

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

JULY 2013 **4TH**
of July



President—Frank Maskowitz
Vice President—John Geyer
Treasurer—Gene Peterson
Secretary—Jim McEwen
Editor—Bob Purdy K9JNB
rcbobsvf@aol.com

*The Slow Roll is published by the Sun Valley Fliers
By and for its membership to all others interested in
the building and flying of radio control aircraft*

IMAA Chapter 782

Our hearts go out to the 19 firefighters and their families



Inside this issue: Cover Photo by Marty Jones of Dan Blackwell 3D Edge 540. Taken with a Samsung Galaxy S4 in Drama Mode.

Chuck Arquette
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Safety article

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Much More.....

Great VIDEOS

SVF Solo Pilots

NO JULY 2013 SVF MEETING



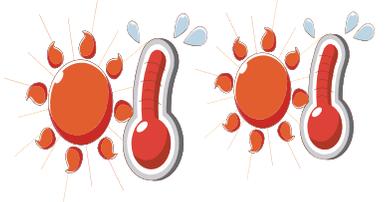
THE PRESIDENTS CHANNEL

Frank Moskowitz

JULY 2013 SLOW ROLL PRESIDENTS LETTER

Welcome to the July 2013 Slow Roll.

Now I know why it's called the lazy days of summer. By mid-day our field looks like a ghost town. For those lucky enough to arrive at the crack of dawn, the temperature and wind conditions are excellent. By mid-morning you have to deal with 100° plus temperatures and higher humidity. Welcome to Monsoon season. Make sure you protect yourself from those harmful summer rays. Use sun screen on exposed skin. We typically have until mid-September for the end of the Arizona Monsoon season. Until then arrive early and enjoy the morning flying conditions.



Our July 3rd club meeting is canceled so our consistent monthly attending members can enjoy a long July 4th holiday week.

And I continue to thank everyone for sticking to our altitude rules and obeying "See and Avoid"

That's if for this month. Enjoy the heat.

Our next club meeting will be Wednesday **August 7th 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.** 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

NO JULY 2013 SVF MEETING



Sun Valley Fliers Club Meeting Minute June 5, 2013

The meeting was called to order at 7:07pm by **John Geyer** as Frank Moskowitz was out of town on business. There were 22 members in attendance.

Frank introduced the executive and the board of directors including John Deacon who is the newest member of the board.

Guests:

- None

New Members:

- **George Julovitch** – former member from 2002 who moved back to Sun Valley
- **R.J. Joksch**
- **Andrew Baker**

New Solo Pilots:

- **R.J. Joksch**

Secretary's Report

- The minutes of the May meeting were accepted as published in the Slow Roll.

Treasurer's Report - Gene Peterson

- We received \$ in memberships, spent \$ for 100 nameplates, \$ for potty including the extras for the helicopter event, \$ to postmaster, the Go Daddy website (\$ for 5 years), trash was \$, and door prizes was \$
- There are 270 members as of tonight
- Treasurer's report was accepted as read
- Gene has copies of the CAMAC schedule. The schedule is also available on our website
- Membership lists and badge holders are also available from Gene
- A new road is being built that will go right past our field from Hwy 51. Public hearings are underway.

Safety Officer Report - Ken Justice/Frank Seminara

- A couple of weeks ago, we had an incident with an airplane out of control due to improper setup and no failsafe. People are encouraged to check their setups and make sure the failsafe is set.
- **Bill Heuermann** nearly got hit by a plane going into the fence. Please keep aware of what is going on around you particularly if you are up on the pads.

Old Business:

- **The elections were held last month. Thanks to everyone for their enthusiastic response.**
- The web site issues seem to be resolved now that we've moved to Go Daddy. There may be a broken link for the May and June Slow Roll. Gene will get it resolved.

