membership to stimulate interest in competitive scale flying. If the sponsoring club requires some level of profit from the contest, they may offer to fund and staff a kitchen operation and retain all profits from the sale of food and drinks.

Judges: Judging requirements are minimal; one static judge for Open class, who can also verify the Fun Scale 5 points for a picture of the aircraft type modeled, and 4 to 6 flight judges for 2 to 3 flight lines depending upon the number of entries. It is envisioned that experienced scale qualifier competitors should be available to judge for one day to support and improve the Scale Masters program.

OEAFFlyIn@SVF

MARCH 31, 2012



Photos by
Joe Balabon

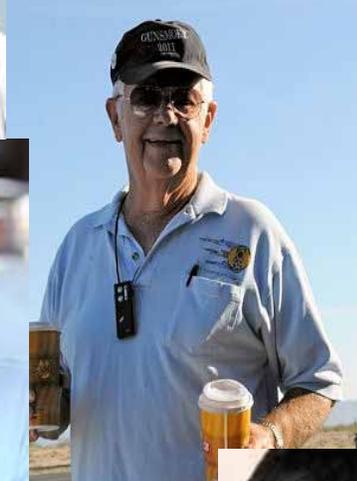
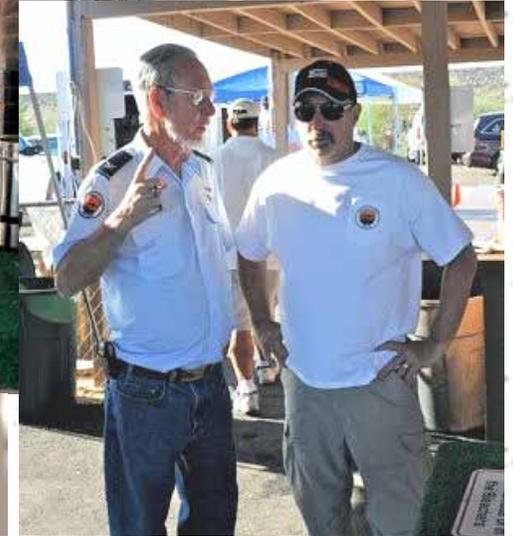


OEA Fly In @ SVF

MARCH 31, 2012



Photos by
Joe Balabon



OEAFFlyIn@SVF

MARCH 31, 2012



STRAIGHT AND LEVEL

Jim Walker and American Junior
by Bill Winter

Manufacturer, a great competitor, inventor and master showman, the late Jim Walker left us much to ponder.



JIM WALKER was the greatest. Since he left us, model aviation has never been the same. He brought to this hobby, and business, an unbelievable combination of soaring ideas and ideals, manufactured products of un-surpassed ingenuity, and a spectacular showmanship that left us all agog. He was a Gulliver among Lilliputians. With him ended a golden era. But, what he did still touches us all.

He was many things. The best salesman model aviation ever had. A major manufacturer whose ingenuity and Imagineering held others in awe. He was a prolific inventor. A fantastic showman. A legend in

his own time. Blessed with an almost superhuman coordination, he did things with model airplanes that no one ever did before, or since. He was a hero to the kids. A Pied Piper for all of us though he led us always to bright places. He was the circus come to town. The catalyst that ignited a Nationals. A magician who held us spell-bound. And, maybe, a bit of a lovable ham. He upstaged everybody. Wild and wonderful things always happened when you were with him. As a lone tree draws lightning, he attracted the darndest adventures.

Many remember him for his three-at-once control-line act and his Sabre Dance. Others for his wins of the R/C event at the Nats, both before and after the war. The U-Reely handle was his it came out over 20 years ago! The Interceptor folding-wing catapult gliders the Army even used them for target practice — and the Hornet ROG. The Ceiling Walker, balloon tanks. The Fireball (on floats, too!), the Firebaby. He wasn't just first with many things he was there for a generation before others caught up. Many never did.

Genius, expert competitor, manufacturer, an inspiration for kids, inventor, he was everything. Whatever you were, he was too. But mostly he was a flamboyant show-man whose knack for turning people on would be the envy of the best public relations man in any field. A modern-day Barnum, he substituted the word "hobbyist" for "sucker." A hobbyist was born every minute and Walker was out to sign 'em up.



