

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



President—Frank Moskowitz

Vice President—Tony Quist

Treasurer—JB Bowers

Secretary—Lou Pfeifer IV

Editor—Bob Purdy

rcbobsvf@aol.com



JULY 2015

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.



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THE PRESIDENTS CHANNEL

Frank Moskowitz

July 2015 Slow Roll Presidents Letter



Welcome to the July Slow Roll.

Summer is here in full force, along with our record breaking triple digit temperatures. Make sure you protect yourself from those harmful summer rays. Use sun screen on exposed skin. You can still purchase hats and apparel from the links on our website. For a list of apparel that SVF sells, go to our website www.sunvalleyfliers.com and click on the "SVF Apparel Embroidery and Accessories" Link. Its located in the center of our web page under the Slow Roll link.

A little trivia on our Monsoon: *The term "monsoon" comes from the Arabic "mausim" meaning "season" or "wind shift."*

Up until 2008 Arizona's monsoon varied from year to year in starting date and duration. The Arizona monsoon officially began after the third consecutive day of dew points above 55 degrees. On average this occurred around July 7 with the monsoon continuing for the next two months. In 2008 the National Weather Service decided to take the guesswork out of monsoon start and end dates. From now on June 15 will be the first day of the monsoon, and September 30 will be the last day. They did this simply to take the focus off whether or not a storm was considered a monsoon storm or not, and have people be more concerned with safety.

Regarding the weeds that seem to be everywhere at our field, the board is working on a complete cleanup that would involve first chemically treating the ground for weed kill and then scraping and dragging to remove all the weeds and other debris. The cleanup part would be a two day shut down of flying once the job commences. An email will go out in advance to the membership informing you of the days involved.

I would like to thank everyone for sticking to our altitude rules and obeying our "See and Avoid"

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

Our next club meeting will be Wednesday **July 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.** 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 JULY 1 @ 7 PM



Sun Valley Fliers General Membership Meeting Minutes - 6-3-2015

Meeting called to order by Tony Quist at 7:10 Pm. There were 34 members present

Executive members in attendance

Tony Quist - VP, Lou Pfeifer IV - Secretary, J B Bowers -Treasurer

Board Members in attendance:

Charlie Beverson, Steve Miller, Bob True, Andrew Schear, John Russell, Dan Bott, Mike smith, Wayne Layne.

Absent:

Frank Moskowitz, Eric Stevens

Open:

Tony explained Frank is away. Tony welcomed the membership and guests.

Guests:

Sally Reppucci, Nancy Hay, Antonio DaCosta, Lisa & Josie Greenblott, Amie Reppucci,

New Members:

None

Solo Pilots:

Fredric Greenblott and Caleb Lattin Congratulations!!!! See their photos in this SR

Secretary's Report – Lou Pfeifer

Minutes from the 5-6-2015 meeting were approved as published in the **Slow Roll**.

Treasurer's Report – J B Bowers

J B gave his financial report to the members. His report is on record for review upon request by the members.

Membership Director's Report – Mike Peck

267 paid members for 2015.

There were 52- 2014 members that did not pay and so far did not renew.

Financial figures are on record for membership review.

Safety Officer's Report –

We are looking for **New safety officers** as of now. Anyone interested please notify a board member.

Old Business

Again we ask all you members to **PLEASE LOCK THE GATE!!!** *Editor; I hope the Heli pilots read the SR, if not this should be mention in their newsletter. ERIC is their a newsletter for the Heli guys??*

For any member that still does not have a new key please contact **Mike Peck**.

New Business

The flying stations were painted by **Wayne Layne** that tell you where to stand while flying.

Door Prize Winners:

John, Craig Demarcus , Fredric Goldblott, Bob True, Lou Pfeifer SR., Dan Bott, Andrew Schear, Steve Miller, Jim Spice, Caleb Latten, Bernard Dorenbacher.

50/50 Winner: Jim Talmadge

Show And Tell:

Wayne demonstrated how to make a cowl in fiberglass. How he made a form to do so. You can get the materials in town at **STICKEY STUFF**. Very interesting Thanks **Wayne**

Jim showed a plane.