New Business:

- We are getting pricing on repainting and re-roofing the ramada. Further info and dates will be provided as the info becomes available.
- There was a question from the floor about whether we've had a decision on having the pilots standing together in the center for improved communication and safety. The board will take under consideration the interest the membership has in adopting this.
- **Mike Peck is taking over as Membership Director from Gene who will concentrate on the Treasurer's roles**

Community Awareness – John Geyer

- **There were several club members attending Top Gun. Brian/Wayne took second in Pro Am Pro while Andy and Jim took third in Pro Am Sport. Tony attended and took photos. Jim and Tony gave a briefing on the event.**

Door Prize Winners:

- **Bob Purdy** – servo tester, **Mike Peck** - 4S 2500 LiPo, **Ron Thomas** – 3S 2500 LiPo, **Andrew Baker** - bottle of CA
- **John Geyer** – 5 minute epoxy, **Charlie Beverson** – voltmeter, **George Julovitch** – Microtach tachometer
- **Bill Heuermann** – gallon of fuel, **Joe Schmitt** - bottle of fuel

50/50 – John Russell

Show & Tell:

- We have a charger for sale (cheap)

The meeting adjourned at 7:46pm.

Respectfully submitted by, *Jim McEwen* - Secretary

\$ TREASURERS REPORT \$ with *Gene Peterson*

TREASURERS REPORT June 2013



Treasurer's Report July 2013

Maybe the heat wave will be out by the time you read this but July sure looks like a scorcher is coming. August is always better Monsoons maybe will help, if they show up.....ha. Better flying days are here soon.

Fall Events to get on your calendar.....

**One Eight Air Force Fly In.....October 19-20,
Event this fall is at the AMPS Field in PHOENIX, 43RD AV. & PINNACLE PEAK ROAD.
Electric Fun Fly.....November 16., Cave Buttes Field**

We have the T-Shirts, hats and such available at the field , so find a board member, particularly on weekends and he should be able to help you spend some money.

Mike Peck and I are working on the transfer of the Membership Files and Day to Day handling of this. If you have any updates, contact either of us currently. Mikes email is peckster1@msn.com and mine is az49er@cox.net .

Get out there and FLY.....EARLY.

Regards **GENE PETERSON, TREASURER**

Az49er@cox.net

602-579-0925

JULY 2013 SVF BirthDay Boys

First name	Last name	Member type	Dob
Ken	Scott	Senior	07/02/1944
Andrew	Baker	Senior	07/03/1970
Aaron	Moskowitz	Junior	07/05/1995
Murray	Duncan	Senior	07/05/1938
Charlie	Babich	Regular	07/07/1961
Henry	Holling	Regular	07/08/1966
Ramey	Hayes	Senior	07/09/1935
Ed	Klein	Senior	07/10/1928
Norman	Hawk	Senior	07/11/1934
Cole	Cunningham	Senior	07/16/1941
Larry	Stephens	Senior	07/17/1939
Gary	Porter	Regular	07/18/1956
Robert	Pencak	Senior	07/20/1943
Bob	Putnam	Senior	07/21/1942
John	Wanner	Senior	07/21/1939
William	Bedford	Senior	07/21/1942
Rusty	Fried	Senior	07/26/1946
Walter	Angus	Regular	07/29/1958
Dave	Morales	Regular	07/29/1965
Spencer	Kleinhans	Regular	07/31/1987



A passing of a great Sun Valley Flier

Arquette, Charles Albert Jr. (LtCol Ret)



80 of Scottsdale, Arizona passed away on June 6, 2013. Chuck was born on August 8, 1932 in Chicago, Illinois. He was a patriot and proudly served as a fighter pilot in the [United States Air Force](#) for 22 years. Chuck is survived by his wife Gloria of 58 years, son Kevin, daughter Lisa, son-in-law Richard, grandson Alexander and sister Marlene.

This is an interview project done by Richard "Alex" Davidson, Chuck's grandson when Alex was 13 years old.

Mr. Charles A. Arquette, Jr. Lt. Col (Retired)

Mr. Arquette was born and raised in Chicago, Illinois. Mr. Arquette joined the United States Air Force as an enlisted man in 1952, during the Korean conflict. Mr. Arquette proudly served his country for almost 22 years, retiring in 1973 as a Lt. Colonel. He joined the USAF because he wanted to get out of Chicago, and the draft was on and he knew the Air Force was the best choice of the Armed Forces. I asked Mr. Arquette how he received his commission and he explained the Air Force, experiencing a shortage of pilots for Korea, relaxed the requirement of a college degree to enter the aviation cadet program. As a new recruit in "boot camp" a Staff Sergeant encouraged Mr. Arquette's barracks of 75 enlisted men to apply for Aviation Cadet training. Only Mr. Arquette and one other "survived" the many tests, physicals and training and surprisingly they both continued their careers until retirement. He received his wings and Second Lieutenant bars on March 15, 1954. Mr. Arquette flew the F-86, F-84, F-100, F-105, F-4 and A-37 fighter jets during his Air Force career.