We first met this cosmic force of a man in New York shortly before the war. He had come to demonstrate in a hall, his U-control Fireball. None of us knew what he was talking about. We came, we saw, but we were not conquered. Jim had rigged a double set of lines so he could instruct the press in flying this strange on-wires airplane. A brick on a string — and that's what all the free-flyers said

at the next Nats when he demonstrated it at Chicago. He flew, and flew, and flew — all day, every day. And they watched with deadpan faces. It was this very magazine, come to think of it, which then published U-control scale model plans — and the always interested scale fans (who make the world go around, and don't kid yourself) took to the idea like pigs to mud. The model airplane world was turned completely upside down.

By the time of the first Olathe Nats (this year is a 20th anniversary), Jim had perfected his three-at-once act for the Sunday demonstrations. We all went home remembering Walker, rather than the Blue Angels! He had three McCoy 29-powered Fireballs, sitting there with engines throbbing—like the start of a team race. Waiting on the helpers to get all mills tuned, Jim would stand expectantly in the center of the circle, a helmet on his head. In each hand he held a U-Reely. The third ship's lines ran to a pylon on his helmet. Its motor-control button was clenched in his teeth. All three had two-speed ignition; he flew tight formation without a slip. Eventually, he added a PA deal in his helmet and would explain what was going on as all three ships zipped around like angry bugs, motors zinging up and down to keep position. (It was rumored much later that he managed four ships simultaneously!)



He was in demand at sportsman shows. By now he really had an act. The star attraction was his radio-control lawnmower. This thing had gotten national publicity in popular science type magazines with Jim in a hammock, sipping a glass, while buddy mower ran up and down the lawn. Millions laughed. The mower, incidentally, was rendered reel less later, a practical concession after he had followed horses in a Seattle parade. (Jim was fond of telling about the guy standing on a theater marquee who laughed so hard he fell off and broke a leg.)

Before a crowded house at the Sportsman's Pier in Chicago, Jim made his grand entrance, followed by the docile mower. A control switch was hidden in his belt buckle. Off to the side of the tanbark ring stood the three orange-colored Fireballs. Bowing and gesturing, Jim strode toward center circle. Unknowingly, he hit the control switch. The jealous mower took off on its own, sneaked up on the defenseless Fireballs and spewed forth a cloud of orange dust. It brought down the house. The crowd kept roaring, "Encore, encore."



Jim played a U-Reely handle like Al Hirt tootles a trumpet. A virtuoso. For his Sabre Dance his two-speed ignition Fireball, with a pin on its tail, would go into an abrupt climb, hover motionless, then back down slowly to burst a balloon on the ground. A quick recovery climb and the Fireball circled in level flight while Jim took the applause.

Or he would run out from a side-line crowd at the Nats this happened in Minneapolis, if memory serves, when Jim had been banned as a distraction to the crowd who ate up his antics a Fireball, engine running, right at his finger tips. As he went, he'd pay out lines to steal the show. If the wind was light, he'd let out 200 feet of lines. The sight of a Fireball almost free-fighting around a 400-foot circle is something no one could forget. Jim, incidentally, kept his radio frequency secret because we all loved to louse up his mower act with clandestine handheld transmitters. With the mower marching around him like a crack drill team, passing between his feet, and stuff, it was no time for such monkey-shines! Poor Jim never knew what happened but he'd stare us through and through!



During that early New York visit, he dragged the Polk brothers from their shop to see the Fireball fly. Conveniently at hand was the block-long post office on the city's west side. Nothing would do him but to fly in front of the steps. The crowd was immense. Buses stopped. Cars stopped. Nobody could move. Out came the Emergency Squad in special trucks and flashing red lights and deafening klaxon horns. When the same thing happened in Chicago, Jim was insulted when only one cop on a motorcycle was dispatched. Jim got even by handing the lines to the cop. Not being told to pivot with the model, the man was soon tied up by steel wires.

Jim had an unbelievable mastery of models. For him they'd do everything but talk. Once, going into a buyer's office, he noted an open window on each side of the desk in the corner. So he tossed a glider out of one window just before shaking hands. The obedient bit of sheet balsa circled around the corner of the building, came in the other window, and back to Jim's hand. What buyer would say, "No" after that? Jim could toss gliders with an infinite variety of motions, backhand, around his back, a kind of upside-down, upward flip, to the right, to the left, anywhere. And the dam things always came to roost in his hand.

