

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

President—Lou Pfeifer IV
Vice President—Andrew Schear
Treasurer—Nate D'Anna
Secretary—Allen Hemenway
Editor—Bob Purdy

OCTOBER 2016

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



Inside this issue: Cover Photo by Marty Jones of another beautiful sunset

Warbirds/Rockies Photos

Maine Float Fly

Lake with Bryce

Many Photos

Reno Videos

GREAT VIDEOS

VOTE AMA

Dan at Route 66

Air Museums

Scale Tips

OEAF Flyer

SVF MEETING October 5 @ 7 PM

SVF CLUB Starting 41 years

President Report

Minutes

Birthdays in back



Presidents Report For October 2016

Hello SVF Members,

First and foremost I would like to take the time and thank every member that came out to the last Membership meeting in September to give their opinions on removing the restricted flight over the runway. I also thank all of you who took the time to email me with their opinions.

The Board listened to all the comments that were made and went into the Board meeting and discussed all of the input we received on this matter. It was after a lengthy discussion by the Board we decided to re-evaluate certain issues. Thanks to Andrew Schear and the Board we came up with the Runway Procedure Revisions. These revisions were made with the help of the input from you the members and a collective decision of the Board. The vote of the Board on this subject was (9) in favor of the change and (3) not in favor. As part of this revision the Board added in the revision that in (3) months we will revisit this at our Membership Meeting as well as our Board meeting to further discuss how this change is working out. We appreciate any input you might have along the way.

You are all aware of by now we handed out these Runway Procedure Revisions down the field. I printed up 50 of them and left them out for you to read and take with you. We posted a NEW SIGN on Station #3 under the existing Standing Rules for your convenience. Please read them and become familiar with them.

The Board has come up with our **Membership Family Fly-In #2** for all of you to enjoy. **The date is Saturday November 12.** Sun Valley Fliers will supply the food, gifts and Raffle items. We will also be looking for Donations for our favorite NO Kill animal Shelter and Thanks to John Geyer we hope to save a lot of these animals! We are looking for some of you to help in setting up, kitchen, Flight Line people, and clean-up. If you wish to help please notify me at president@sunvalleyfliers.com or call me on my cell at 602 206 7565, or contact any Board Member. We hope to see you all out there. **Please email me or any Board Member if you plan to attend so we can get an idea how many members and family members to prepare for.**

Just another reminder there is a **NEW FIRST AID KIT** located in the kitchen area where it has always been located. Take notice in case you need it.

We are working on a date for our **SVF Swap Meet**. Hopefully we will have a date at the **Membership Meeting on October 5th at Deer Valley Airport at 7:00 PM**. Hope to see you all there. Be there by 6:00 if you plan on eating.

Thanks,
Lou Pfeifer IV.
President SVF



Sun Valley Fliers General Membership Meeting Minutes – 9-7-2016

Meeting called to order by Lou Pfeifer at 1900. There were 33 members present.

Executive members in attendance President – Lou Pfeifer, VP.- Andrew Schear, Treasurer- Nate D’Anna, Secretary- Allen Hemenway

Board Members in attendance: Tom Kametz, Steve Miller, Bob True, Mike Smith, Ernie Mack, Wayne Lane, Scott Johnson

Absent: Steve Myers, Luke Martin

Open: Lou opened the meeting and welcomed back Dan Crumb a long term member of SVF.

Guests: None

New Members:

Solo Pilots: Congratulations to Wayne Robinson and Jeff Buck, new members who each passed their solo exam.

Secretary’s Report –

A motion to **approve** the minutes from the August 3, 2016 meeting was made by Mike Smith and seconded by Wayne Robinson. The minutes were approved as published in the **Slow Roll**.

Treasurer’s Report – Nate D’Anna

Nate gave his Treasurer’s report. Mike Smith made a motion to approve the report which was seconded by Tom Kametz. The Report was approved and is on file to see by request.