Mr. Arquette's most vivid memory was when he deployed to Italy in 1955 on one of his many NATO (North Atlantic Treaty Organization) rotations. During this seven-month stay ten Second Lieutenants were "volunteered" to participate in a joint Canadian/French military escape and evasion exercise. The course was thirty miles long and was to be completed in three days with 1,000 Gendarmes and militia attempting to capture the 165 evadees. Each were given a single box of WWII K-Rations. Required to travel in pairs, Mr. Arquette and partner were almost to the mid point safe house when they were captured. Interred in the Bastille of Verdun they, later that day, were released by the Canadians and reinstalled into the countryside. Unknowingly, it was in the area of the Battle of Verdun. At 5:00 a.m. the next morning, Mr. Arquette shared his K-Rations with two other pilots. They were all so hungry that the WWII stringy pork, buried in lard "was a tasty feast". They at last found a road, and much to their amazement there were signs in four languages indicating DO NOT ENTER, DANGER OF DEATH, UNEXPLODED ORDNANCE.

Another memorable period for Mr. Arquette was serving under General Hap Arnold's son, Colonel Bruce Arnold, in Washington, D.C. Hap Arnold was Chief of Staff of the U.S. Army Air Force in World War II.

In 1958, Mr. Arquette was in a flight of six F-100's delivering the first aircraft of this type to U.S. forces at Misawa Japan. Enroute from Sacramento, California to Hawaii they held the speed record for 24 hours.

In 1959, he participated in practice war exercises in Greece and Turkey. In 1960, he was in a flight of six F-100's representing the U.S. Air Force by performing aerial demonstrations in celebration of the 175th anniversary of freedom in Argentina. On the day of their arrival, a U-2 "Spy Plane" was shot



down over Russia causing some friction between the USSR and American participants. For their participation the crews were presented a "Honoris Causa" medal.

In 1961, was deployed as a squadron to Germany for three months as a nuclear deterrent force during the "Berlin Situation". In 1962, during the Cuban missile crisis he acted as a command and control coordinator on twelve-hour missions in a B-50 airplane orbiting outside Cuba.

In 1965, after three years of Tactical Headquarters assignments, Mr. Arquette, in the process of being assigned to Germany to fly the F-100, received counter orders to another base in Germany to fly the F-105. A year later he had to leave his family in Germany to return to the U.S. to check out in the F-4. Sometime after returning to Germany he became the Operations Officer of the squadron. In 1968, when the base closed, he led a flight of six F-4's non-stop from Germany to their new base in New Mexico. Almost immediately the squadron was recalled to Germany because the Russians were "acting up" in Czechoslovakia. He flew missions along the Czech border to "show the flag". Also in 1968, he was Deputy Lead in the inauguration flight of six brand new F-4's being delivered to the Korean Air Force. Upon delivery after the pomp and ceremony, the crews were presented Korean Air Force Wings.

In late 1969, Mr. Arquette volunteered for an assignment to Viet Nam, requesting flight duty in either F-4's, F-105's or F-100's. However, his orders assigned him as a liaison officer flying A-37 aircraft with the Vietnamese Air Force. He was chosen as Deputy Director of Air Operations where he assisted the third in command in the VNAF. In the one-year tour of duty, he flew 56 combat missions and received Vietnamese wings and medals.

In 1971, his next assignment took him to Washington, D.C. as the Deputy Director, Secretary of the Air Force, Legislative Liaison, U.S. Senate. He escorted many Senators and their staff in their many travels. He retired in 1973. Mr. Arquette still keeps in touch with military buddies and plans to attend his 50th Cadet reunion in March, 2004. He and Mrs. Arquette attend monthly Military Officer Association luncheon and dinner meetings.