He had a barrel of tricks. A little nick in the prop permitted him to catch the wound-up prop in the wire landing gear. He casually would hand glide the model. When it struck the floor, the prop would spring free, and the ship would power-circle around the group totally ignored by its pilot. He had the Ceiling Walker in fact, it was a bust, and he ended up with a warehouse full of the things. It was just a stick with a prop on top and another on the bottom. It would bore straight up to the top of a ten-floor building. He'd hand these things out in any large city street, and soon dozens of the copters would be sailing on high. He did this in New York one day, summoned us down by his car phone—as well as the entranced buyer from swank Abercrombie and Fitch.

There was a night parade up Broadway. It so happened as it always seemed to happen that Jim was on hand. He slipped the searchlight operator a fiver to follow his Interceptor gliders in flight. As the caravan went through Times Square, the crowd was treated to a rapid-fire launching of gliders high into the sky.



Walker never missed a chance to show model planes to the public.

He invented a sound control glider. This creation had a diaphragm built into its side. Jim ran beneath tooting on a horn, steering the thing about like any R/C rudder job. Behind the project was a vast amount of trial-and-error research. Testing response of the "receiver" to various sounds, Jim walked out of his house one night, and down the street. He was loaded down with noise making devices including whistles, a drum (to hear him tell it), and even a revolver. When he fired the gun in an empty lot, the nervous neighbors called the cops. Climbing out of the cruiser it is unknown what effect the siren had upon the model back in the basement the burly arm of the law inquired what in the name of Ned was Walker doing. Noting Jim's little pop gun, the intrigued cop dragged out his own bigger shooting iron, and in the cause of aeronautical science, emptied it into the air.

It follows that a supercharged guy like Jim would be a bundle of nerves. They were forever advising him to take up a hobby! Whatever he took up, he excelled in. His model railroad setup included a crane (so he said) which deposited him in the center of things. A golfer, he established a scientific way another service! of testing golf balls. A born prankster, he pocketed extra lively pellets and, when some sharpie would spot Jim-the-duffer on a course, ready for fleecing, somehow they'd end up in this driving match, must we go on?

He'd give away his shirt. He loved kids and they loved him. He'd stop his station wagon, loaded with ready-to-fly Fire-baby's, put on an act, catch the crowd, and then offer one free to anyone who would start the engine. He was true to his word and would hand out dozens, if not hundreds.



where it bounce up and down.

He won radio at the Nats several times we think. Before the war he flew a modern-looking trike gear ship, the first-which taxied out, maneuvered on the ground, took off and looped. Once, when Jimmy Slagle (the phenomenal bare-foot kid of the Wichita Nats) was practicing at the Minneapolis Nats, he and Jim fell to topping each other. Jim had his Fireball-which is not supposed to be a stunt ship. So Jim finally said "try this," and executed a perfect step stairs climb to a higher altitude. And, you have trouble with those corners on a square?

Jim was impatient with us all. None of us ever did enough! Back before AMA set up programs to get teams to world championships, the Wakefielders begged every red penny in sight. At one hobby industry convention in Chicago, Ed Lidgard made a pitch for money to get the Wakefielders overseas. The silence was deafening. Up popped Jim who announced, "You guys make me sick: here's \$5,000 for them!" And that's how they got to Europe that year. If he liked you, you'd get a surprise carton every year, loaded with kits and ready -to -fly things of all descriptions. Out to convert the world to model airplane flying, he was pretty well on the way when he abruptly left us.

It fell to us to write Jim's obit. Ending it, we had said that, "You knew him, too. Every time you pick up a U-control handle, you will think of Jim Walker". There's a letter this month in "You said it," which remarks that Jim Walker would turn over in his grave if he saw what had been done to model aviation. Jim surely would.





There are no giants these days in our hobby. Competition is so diversified that the days of individual stars the Walkers, the Kordas, the Grants, the Goldbergs, are gone forever. But we shall never run out of the great things Walker left us. He'd put back the fun in model aviation. We would all do well to remember such a man. We badly need another. Has God destroyed the mold?

Written by Bill Winter, Editor of American Aircraft Modeler magazine. This story appeared in his "Straight and Level" column in the November 1968 issue.