The meeting adjourned at 7:43 pm

Respectfully submitted,

Lou Pfeifer IV, Secretary

Thank You Walt

Who is Walt? No it's not that guy who started that park in California. He is Walt Freese who has been with the SVF Club for 20-25 years.. With the May 2006 Slow Roll he took over as Web Master for the SVF website and has been doing it ever since until he recently decided to step down from that position.



Walt has served the club as Vice President along with other positions.

When I came on as the editor I was not keen on how to upload the printed Slow Roll to Walt as it was not in the PDF format. In April 2006 the club had its last SR printed, label, stamp and mail out to its members. That was when the club decided to go online with the newsletter. Again Walt had to put up with me on not being to smart with this PDF stuff. It took me some time to get the hang of it and I appreciate Walt's patient with me.

I hope he did !!

Walt had his bad days when our website went down and had to deal with those people to get it back on line.

Oh, many times I told Walt " Hold the press", I made some errors in the SR. He got smart and waited a few days before he put the SR on line.

[Walt we wish you well on your future adventures and thank you ever so much for your services to the Sun Valley Fliers.](#)

An Open Letter to the Sun Valley Fliers Membership

Every once in a while, the SVF receives a letter that is different, and tugs a bit at the heart. This is the case with 2 letters we received this year from Ray Bianchi, a former member of the club, whose last active membership year was 2006. Ray is now in his later 60's and is a resident in an assisted living facility called Villa Ocotillo at 3227 N Civic Center Plaza in Scottsdale, AZ 85251. He lives in unit #206. Here is a compilation of the intent of Ray's 2 letters to the SVF membership:

Dear Sun Valley Fliers,

My friend Ken used to take me to the field to fly, but since he died, I have not been able to come over. There is no one to take me flying now so I am sending you a business card with my address. Please do not throw the card away, I would like to go to the field again if someone could help me.

*From your friend,
Ray*

Ray may be contacted through the Villa Ocotillo Facilities Director, Mr. Milt Statezny, phone # 480-422-7111, cell phone # 480-422-0722. If any of our members could arrange to pick Ray up and take him to the flying site for a morning, we are sure it would mean a very great deal to him.

What's Happening



Fredric Greenblott holding his Solo certificate with Lou Pfeifer IV instructor and Andrew Schear



Caleb Lattin with his Solo certificate with Lou Pfeifer IV instructor and Tony Quist



Frank Mosokowitz with his Grandson Reid. A future SVF aviator.



Nate D'Anna with his new electric P-40 ready for the maiden flight



Really BIG Bücker Jungmeister

Who wants to take a ride? Helmut Müller's 85% scratch-built Bücker looks like it could carry a small person, and it flies well enough that some of us might be willing to take it for a spin! The 17.5-foot-span aircraft weighs in at 286 pounds and is powered by a Hirth 521cc 2-stroke (intended for an ultralight) turning a Fiala 60 x 20 wood propeller. The model uses industrial-quality Tonegawa Seiko servos, a redundant radio system and a dual-ignition starter. Helmut glued and sewed the Seconite covering (like that used on some man-carrying planes) that replicates the plane that Romanian captain Alex Papanu flew at the Olympic Games in 1936 (the first and last time that flying was an Olympic sport). Thank you to YouTube's RCScaleAirplanes for sharing this great footage from the ICARE Airmeet in Rohrback Les Bitche in France.

VIDEO

<https://www.youtube.com/watch?v=4lgysMGgM0M>



Huge, 14-foot-span Heinkel 111

Carl Bachhuber is a master when it comes to building really big, nicely detailed, and seldom-modeled RC planes, and his latest is no exception! The third Heinkel he has built in the last 20 year, this one is the biggest 1/5 scale. The 178-inch plane and is powered by two Desert Aircraft 60cc gas engines, and the main gear and retracting tailwheel were built by Carl's friend Bob Walker of Robart fame. Carl says, "The plane weighs just over 100 pounds, 17 pounds of which is nose weight. Servos are all Hitec, radio is Futaba 12-channel FG. The He-111 is a really nice flying twin as the wing is exceptionally thick and wide, and the engines are close together." Thanks to NJ Hunt for taking this great video and sharing with us!

VIDEO

<https://www.youtube.com/watch?v=pFuYmcLEHCU>



Where Did Marty Go???