Some of the places Mr. Arquette has been stationed are San Antonio, Texas as an enlisted man and again as a cadet, Perrin AFB, Texas as a crew chief, Florida and Mississippi for cadet training, Nevada for fighter gunnery training, Louisiana for eight years (that's where my mom and uncle were born) in a fighter squadron, 9th Air Force in South Carolina, Tactical Headquarters in Virginia, Germany, New Mexico, Louisiana again, Viet Nam and last but not least Washington D.C. before retirement.

Mr. Arquette's favorite movies are Charley Chaplin's parody on Hitler, The Great Dictator and Blazing Saddles. He said after leaving basic training as an enlisted man any food was good! He enjoys listening to Classical Music.

Mr. Arquette received the Bronze Star, Air Medal with Oak Leaf Cluster, two Presidential Unit Citations, many ribbons and of course the Good Conduct Medal.

After retiring from the military, Mr. Arquette moved with his family to Scottsdale, Arizona in 1974. He spent a concentrated two years of school and became a medical photographer and illustrator for eight years. When the hospital closed the Education Department, he then became a graphics designer for a consulting firm for another eight years. He fully retired in 1994.

His hobbies include shooting, fishing and flying remote control airplanes. Mr. Arquette and I share many of the same hobbies because I am proud to say he is my Grandpa! Grandpa Chuck has "helped me" build my very own ARF (almost ready to fly airplane) and taught me how to fly. I am still on the buddy box when flying. A buddy box enables an Instructor Pilot (grandpa) to allow a student to fly but if there is a problem the instructor can take over again and hopefully recover the plane. Grandpa Chuck is the master of recovering mistakes! One day I hope to be as good of a flyer (remote control) as Grandpa Chuck!

One of Mr. Arquette's hopes is that all Americans become aware of, and appreciate, the sacrifices incurred by the families of career service people. The many, and sometimes long separations they endure, coupled with the loneliness and added responsibilities of care and discipline of those left behind, required a profound sense of dedication on their part.



SVF FLIGHTLINE SAFETY

Welcome to the July 2013 “**FLIGHTLINE SAFETY**”! The summer heat is in full swing, to say the least! Remember...arrive at the field early and drink plenty of water...especially BEFORE showing up at the field!

I would like to dedicate this month’s “**FLIGHTLINE SAFETY**” in memory of a dear friend, not only to me but to many, many other SVF members over the years...**Chuck Arquette**. His distinctive voice, personality, looking out for his friends and teaching others to fly over the years will be greatly missed at our field! I know he’s soaring in the skies he loved so much as a proud Air Force fighter pilot for 22 years. We will always keep a chair open for Chuck on Mondays and Thursdays! Rest in peace my friend!

Okay, I have talked about this topic in several of my articles over the past few years....but I would like to revisit this topic again, the nagging issue of propeller safety, especially around electrics. We can never be too diligent around these electric “buzz saws” because they are of a very different breed from what most veteran RC pilots are accustomed to over the years. Electric powered RC aircraft can and will reach out and bite you when you least expect it!!! We just had another incident requiring 12 stitches to a long-time veteran SVF RC pilot in June. His electric twin had just had an encounter with Mother Earth. He proceeded out to retrieve his aircraft. He accidentally bumped the throttle stick to wide open throttle as he reached down to pick up the aircraft. One motor was detached and it began its swath of destruction as it whirled around at the end of the attached power lead, making bodily contact with this pilot in several places! A big “Thank You” to the quick thinking of SVF member Kenny Rhodes, a retired Phoenix Fireman, who responded quickly and decisively! His quick actions in attending to this pilot at the field and then transporting him to the ER sure helped this injured pilot in minimizing the trauma, including helping to calm him! All of us need to be sure to keep our thinking processes engaged around ALL propeller-driven RC aircraft...but especially the electrics! This pilot had a “safety switch” configured on his transmitter’s throttle stick... but forgot to reengage it before proceeding out to retrieve his damaged aircraft. My friends, **THIS CAN HAPPEN TO ANY OF US!** Don’t let yourself believe that you can’t be lulled into a momentary lapse in your thinking processes...because it can and does happen! As has happened to most of us, he was “grieving” his loss of this aircraft as he proceeded out to retrieve it. Let’s call it the “shock syndrome” of just losing an aircraft! So **again...whether you are working on your electric powered aircraft, either at the field or at home, or getting ready to fly it...or retrieving it....keep thinking!** **PLEASE use any means available to minimize the accidental application of power to the motor(s) including removing the prop(s) and using configured Tx switches to inhibit the throttle until you’re ready to fly. (I configure two Tx switches for my electrics) Also consider using the quickly and easily unplugged battery “safety arming switches” wired into the positive side of your battery to ESC wire (MAXX Products Arming Switch #6970 is an example).** Please folks, let’s use these “incidents” as a learning tool...and a reminder...it CAN happen to any of us at any given moment! Also, please seriously consider keeping a stocked First Aid Kit in your car. Don’t rely on the kit at the field!