Note, Bill is also now deceased.

For more info on Jim Walker visit

<http://www.americanjuniorclassics.com/index.html>



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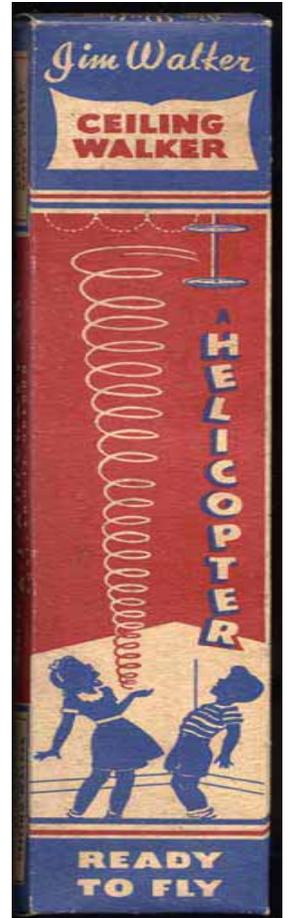
FUSELAGE COMPLETELY CARVED

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continue

This photo of Jim Walker and the new Portland Fireball Club was taken at the club's flying field which was the Portland International Speedway, July 1940. Count the Fireballs. That was the only plane on the market that was a U-Control airplane. None of the other manufacturers were yet there. Stanzel Sharks were available but you had to completely build them from a kit and they were not U-Control, but Stanzel G-Line which didn't offer reliable control. The Fireball offered a pre-shaped fuselage, just sand it and paint it and simple sheeted wing, and tail feathers. They said you could build it and fly it in six hours.

Jim Walker



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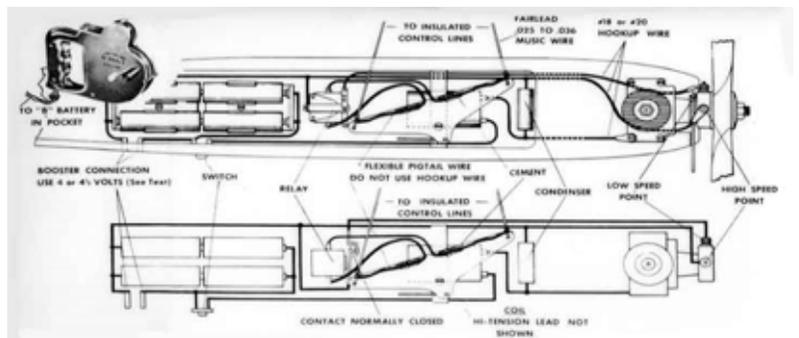
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Photos by SVF Members



Ward



George

Jim

Ron



John Wolcott and daughter



Gary

Charlie



Barbara



From the air



On the ground

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Photos by SVF Members



Bruce



Bill



Dash the guard dog



Vinny



SVF MEMBERS PAGE

Photos by SVF Members



This is an amazing bit of history.
By Allen Ostrom



They could hear it before they could see it!

Not all that unusual in those days as the personnel at Station 131 gathered around the tower and scattered hard-stands to await the return of the B-17's sent out earlier that morning.

First comes the far off rumble and drone of the Cyclones. Then a speck on the East Anglia horizon. Soon a small cluster indicating the lead squadron. Finally, the group. Then the counting. 1-2-3-4-5...

But that would have been normal. Today was different! It was too early for the group to return.

"They're 20 minutes early. Can't be the 398th."

They could hear it before they could see it! Something was coming home. But what?

All eyes turned toward the northeast, aligning with the main runway, each ground guy and stood-down airman straining to make out this "wail of a Banshee," as one called it.

Not like a single B-17 with its characteristic deep roar of the engines blended with four thrashing propellers. This was a howl! Like a powerful wind blowing into a huge whistle.

Then it came into view. It WAS a B-17!

Low and pointing her nose at the 6,000 foot runway, it appeared for all the world to be crawling toward the earth, screaming in protest.

No need for the red flares. All who saw this Fort knew there was death aboard.

"Look at that nose!" they said as all eyes stared in amazement as this single, shattered remnant of a once beautiful airplane glided in for an unrealistic "hot" landing. She took all the runway as the "Banshee" noise finally abated, and came to an inglorious stop in the mud just beyond the concrete runway.