Museum of Flight, Dallas, TX



Bryce, Bryce I'm on the front page !!!



So big deal !!



William Wylam: March 9, 1915 – June 4, 2015

Jun 16, 2015 7 Comments by Gerry Yarrish

William Austin “Bill” Wylam, noted aviation artist, historian and longtime contributor and friend of *Model Airplane News* passed away June 4, 2015. Everyone here at MAN offer our deepest condolences to the Wylam family and in knowing Bill for so long will miss him dearly. We learned from his son, Stuart Wylam, that he passed peacefully surrounded by friends while in hospice care at the Santa Barbara Cottage Hospital Oak Park Pavilion, Santa Barbara, CA.



From 1932 to 1940, his work of producing 3-view drawing was irregular and according to the Bill, the postwar years had the greatest growth in the entire model airplane history. This boom started around 1950 and peaked around 1970 when he left *Model Airplane News* due to his heavy workload at NASA. Bill retired as a Senior Electrical Engineer from the Space Program in 1984.

During the thirty-odd years he was with *Model Airplane News*, Bill commented that he was fortunate to meet many outstanding aviation figures and modelers including: Orville Wright, General Henry H. Arnold, Charles A. Lindbergh, and U.S. Aircraft Carrier Commander, Admiral Marc A. Mitscher, U.S. Navy.

Professional history:

- Over 1500 published airplane drawings
- Twelve books on airplanes
- Over 1200 copyrights
- Seventeen industrial patents
- Three NASA citations

Biography

Born in Chicago, IL in 1915, Bill started modeling around 1924 after seeing scale model exhibits becoming interested in the hobby. Reading the aviation column of the Chicago Tribune for information, Bill commented that “the building of these solid models of different scales provided a wealth of experience and education”. Using wood from local construction sites, Bill’s only tools were razor blades, a knife hand, a drill, and a sandpaper block.

In about 1925, he joined the Airplane Model League of America (AMLA) as one of its charter members. Sponsored by the J. L. Hudson Co., in Detroit, the club held events and allowed members to share information, views, tips, tool use, photographs, drawings, etc., which developed the formation of the AMLA newsletter published by the J. L. Hudson Co.

In 1930, he learned the basics of mechanical drawing from an excellent instructor, Fred H. Zimmerman and his model-building hobby ended when he became deeply involved in airplane drawing. During the summer months of 1933 and 1934, Bill was a volunteer assistant to Paul Garber, working with the Smithsonian’s aviation collection. While in college, he was also a part-time designer for Cleveland, Comet, and General Models, all model kit manufacturers.

From the early days of AMLA events, he personally know Nicholas Loftus-Price and Charles Hampson Grant. Nicholas was aviation editor for McFadden Publications and Open Road for Boys, and was the first editor for *Universal Model Airplane News*. Around 1931, Nicholas returned to McFadden Publications; Charles Hampson Grant became the editor of *Universal Model Airplane News*. After a while he approached Nicholas with a plan of publishing detailed aircraft drawings with cross sections and photographs. The editor liked the whole plan but he

Painted a grim picture of the future. In 1932, he reopened the publishing plan with Charles Hampson Grant and George C. Johnson, *Model Airplane News'* president.