Be sure to read the related “Safety Comes First” article in your just received July issue of AMA’s Model Aviation on page 83 regarding this topic! This photo is courtesy of that article and Ray Teliczan. Just think of this photo each and every time you are around RC aircraft! Stay engaged and always thinking...

Well that’s it for this month’s article. For the most part, everyone seems to be doing a great job of keeping safety in mind! **THANK YOU ALL!!!** Let’s all look out for each other and work together, so we can **SAFELY** enjoy our hobby at our great SVF field! This is a great and fun HOBBY! Let’s all enjoy it together!

Please don’t hesitate to call me at 602.315.4707, if you have a safety concern or to report an incident.

Stay hydrated...it’s a “DRY HEAT”! Stay engaged and remember...“**Safety Is An Attitude**”!

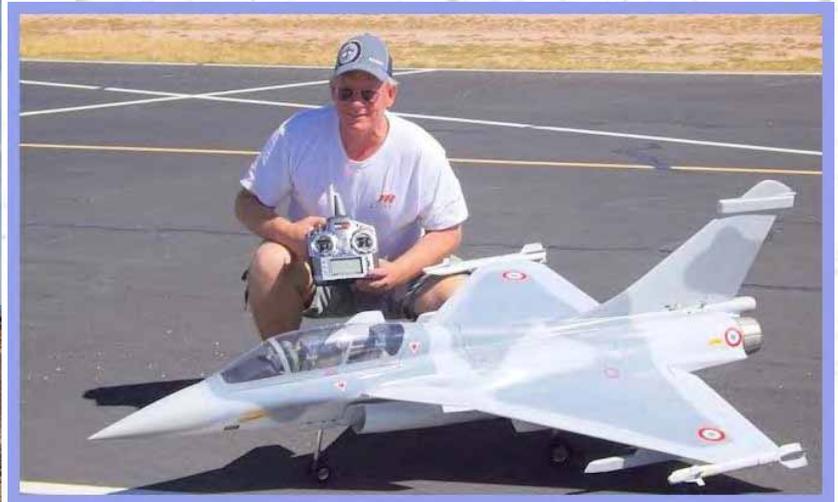
Safety IS EVERYONE’S responsibility!

Ken Justice SVF Safety Officer

SVF MEMBERS PHOTOS



Chuck Arquette





EUROCOPTER X3

The Eurocopter X3 hybrid helicopter has opened the frontiers of aviation by attaining a speed milestone of 255 knots (472 km/h) in level flight on June 7 2013. Several days before this accomplishment, the X3 reached a speed of 263 knots (487 km/h) during a descent. With these two successes, the X3 surpasses the unofficial speed record for a helicopter.

Eurocopter achieved the historic 255-knot speed milestone with the X3 flying at an altitude of around 10,000 feet (3 km) during a 40 mins test flight over southern France near Istres. It marks the latest in a growing list of achievements for the X3, which is Eurocopter's technology demonstrator for an advanced, cost-effective Vertical

TakeOff and Landing (VTOL) transportation system that offers the speed of a turboprop-powered aircraft and the full-flight capabilities of a helicopter.

"It's no exaggeration to say that the X3 is clearly in its element at high speeds." said Eurocopter test pilot Hervé Jammayrac. "While flying at both 255 knots and 263 knots, the X3 performed exactly as it has throughout its flight envelope, exhibiting outstanding stability and providing a low vibration level without any anti-vibration system."

The X3 configuration utilizes a pair of RTM 322 turboshaft engines to power a five-blade main rotor system with two propellers installed on short-span fixed wings. This state-of-the-art design & architecture engine family combines power and growth potential. The RTM 322 variant, powering the X3, is based on the RTM 322 powering the NH90. It incorporates a FADEC adapted to the requirements of this high-speed demonstrator.