Men and machines raced to the now silent and lonely aircraft. The ambulance and medical staff were there first. The fire truck....ground and air personnel...jeeps, truck, bikes...

Out came one of the crew members from the waist door, then another. Strangely quiet. The scene was almost weird. Men stood by as if in shock, not knowing whether to sing or cry.

Either would have been acceptable.

The medics quietly made their way to the nose by way of the waist door as the remainder of the crew began exiting. And to answer the obvious question, "what happened?"

"What happened?" was easy to see. The nose was a scene of utter destruction. It was as though some giant aerial can opener had peeled the nose like an orange, relocating shreds of metal, Plexiglas, wires and tubes on the cockpit windshield and even up to the top turret. The left cheek gun hung limp, like a broken arm.

One man pointed to the crease in chin turret. No mistaking that mark! A German 88 anti-aircraft shell had exploded in the lap of the toggler.

This would be George Abbott of Mt Labanon, PA. He had been a waist gunner before training to take over the bombardier's role.

Still in the cockpit, physically and emotionally exhausted, were pilot Larry deLancey and co-pilot Phil Stahlman. Navigator Ray LeDoux finally tapped deLancey on the shoulder and suggested they get out. Engineer turret gunner Ben Ruckel already had made his way to the waist and was exiting along with radio operator Wendell Reed, ball turret gunner Al Albro, waist gunner Russell Lachman and tail gunner Herbert Guild.

Stahlman was flying his last scheduled mission as a replacement for regular co-pilot, Grady Cumbie. The latter had been hospitalized the day before with an ear problem. Lachman was also a sub, "filling in" for Abbott in the waist.

DeLancey made it as far as the end of the runway, where he sat down with knees drawn up, arms crossed and head down. The ordeal was over, and now the drama was beginning a mental re-play.

Then a strange scene took place.

Group CO Col. Frank P. Hunter had arrived after viewing the landing from the tower and was about to approach deLancey He was physically restrained by flight surgeon Dr. Robert Sweet.

"Colonel, that young man doesn't want to talk now. When he is ready you can talk to him, but for now leave him alone."

Sweet handed pills out to each crew member and told them to go to their huts and sleep.

No dramatics, no cameras, no interviews. The crew would depart the next day for "flak leave" to shake off the stress. And then be expected back early in November. (Just in time to resume "normal" activities on a mission to Merseburg!)

Mission No. 98 from Nuthampstead had begun at 0400 that morning of October 15, 1944 It would be Cologne (again), led by CA pilots Robert Templeman of the 602nd, Frank Schofield of the 601st and Charles Khourie of the 603rd.

Tragedy and death appeared quickly and early that day. Templeman and pilot Bill Scott got the 602nd off at the scheduled 0630 hour, but at approximately 0645 Khouri and pilot Bill Meyran and their entire crew crashed on take-off in the town of Anstey. All were killed Schofield and Harold Stallcup followed successfully with the 601st, with deLancey flying on their left wing in the lead element.

The ride to the target was routine, until the flak started becoming "unroutinely" accurate.

"We were going through heavy flak on the bomb run," remembered deLancey. "I felt the plane begin to lift as the bombs were dropped, then all of a sudden we were rocked by a violent explosion. My first thought - 'a bomb exploded in the bomb bay' - was immediately discarded as the top of the nose section peeled back over the cockpit blocking the forward view."

"It seemed like the whole world exploded in front of us," added Stahlman. "The instrument panel all but disintegrated and layers of quilted batting exploded in a million pieces It was like a momentary snowstorm in the cockpit." It had been a direct hit in the nose. Killed instantly was the togglier, Abbott. Navigator LeDoux, only three feet behind Abbott, was knocked unconscious for a moment, but was miraculously was alive.

Although stunned and bleeding, LeDoux made his way to the cockpit to find the two pilots struggling to maintain control of an airplane that by all rights should have been in its death plunge. LeDoux said there was nothing anyone could do for Abbott, while Ruckel opened the door to the bomb bay and signaled to the four crewman in the radio room that all was OK - for the time being.

The blast had torn away the top and much of the sides of the nose. Depositing enough of the metal on the windshield to make it difficult for either of the pilots to see.