Information Courtesy of the Academy of Model Aeronautics

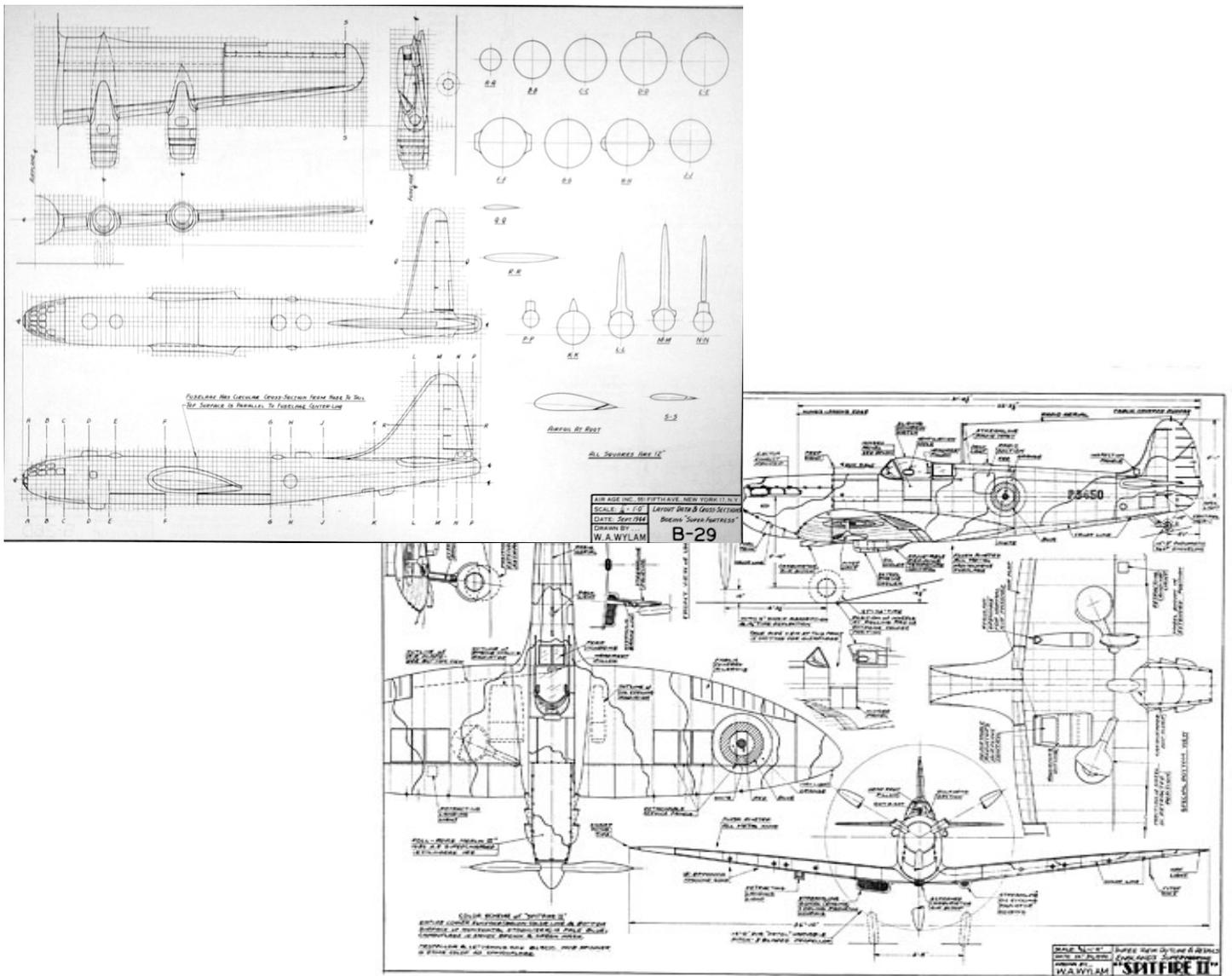
From his son Stuart—

“The Supermarine Spitfire was one of the drawings my father would do in his spare time for this hobby magazines [Model Airplane News]. He made over 500 drawings starting in 1932 to 1970. This drawing he probably drew in the 40’s. A lot of drawings were “lifted” and used as illustrations in other publications and the plastic aircraft model industry used his drawings none of them would note who was the illustrator or list him as a reference for their work.

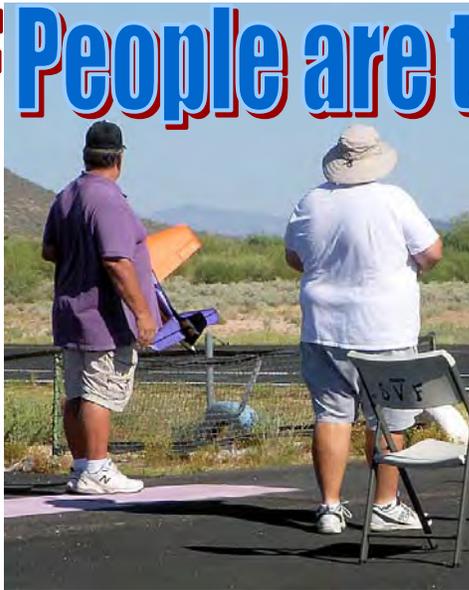
Its tedious time consuming work and reference material was much more expensive and difficult to obtain in the pre-internet era. Early years, due to expense, he worked from just photographs and translated it too detailed plans. During the wars years of the '40s he had his home searched and files taken by the F.B.I. twice inquiring how he was getting his sources.