This concept is well suited for missions requiring long transit flights at high speeds, while retaining full vertical lift and hover capabilities — all at a very affordable cost. Eurocopter envisions a wide range of potential applications for its hybrid configuration, including in long-distance Search And Rescue (SAR) operations, coast guard missions, border patrol flights, passenger transport and off-shore airlift, along with inter-city shuttle services. The combination of higher cruise speeds and excellent VTOL performance is also well-suited for military missions such as special forces operations, troop transport, combat SAR and medical evacuation.

"Based on the X3 technologies, Eurocopter will continue setting the standard on future helicopters — offering our customers new levels of performance in terms of speed, range and mission capabilities at competitive costs," said CEO of Eurocopter, Guillaume Faury. "The outstanding X3 achievements result from the commitment and excellence of our teams. I want to recognize everyone involved in the demonstrator's development."

The X3 was developed in a rapid paced Eurocopter program that utilized one of the company's Dauphin helicopters as the airframe. For the latest high-speed milestone, the demonstrator was equipped with a drag-reducing rotor head fairing, which directly benefitted from company testing of a high-speed Dauphin DGV testbed during the 1990s, along with the addition of landing gear fairings. The Dauphin DGV enabled Eurocopter's predecessor company Aerospatiale to set another helicopter speed milestone — reaching a record velocity of 200 knots in 1991.

Eurocopter flight test engineer Dominique Fournier — who was aboard the X3 with test pilot Jammayrac for the latest history-making flights — said the current high-speed evaluations are providing real data, in addition to the more symbolic aspect of achieving rotorcraft speed milestones.

"These flights allow us to further explore the behavior of main rotors at high speeds, and enable us to make effectiveness assessments of the fairing we've added to the main rotor hub — which will be beneficial for drag optimization across Eurocopter's overall product range," Fournier explained.

With these latest flight milestones, the X3 demonstrator has accumulated a combined total of more than 140 hours aloft since making its maiden takeoff in September 2010. After easily surpassing Eurocopter's initial target of 220 knots for the X3, its speed was steadily increased while confirming the hybrid configuration's excellent flight qualities, maneuverability, outstanding acceleration and deceleration. In reaching the latest 255- and 263-knot speed achievements, Eurocopter has further confirmed the concept's potential.

Video

http://www.youtube.com/watch?feature=player_embedded&v=kWJZtsQ2kxQ#at=92

More SVF Members Photos



Engine tech: the “pinch test”



After you've set your main needle valve, idle your engine. It should slow down to a smooth idle and then accelerate quickly as the throttle is advanced. If the idle mixture needs adjusting, use the following “pinch test.”

With the engine at idle and one hand holding the rotor head, pinch the fuel line and listen to the engine. Pinching the fuel line will prevent fuel from entering the carburetor, so the engine must run on whatever fuel is already there. As this fuel is used, the mixture will lean out, resulting in a faster running engine. During this pinch test, I listen for the engine to increase in idle speed for 2 to 3 seconds before it starts to die from lack of fuel. Release the fuel line to keep the engine running.

If the engine increases in speed for longer than 2 to 3 seconds, this is an indication that the idle mixture is too rich. The idle needle valve is very sensitive, so turn it clockwise only 1/8 turn to slightly lean the idle mixture, and perform the pinch test again. Continue leaning the mixture 1/8 turn at a time until you get the 2- to 3-second response time.

If the engine starts to die from lack of fuel more quickly than after 2 to 3 seconds, this is an indication that the idle mixture is too lean. Turn the idle needle valve 1/8 turn (counterclockwise) and again do the pinch test. Continue this process until the 2- to 3-second response is reached.

The pinch test should get you in the ballpark for the correct idle mixture, but the real test is how the engine decreases its idle speed, maintains a reliable idle and then accelerates when commanded. As a rule, if the engine does not slow to a smooth idle but instead stays at a higher power setting and slowly decreases, this indicates a lean idle mixture. Turn the idle needle valve out (counterclockwise) 1/8 turn, and bring the engine to idle again to see the result. If the engine slows to an idle but hesitates and does not accelerate smoothly as the throttle is advanced, this indicates a rich idle mixture. Close the needle valve 1/8 turn clockwise, and try accelerating the engine again.