"The instrument panel was torn loose and all the flight instruments were inoperative with the exception of the magnetic compass mounted in the panel above the windshield. And its accuracy was questionable. The radio and intercom were gone, the oxygen lines broken, and there was a ruptured hydraulic line under my rudder pedals," said deLancey.

All this complicated by the sub-zero temperature at 27,000 feet blasting into the cockpit.

"It was apparent that the damage was severe enough that we could not continue to fly in formation or at high altitude. My first concern was to avoid the other aircraft in the formation, and to get clear of the other planes in case we had to bail out. We eased out of formation, and at the same time removed our oxygen masks as they were collapsing on our faces as the tanks were empty."

At this point the formation continued on its prescribed course for home - a long, slow turn southeast of Cologne and finally westward.

DeLancey and Stahlman turned left, descending rapidly and hoping, they were heading west. (And also, not into the gun sights of German fighters.) Without maps and navigation aids, they had difficulty getting a fix. By this time they were down to 2,000 feet.

"We finally agreed that we were over Belgium and were flying in a southwesterly direction," said the pilot.

"About this time a pair of P-51's showed up and flew a loose formation on us across Belgium . I often wondered what they thought as they looked at the mess up front."

"We hit the coast right along the Belgium-Holland border, a bit farther north than we had estimated. Ray said we were just south of Walcheren Island ..."

Still in an area of ground fighting, the plane received some small arms fire. This gesture was returned in kind by Albro, shooting from one of the waist guns.

"We might have tried for one of the airfields in France , but having no maps this also was questionable. Besides, the controls and engines seemed to be OK, so I made the decision to try for home."

"Once over England , LeDoux soon picked up landmarks and gave me course corrections taking us directly to Nuthampstead. It was just a great bit of navigation. Ray just stood there on the flight deck and gave us the headings from memory."

Nearing the field, Stahlman let the landing gear down. That was an assurance. But a check of the hydraulic pump sent another spray of oil to the cockpit floor. Probably no brakes!

Nevertheless, a flare from Ruckel's pistol had to announce the "ready or not" landing. No "downwind leg" and "final approach" this time. Straight in!

"The landing was strictly by guess and feel," said DeLancey. "Without instruments, I suspect I came in a little hot. Also, I had to lean to the left to see straight ahead. The landing was satisfactory, and I had sufficient braking to slow the plane down some. However, as I neared the taxiway, I could feel the brakes getting 'soft'. I felt that losing control and blocking the taxiway would cause more problems than leaving the plane at the end of the runway."

That consideration was for the rest of the group. Soon three squadrons of B-17's would be returning, and they didn't need a derelict airplane blocking the way to their respective hardstands.

Stahlman, supremely thankful that his career with the 398th had come to an end, soon returned home and in due course became a captain with Eastern Airlines. Retired in 1984, Stahlman said his final Eastern flight "was a bit more routine" than the one 40 years before.

DeLancey and LeDoux received decorations on December 11, 1944 for their parts in the October 15 drama. DeLancey was awarded the Silver Star for his "miraculous feat of flying skill and ability" on behalf of General Doolittle, CO of the Eighth Air Force. LeDoux for his "extraordinary navigation skill", received the Distinguished Flying Cross. The following deLancey 1944 article was transcribed from the 398th BG Historical Microfilm. Note: due to wartime security, Nuthampstead is not mentioned, and the route deLancey flew home is referred to in general terms.

TO: STARS AND STRIPES FOR GENERAL RELEASE

AN EIGHTH AIR FORCE BOMBER STATION , ENGLAND - After literally losing the nose of his B-17 Flying Fortress as the result of a direct hit by flak over Cologne, Germany on October 15, 1944, 1st Lt. Lawrence M. deLancey, 25, of Corvallis, Oregon returned to England and landed the crew safely at his home base. Each man walked away from the plane except the togglier, Staff Sergeant George E. Abbott, Mt. Lebanon , Pennsylvania , who was killed instantly when the flak struck.

It was only the combined skill and teamwork of Lt. deLancey and 2nd Lt. Raymond J. LeDoux, of Mt. Angel , Oregon , navigator, that enabled the plane and crew to return safely.