The B-29 drawing was drawn inaccurate on purpose.

Feeling that a future security clearance could be jeopardized he produced a drawing with exaggerated and misleading features, (B-29 drawing). Plastic model companies copied the flawed drawing exactly and produced the kits for decades. You can Google “Wylam aircraft plans images” and see more views of the drawings and amusing pictures of how some of the plastic kits were just copied in detail”.



SVF People are the most.....



ARIZONA WORLD WAR II ARMY AIRFIELDS

Winslow-Lindbergh Regional Airport

History

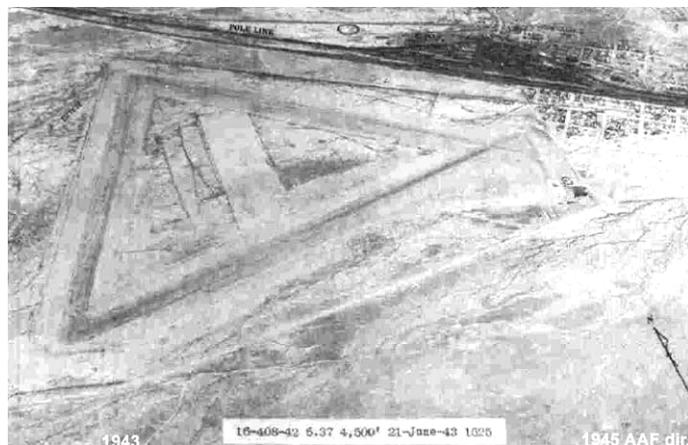
The airport was founded in 1929 by Transcontinental Air Transport (TAT). Aviator Charles Lindbergh, who served as head of TAT's Technical Committee, chose Winslow as one of twelve critical refueling stops on the nation's first transcontinental passenger line. For many years it was the only all weather airport between Albuquerque, New Mexico, and Los Angeles, CA. During [World War II](#) the airfield was used by the [United States Army Air Forces Air Transport Command](#) as a refueling and repair stop for military aircraft. TWA's last scheduled flight to Winslow was in 1953 and Frontier left in 1974–75.

Facilities

The airport covers 900 acres (360 ha) at an elevation of 4,941 feet (1,506 m). It has two asphalt runways: 4/22 is 7,499 by 150 feet (2,286 x 46 m) and 11/29 is 7,100 by 150 feet (2,164 x 46 m).^[1]

In the year ending April 18, 2009 the airport had 19,250 aircraft operations, an average of 52 per day: 99% general aviation and 1% military. 11 aircraft were then based at this airport: 64% single-engine, 27% multi-engine and 9% helicopter.

Winslow Airport is served by Wiseman Aviation as a FBO and is regularly visited by Cooper Aerial an aerial photography firm.



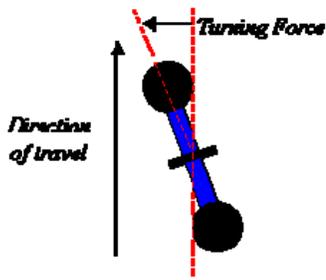
While America improved cross-country highways it also began building a transcontinental airline industry. Hardly rested from his 1927 trans-Atlantic flight, Charles Lindbergh flew into Winslow the following year to select a site and design an airport for his new airline, Transcontinental Air Transport (TAT, became TWA, "The Lindbergh Line"). Passengers traveling from New York to LA over two days would fly in the clouds all day but sleep on a speeding train at night. TAT constructed Winslow Barrigan Airport and beginning 7 July 1929, Ford Tri-Motors from Clovis, New Mexico stopped there for 15-minutes on the way to Los Angeles. The first airmail flight out of Winslow soon followed, on October 25, 1930. Twin-engine DC-3s, were used by 1936. And by 1948, Winslow was still a busy maintenance site for TWA, one of its interstate hubs. But TWA was already adding bigger planes with much longer range. The airline gave the airport to the City in 1941, making it Winslow Municipal Airport. Today, its name reflects its history: Winslow-Lindbergh Regional Airport (INW). Frontier Airlines replaced TWA at Winslow in 1950. SkyWest Airlines began service at Winslow in 1978. Though all airline service ceased in the 1980s, the hangar is still used for private planes. In addition, the forest service has a strategic slurry bomber base at INW.