Membership Director’s Report – Bob True

268 members as of the meeting

Safety Officer’s Report – Tom Kametz and Lou Pfeifer

Lou spoke about two recent incidents at the field which resulted in minor injuries and a need for first aid. Kenny Rhoads, SVF member and retired fire fighter was present on each occasion and provided his expertise and first aid assistance. Lou thanked Kenny for his skilled help.

Old Business

1-Board has not yet finalized dates for the upcoming Fly-in and swap meet, but plans to do so at the September Board meeting.

2-Gate lock has been changed to the new combination lock for a number of weeks and seems to be working well.

3-The new wind sock has been installed and is functioning properly.

New Business -

1- A new and larger first aid kit has now been installed at the center area of the Ramada near the galley.

2-The remainder of the meeting was devoted to the Board explaining why new runway provisions are being considered including offering a preliminary copy of those proposed changes. Lou explained that while a majority of the Board voted 8-4 to eliminate the existing runway restriction requiring that all flight maneuvers (other than take-off and landing) must be done north of the runway, that the Board had not yet finalized any new rules which would replace those and that he wanted to explain to the members the Board’s thought process, offer a copy of a preliminary draft of proposed new rules and take questions and solicit feedback prior to the Board proceeding further. Lou further indicated that he understood that the proposed new rule was a significant change which was why he elected to send out an email to the entire membership five days prior to the meeting in order to give members a clear opportunity to understand the Boards thinking and offer feedback prior to voting and adopting any new rule. Lou turned the meeting over to Andrew Schear and Bob True to explain the thought process and to explain the preliminary rule being considered.

Andrew began by indicating that he has been a member for five years and during that time has observed that clicks exist where people only fly at certain days and/or at certain times. He concluded that, in part, people do that in order to fly with other members with similar styles. He said that when asked about why SVF has a provision which does not allow maneuvers to be flown over the runway, that he didn’t know the answer and decided to look into it. His research showed that SVF’s explicit restriction limiting flying over the runway to take offs and landings was not included in many other clubs. He indicated that he did a Google search and in the first 15 Clubs on the list he found only one Club which explic-

itly limited flying over the runway to take-offs and landings. He also searched the internet for accidents resulting from maneuvers over the runway and found none and last he spoke with an AMA rep who indicated that most accidents occur in the pit area or run-up area. Andrew's conclusion was that SVF's current restriction regarding flight over the runway is therefore not a safety rule, but simply a standing rule. His conclusion was that there is no reason to have a rule that people don't like, if it has no bearing on safety. He next proposed what a new rule might look like, read the preliminary draft and distributed a copy. The new proposed rule would allow fliers to perform flight maneuvers over the runway, up to the southern edge, and allow fliers to do so without feeling like they are violating a rule. He also indicated the rule is not final and opened the floor to questions and comments.

Below is a summary of common questions and comments.

A member asked if we are required to send our rules to AMA? Andrew answered no but that any rules we have cannot conflict with AMA safety rules.

A member commented that he fears fliers will hear the new rule as you can do what you want. Andrew commented that to make the new rules work all fliers will be expected to use common sense and courtesy.

A member expressed concern that if he is flying and another member takes off and starts flying over the runway that he will be concerned and doesn't want to be in that position. Andrew again empathized common sense and courtesy will be expected at all times.

A member asked why it is necessary to fly 3D maneuvers over the runway and asked why they can't simply be flown north of the runway? Andrew answered that the closer you fly 3D they easier it is as it requires very small and instant changes to control surfaces.

Another member expressed his view that the proposed changes are to the exclusive benefit of 3D fliers. Andrew replied that any new rules will also apply to jet and war bird fliers who do high speed low runway passes.

A member commented that if the Board has already decided that the members will have to live with it.

A member commented that our Club is much larger than most and suggested that any analysis looking at other Clubs, without regard to their size is not valid.

A member commented that 3D fliers tend to be younger more aggressive and worried that other fliers might feel intimidated.

A member asked if a new rule will be permanent? Andrew answered that any new rule will be re-evaluated within 6 months.

A member commented that he wondered about common sense.