20-foot Catalina Takes Off

After nearly four years (3000 hours!) of building, Australian RC pilot Stephen Thomas had the thrill of seeing his giant-scale project take off at the Darling Downs Soaring Club in Queensland. This 1/5-scale plane is powered by two Desert Aircraft 150s spinning 28x12 Metz props and it has 25kg-rated Hitec servos and custom Century Jet retracts with hydraulic main gear and air nose gear. With a flying weight of 248 pounds, this monster flying boat is an

impressive sight on the ground and in the air. We congratulate Stephen on a job well done and thank him for posting his video to YouTube.

VIDEO

http://www.youtube.com/watch?feature=player_embedded&v=mpWMbZnwkmU

Happenings Around The Field



Bill Heuermann (R) presents the Solo certificate to R.J. Joksch



Mr. Beverson preparing for his Aerocopter waiver



He has 30 days to try to pass this test again.



Ouch!!



Sun Valley Fliers Here & There



Chino, CA



IOWA



Yuri in Afghanistan



VIDEOS and Websites Links
Click on to view video, website

B-24 Assembly 7:04
<http://www.youtube.com/embed/iKlt6rNciTo?rel=0>

ROKAF Black Eagles 9:46
<http://www.youtube.com/embed/4MdNXtRZ5fl>

Если точнее - ракетный крейсер USS Vella Gulf (CG-72).
<http://u-96.livejournal.com/2790751.html>

Hindenburg
<http://www.theatlantic.com/infocus/2012/05/75-years-since-the-hindenburg-disaster/100292>

USS Sable and USS Wolverine ...
<http://warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=48962>

Flying Tigers
http://cbi-theater-1.home.comcast.net/~cbi-theater-1/flyingtigers/flying_tigers.html



SVF Website Buy & Sell items.
<http://sunvalleyfliers.com/classifieds/classifieds.htm>



My thanks to those who passed this info on.

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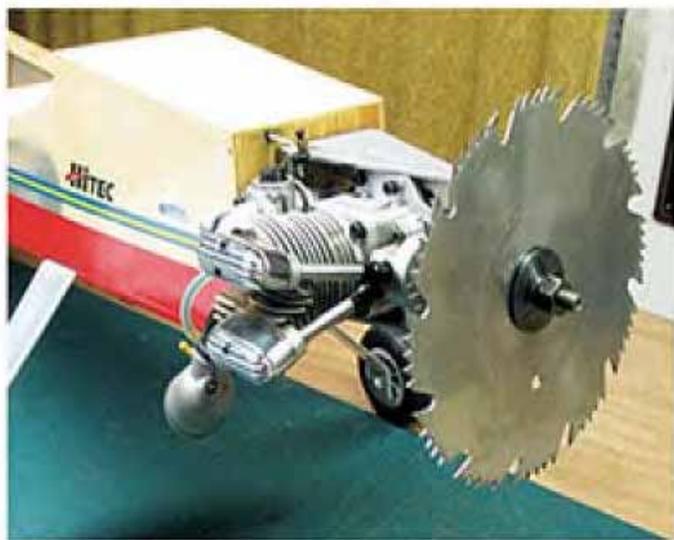
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Whatever your power plant is just keep in mind what that propeller can do if you don't be extremely careful.

Keep this photo in your mind!

This Month Issue 7-2013

Interesting front page for July. Do have a safe 4th of July and have fun. Wear that sunscreen every time you go out.



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.

Next month Issue

Who knows what will be there. Summer will be coming to an end, soon. Finish those projects now before the COLD wx gets here.

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*



THE SLOW ROLL



Club Officers 2013-2014

Frank Moskowitz, President
John Geyer, Vice President
Gene Peterson, Treasurer
Jim McEwen, Secretary
Ken Justice, Safety Officer

Walt Freese,
Website Supervisor

Please check your
Membership list for
Phone numbers.



Board of Directors

Charlie Beverson '12-14
Loren Counce Jr. '12-14
Mike Peck '12-14
Tony Quist '12-14
John Deacon '13-15
Wayne Layne '13-15
Ron Thomas '13-15
Mike Smith '13-15
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