Need Pin Ups to pin up?



Which way should your wheels point? Ever wondered?



We've all heard this one from time to time – should my model have toe-in, toe-out or neither in its wheels. Lots of people have said lots of things on probably every model aircraft forum created since Pontius was a pilot. There has even been an oft-quoted chapter of a book by a “retired Boeing engineer” which was so at variance with the basic laws of physics that I have to assume the author was having a bad hair day. I'm rather hoping that the following explanation will put this one to bed by explaining WHY toeing the wheels does things. But I'm not going to hold my breath...

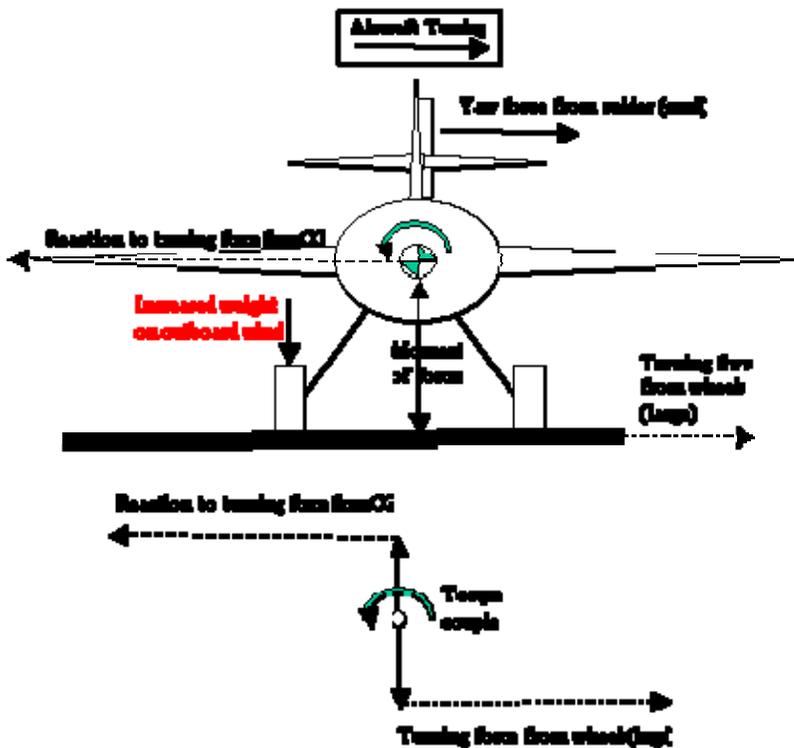
Firstly I should come clean about the title. I put the word “debate” in there to be kind. There is no “great debate” – it's a matter of basic, fundamental physics and no debate is needed.

Before we start we need to understand is how wheels work. You might think this is obvious – the wheel (of whatever colour) is the single simplest machine man has ever invented, I hear you say (wrongly). But it's surprising how many people don't really understand them. When a wheel is rolling along the ground it has a low rolling resistance and very few other forces acting on it. But this is only true PROVIDED the axis of the

wheel is at right angles to the direction it's rolling in. If you point the wheel in a different direction its rolling resistance increases slightly, but it also develops a “side” or “turning” force. This is what actually makes your car start turning when you steer, which is just as well or our roundabouts would be clogged cars that failed to make the corner. This applies to all wheels; aeroplane wheels are no different to those of cars, buses or bicycles in this respect. Actually it doesn't apply to roulette wheels or the wheel of fortune, so I'd better change that to “it applies to *most* wheels”. But I digress.

So how much force do the wheels develop? Well this is quite a complex question, but for our purposes we can simplify it by saying that the grip of any two wheels will be identical provided they are carrying the same weight. If they are carrying different weights then the forces they develop will differ in proportion to the difference in the weights they carry. I'm sure that if I really tried I could think up a more long-winded way of saying that, but in the mean time that will have to do.