A member commented that he has flown in other Clubs where they used common sense effectively.

A member asked if this would go to a membership vote? Andrew answered that it had not been decided. Another member commented that the Board was elected to manage and indicated that he did not advocate for a membership vote.

A member commented that high speed and incompetent fliers worried him. Ernie Mack indicated that any final rules would include a restriction not allowing high energy maneuvers being flown toward the pits.

A member commented that he did not know how to regulate courtesy. Another member commented on concern over a common understanding of courtesy and common sense.

A member commented that he thinks it is weird that helo guys fly in a different area. A member indicated that you cannot quantify courtesy.

A member commented on a concern of high speed low passes over the runway.

Board members also commented:

Tom Kametz indicated that he was a no voter and expressed concern over common sense. He indicated if every-

one had the same common sense there would be no need for any rules.

Bob True indicated his support for the new rule and commented that this could be a positive change or a negative depending on how you look at it. He preferred a positive change. This could be a bridge to the conflict between the different factions of flying styles. He noted that nothing changes if nothing changes and suggested it is time to change the rule. He noted we should change with the times to accommodate today's advance in skills and technology. He also noted that common sense is not easily taught.

Nate D'Anna also indicated that he has been in the Club for many years and that this has always been an issue and expressed his support for the rule

Allen Hemenway commented that he also voted no. He indicated that he had heard two themes at the meeting. First, that a new rule to be successful must include a lot of courtesy and common sense. And second, that he heard over and over member's views that common sense is not so common, that it can't be taught and that everyone thinks they have it, they just have different definitions. His conclusion was that common sense was not a rule but a principle that means different things to different people and is not enforceable. He indicated that common sense should be defined by the specific detailed language in each aspect of safety. He also pointed out that under the new rule (as proposed) a jet flyer could (but hopefully would not) do a low speed pass down the southern edge of the runway 25 feet from all people flying and expressed concern.

Andrew and Lou thanked the members for their input and indicated that the Board would give serious consideration to the input.

Door Prize Winners: Bob True John Wanner Hugh Duff Wayne Robinson Jeff Buck Ron Thomas Wayne Layne Bill Stiving

50/50 Winner:

- Lou Pfeifer Sr.

Show and Tell:

- Wayne Layne brought a spinner and the molds he used to create the spinners he will use on the P-38 he is scratch building. He explained the complicated process to scratch build spinners. There is no doubt that he spent more time and effort on the spinners than I have spent on all my models combined! He is truly an expert builder.

The meeting adjourned at 20:35

Respectfully submitted,

Allen Hemenway

Vote for the next AMA President

AMA members should receive their annual ballot for the 2017 flying season by October 1. Those whose memberships are set to expire will receive both an invoice and a ballot. Ballots must be postmarked and sent to AMA Headquarters by November 8. Everyone has the opportunity to vote for the next AMA president, and those in Districts I, V, and IX are asked to select a vice president as well. [The official campaign statements are now available online](#). Remember, online membership renewal is a quick and easy way to make sure that your benefits do not lapse. Thank you for supporting the AMA's continuing work with your membership renewal, your votes, and your generous donations to the AMA Foundation.

What's Happening



Jeff Buck being presented with his SOLO Certificate by President Lou Pfeifer presenting the award.



Wayne Robinson is being presented with his SOLO Certificate by President Lou Pfeifer .



Col. C.E. Bud Anderson 'Old Crow' (highest scoring fighter ace alive today) signing my P-51B Mustang. Tony Q

SVF SWAP MEET

SVF MEMBERS ONLY

EVERYTHING RC

October 15, 2016

Where? At the SVF field

Time? 9AM to 12Noon

Flying will be permitted at this time.

**Bring your own tables if you got a lot of stuff to swap.
Many tables will be in use for those who are flying.**

Buy Sell, or Trade Anything RC Related
mandatory fee of 10% on your items sold

NOTES ON WARBIRD OVER THE ROCKIES BY KEN RHOADS

Greetings one and all.