"Just after we dropped our bombs and started to turn away from the target", Lt. deLancey explained, "a flak burst hit directly in the nose and blew practically the entire nose section to shreds. Part of the nose peeled back and obstructed my vision and that of my co-pilot, 1st Lt. Phillip H. Stahlman of Shipperville , Pennsylvania . What little there was left in front of me looked like a scrap heap. The wind was rushing through, our feet were exposed to the open air at nearly 30,000 feet above the ground and the temperature was unbearable.

"There we were in a heavily defended flak area with no nose, and practically no instruments. The instrument panel was bent toward me as the result of the impact. My altimeter and magnetic compass were about the only instruments still operating and I couldn't depend on their accuracy too well. Naturally I headed for home immediately. The hit which had killed S/Sgt. Abbott also knocked Lt. LeDoux back in the catwalk (just below where I was sitting). Our oxygen system also was out so I descended to a safe altitude.

"Lt. LeDoux who had lost all his instruments and maps in the nose did a superb piece of navigating to even find England ..."

During the route home flak again was encountered but due to evasive action Lt. deLancey was able to return to friendly territory. Lt. LeDoux navigated the ship directly to his home field.

Although the plane was off balance without any nose section, without any brakes (there was no hydraulic pressure left), and with obstructed vision, Lt. deLancey made a beautiful landing to the complete amazement of all personnel at this field who still are wondering how the feat was accomplished.

The other members of the crew include:

1. Technical Sergeant Benjamin H. Ruckel, Roscoe , California , engineer top turret gunner;
2. Technical Sergeant Wendell A. Reed, Shelby , Michigan , radio operator gunner;
3. Technical Sergeant Russell A. Lachman, Rockport , Mass. , waistgunner;
4. Staff Sergeant Albert Albro, Antioch , California , ball turret gunner and

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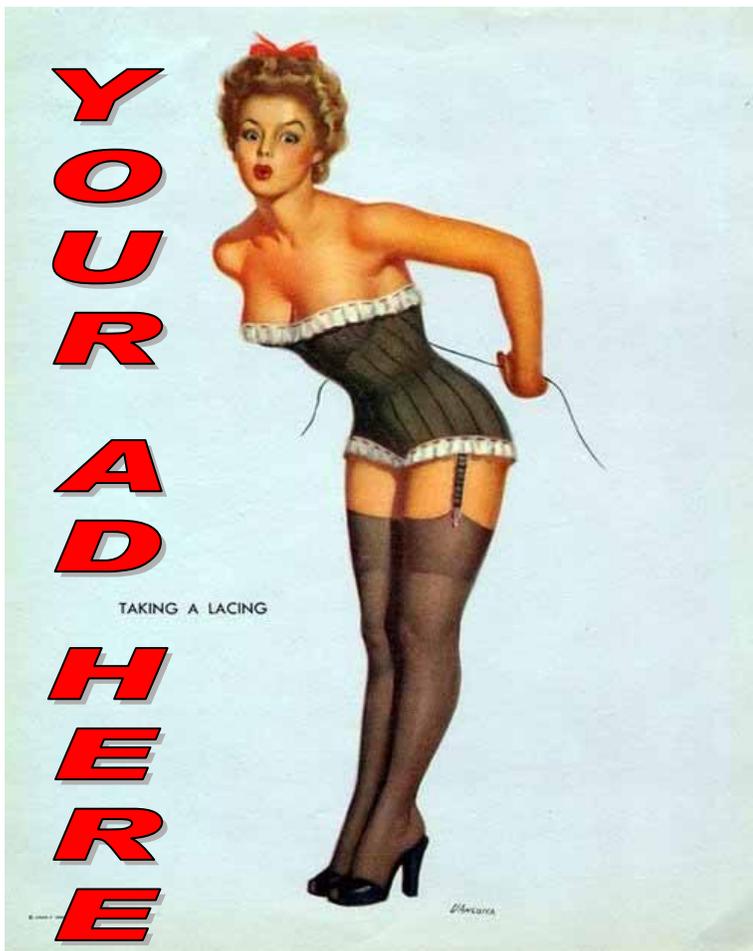
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Next month Issue

Looks like some quite months ahead, so get your flying in now.

Your photos and articles are welcome.

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

Good reading on Jim Walker. Photos from OEAF. How are your landings? Like Scale? Read Mike info on Scalemasters new entries.

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.*



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