So what happens when an aircraft starts rolling along, and why do some track dead straight whilst others behave like they have an attack of St Vitus Dance? As a general rule the wheels on an aeroplane are mounted at ground level because experience has shown this can dramatically improve the ground handling. But most of the REST of the aircraft's mass is mounted at the top of the undercarriage to get better propeller ground clearance and improve the airborne handling. So when the aircraft turns on the ground the tyre grip acts at one end of a long lever (the undercarriage leg) against the aircraft's inertia at the other end, and this is the nub of the problem.



Let's start by considering a tail-dragger. It starts of down the runway straight and true, but then a bump, gust or rudder input pushes it one way and it starts turning. At this point the wheels will be pushing it one way, reacting against the inertia of the aircraft which wants to push it another. As we said earlier, the two forces act at opposite ends of a lever, so they generate what we generally call a “torque couple” because we like to have complicated terms to stop people realising how easy engineering is and nicking our jobs. This force couple makes the aeroplane lean harder on the wheel that's on the outside of the turn, and takes weight off the wheel that's on the inside.

Now all of this is pretty academic, because the two wheels are pointing in the same direction so it really doesn't matter HOW they share the workload. But what if they AREN'T pointing in the same direction? What if they are toed-inwards? What do we MEAN by toe-in? The diagram should make it clear so that we don't talk cross-purposes. If the wheels are toed, then they must each be generating a sideways turning force but in opposite directions, and as the wheels are normally carrying the same weight these forces cancel out.

But with our turning tail-dragger, (with the wheels toed-in) what happens? Well we said earlier that the turning or side force is proportional to the weight on the wheel, and that when turning the outboard wheel has more weight on it. So it should be obvious that the outboard wheel now develops a side-force that is bigger than the one developed by the inboard

The diagram illustrates the forces on a two-wheeled vehicle during a turn. On the left, labeled 'Toe Out', the wheels are angled away from the direction of travel. As the vehicle turns, the outer wheel's steering force tends to pull the vehicle back towards a straight line. On the right, labeled 'Toe In', the wheels are angled towards the direction of travel. As the vehicle turns, the outer wheel's steering force tends to pull the vehicle even further into the turn, creating an unstable situation. An arrow labeled 'Direction of travel' points upwards between the two diagrams.

wheel, so it wins. And as the wheels are toed inwards it can be seen that this force will tend to make the turn tighter, which will increase the weight on the wheel, which will make it tighter still and so on until we have the classical ground-loop or just a model that simply won't hold a straight line on the ground – it is an unstable situation.

On the other hand, if the model has toe-OUT then the increased turning force tends to REDUCE the turn, which reduces the weight shift and all is normal again – a STABLE situation.

So the next time someone tells you that a tail dragger needs toe-in either ignore him or put salt in his coffee, because he's not helping you! Now there is a long-standing myth, perpetuated in the American book I mentioned earlier, that toe-in increases stability because the outboard wheel (being presented at an angle to the direction of travel) somehow develops “road drag”, pulling the model straight again. Well as we can see from the above, firstly this isn't true, and secondly even if it was it would be completely obliterated by the side-force generated by the tyres, and thirdly it isn't true. So it's what we engineers technically refer to as “utter bunkum”.

The one remaining aspect to cover is the trike undercarriage layout. Now this behaves in an almost identical way, but now the wheels (being at the back rather than the front) push in the opposite direction. So with a little thought it should be obvious that if the wheels are at the back you need toe-in for stability, whereas if they are at the front you need toe-out for stability.

An article from RCMF

The Villard Trophy is Here!



The very first trophy awarded for national modeling competition is now at the National Model Aviation Museum. The Henry S. Villard Trophy, is on loan to the AMA from the San Diego Air and Space Museum. It will be on exhibit in the museum's Nats exhibit from June to September 2015 in celebration of the centennial of national model aviation competition.

The Henry S. Villard Trophy, on loan from the San Diego Air and Space Museum.