Another very good event in Arvada, Colorado put on by Brian O and the team from the Arvada RC Club.

Approximately 114 pilots with some of the best RC aircraft in the world including 2 very large F104 Starfighters that both flew all weekend and were flown very professionally. A very large Dornier 335 which really flew awesome this year to name just three.

There were many Phoenix guys including Paul Sheffield who just moved to FT Carson, Co, Kieth Hoffman, Rick Marshall, Shane Williams, I know I am forgetting some one. Bruce and Ivana followed us a day later in their rig.

Val, John Wanner, John Russell and I went in my rig on Wednesday and Keith and Rick had a great BBQ meal waiting for us when we arrived some 14 hours and 940 miles later.

David Morales was there and looked great after his bout with cancer. He flew his Stuka and hit the target every time.

Destruction was the name of the game on Wednesday and Thursday with many aircraft becoming one with the earth including my US ARMY PC-6 Porter. I will tell that story in another e-mail. Friday and Saturday afternoons were non flying times with high, dusty winds but all in all we had good flying weather, cooler than Phoenix.

I did take some photos of the group and aircraft and will send them when I get around to it.

We had a great time and hope to go next year.

KR



CONTINUE

Warbirds/The Rockies With Ken Rhoads



Tony Quist @ Warbirds/The Rockies



Team Horizon putting on a gaggle of Hangar9 Mustangs

Horizon gaggle Ali Machinchy, Ken McSpadden, Tony Quist, Pete Goldsmith (Corsair), Russel Stiff.



Mike Dolan and me tuning the P-51B for 6000'



Wayne Layne working on Brian O'Meara's new F104



Giant F-86 120" wingspan flown by Ali Machinchy. B-26, ME 262, F84 belong to Brian O'Meara



Evan Quiros from Texas, ME 109, DO 339, FW190D9 With Vin Difabbios ME262 in the back.

Maine Float Fly In



On Sept 17 the Portland Prosnappers held a float fly at Kiwanis Beach on beautiful Watchic Lake in Standish, Maine. Saturday weather was perfect. 19 pilots signed up for the event for Saturday. There was much flying with only one retrieval with the rescue boat all day. The event was scheduled for Sat. and Sun., but Sunday was rained out.

Unfortunately I did not manage to get an airplane on floats, so I was a spectator except one of my old friends let me have some time on his carbon cub. Good flying airplane.

We will arrive back in Phoenix on October 13. Looking forward to seeing everyone.

Howard K.

**Warning: You could spend all day/week/
month on this website.**

**Click on the link below to open this gentleman's web site
and all the aviation museums he has visited.**

**Click again and you'll go to the individual pictures he cap-
tured at each of these museums!**

<http://www.vgbimages.com/AirMuseums>



This 18-foot-span beauty is the handiwork of Gordon Nicholls and is flown here by Andy Johnson at the Large Model Association (LMA) RC show at the Royal Air Force Elvington airfield. This 15-year-old, 1/6.5-scale jet has more than 300 flights and is powered by two Wren 160 turbine jet engines. A replica of the Cold War bomber, it weighs in at 150 pounds. It's a fantastic aircraft and its many successful flights are a testament to the rigors of construction under LMA regulations.

VIDEO

<https://www.youtube.com/watch?v=Jtb450NrRol>

Dan Bott at Litchfield, Illinois

ROUTE 66 JET RALLY



Here are photos from Route 66 Jets. A popular Jet event that has been running for many years. On Friday the organizers conducted an educational session for 300 middle school students. I spoke on how the AMA can provide new members with entry level help. The one pic of me with the Greg A10 is with Roger Shipley the event organizer. Many of the event attendees are former contenders of the US Jet Team competing in the International Jet Competition. Dan