The Villard Trophy was awarded to the club that won the most points at the end of a three event contest (more on the first contest coming soon!). The Illinois Model Aero Club won the Villard Trophy at the first contest in 1915 and the next two years, 1916 and 1917. After these three wins, the trophy was retired to the club. In 1992, it was returned back to Henry and he presented it to the San Diego Air and Space Museum in 1993.

Henry Villard was born in 1900 and fell in love with aviation at the age of 12 while he was living in France. It was in France that he took his first airplane ride and interacted with many of the European aviation pioneers. This fascination with aviation continued after his family moved back to the States, and inspired him to sponsor the Villard Trophy in 1915 (at the age of 15; a later article about the trophy notes that he used his own money). Over the course of his life, Henry continued to enjoy aviation, writing two books on the subject. The museum is in the process of getting artifacts related to Mr. Villard's life on loan as well.

Please visit the museum sometime this summer to see the Villard Cup, as well as pay attention to the museum's social media for ways to celebrate the centennial of

modeling competition.

SIG New Items Coming Soon

O.S. Engines

JR Radios and Servos

Himark Electric Retracts

Gens Ace Li-Po Batteries

Sig now owns Alien aircraft along with Herr engineering products.

And the sole distributors of *SEAGULL* products.



VIDEOS and Websites Links
Click on to view video, website



This is why you need an INSTRUCTOR! 4:53
<https://www.youtube.com/watch?v=FJkHze1jJf0>

The Ocean Maker 10:00 This is very good!
<https://vimeo.com/126090217>

B-36 Tour

<http://www.nmusafvirtualtour.com/media/062/B-36J%20Engineer.html>

TOP GUN :56
<https://www.youtube.com/watch?v=kfa-XEpQkQ8>

TOP GUN 3:08
<https://www.youtube.com/watch?v=rByLFiwwAE>

TOP GUN 3:01
<https://www.youtube.com/watch?v=ZGTb7FlaQVc>

TOP GUN 2:19
<https://www.youtube.com/watch?v=VRjDiw82WCo>

TOP GUN 2:44
<https://www.youtube.com/watch?v=XBX6L2OJ7WE>

**RON SHELL (RON SHELEPUK) We received word that Ron passed away
sometime in April. Ron was at one time a SVF member.**



SVF Website Buy & Sell items.
<http://www.sunvalleyfliers.com/classifieds/classifieds.htm>
My thanks to those who passed this info on.



JULY 2015 SVF Birth Day Boys

First name	Last name	Member type	Dob
Ken	Scott	Senior	07/02/1944
Dale	Payne	Senior	07/02/1949
Andrew	Baker	Senior	07/03/1970
Murray	Duncan	Senior	07/05/1938
Ed	Klein	Senior	07/10/1928
Peter	Ermke	Regular	07/12/1956
Brandon	Walker	Regular	07/12/1973
Cole	Cunningham	Senior	07/16/1941
Larry	Stephens	Senior	07/17/1939
Gregg	Mize	Regular	07/17/1962
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
Spencer	Kleinhans	Regular	07/31/1987



HAPPY BIRTHDAY BOYS



FRANK'S Hobby House

12008 N. 32 ST. M, T, F. 10-6
 Th 10-7
 PHOENIX, AZ. 85028 SAT. 10-5
 602-992-3495 Closed Wed & Sunday
 FAX 602-788-3440



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

SPECIAL NOTICE TO PILOTS!

NEW

"Sun Valley Flyers Utilizes a 400ft ceiling for flying model aircraft allowing for only momentary breaks caused by non-sustaining maneuvers.



All pilots must utilize a spotter at all times and abide by AMA Rule 540d" (see and avoid procedures)

Any pilot willfully violating this rule is subject to loss of flight privileges.





THE SLOW ROLL



Club Officers 2014-2015
 Frank Moskowitz, President
 Tony Quist, Vice President
 JB Bowers, Treasurer
 Lou Pfeifer IV, Secretary
 Open, Safety Officer

Frank M.,
Website Supervisor
Please check your
Membership list for
Phone numbers.



Board of Directors

Charlie Beverson '14-16
 Loren Counce Jr. '14-16
 Dan Bott '14-16
 John Russell '14-16
 Wayne Layne '15-17
 Steve Miller '15-17
 Andrew Schear '15-17
 Mike Smith '15-17
 Bob True '15-17



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