How to: Weather an ARF Warbird



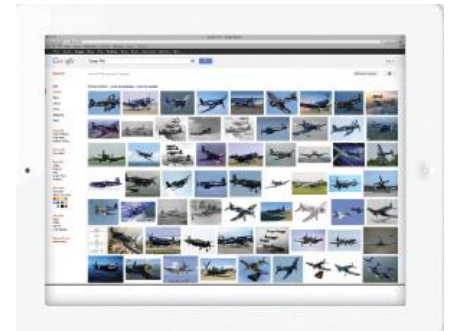
No doubt about it, among warbirds, the Vought F4U Corsair ranks way up near the top as a favorite with modelers. The bent-wing bird, as it's often called, has a look like no other WW II fighter. From its big, round cowl through its aft cockpit to its unique inverted gull wing, there's no mistaking a Corsair. For this presentation, I started with the all-foam (EPO) Corsair offered by Tower Hobbies.

Instead of a complete re-paint, I decided to take the alternative route of using the stock version as a basis for a "weathered," or in-service look, which the real Corsair was likely to have experienced. The techniques employed are relatively easy and inexpensive, and you really can't make a serious mistake. Equally important is the fact that these techniques can be used even after you've repainted your model in order to give

it a personalized look. While both the refinishing and weathering techniques improve the overall appearance, the refinish changes the look while weathering, or properly done aging, enhances the realism.

The search

The first—and most important—part of the process involves the "search." Much like the documentation hunt for that "just right" paint scheme, photos of actual aircraft are essential. This search for a weathered appearance is a little bit easier than the complete documentation phase, as you don't need a specific airplane; photos of any airplane operating under similar environmental and service conditions will do. Typically, WW II subjects operating in harsh environments like deserts or salt air will tend to look "beat up" in a shorter amount of time. Without the benefit of hangars, covers, shelters, or daily maintenance, they took some serious abuse and it showed.



Panel lines



Left: A small artist's brush is used to flow the gray wash into the molded panel lines. Wipe the excess away with a paper towel and the residual gray will stay in the panel line.

Below: The final appearance of the model is anything but monochromatic and you've created a look of realism; don't be afraid to try it!

Since I had decided not to repaint the model, there was no need to remove any of the manufacturer-applied markings, prepare a new stencil or markings, or even mask for color separation. All that was required was a light spray of glass cleaner to the overall model, a thorough wipe down, and adequate drying time. Since this Corsair has crisply molded-in panel lines and surface detail, the first step was to highlight these details with a medium gray wash applied to the panel line with a fine brush. I use water-based acrylic paint (latex house paint will work) and thin it so that

it flows easily into the panel lines. Apply this wash to each panel individually and, with a paper towel, wipe the excess wash off the adjacent surface, leaving some wash in the groove. You should do this fairly quickly after application of the wash but don't worry, any excess film can be removed later with fresh, clean water. The key is to leave some residual wash in the groove and allow it to dry completely. If you're really nervous about making mistakes, start on the bottom surfaces first; by the time you reach the top, you'll be an expert!



As with most weathering techniques, the key here is a light hand. When you reach the point where what you've done is obvious, you've gone too far.

Sun and sand

OK, the panel lines now all pop out visually and you're probably quite pleased with the transformation. Well, there's more to be done. Let's get out that very same wash that you allowed to accumulate in the panel lines to make them stand out. This time, starting at the leading edge of all flying surfaces, dab some wash onto the surface with a brush and immediately use a paper towel to spread it aft toward the trailing edge, always in the direction of the airflow. The density of the wash will determine the intensity of the streaking. I suggest diluting the wash to the point that it is just visible when first applied with the brush. Once again, when in doubt, go to the underside of the model! As with most weathering techniques, the key here is a light hand. When you reach the point where what you've done is obvious, you've gone too far. Using water-based paint for weathering, however, removes a lot of fear factor from the process, as most of it can be removed for "re-dos!" You want some very subtle streaking (tone changes) created by airflow over the surfaces. In the case of the fuselage, the direction of the streaking should be vertical, from top to bottom; long periods of being exposed to the sun will do that. Again, subtlety is key.

Wear and tear

Above: Small, spring-loaded panels, like this handhold, lose a lot of their paint through daily use. Silver paint, randomly applied with a fine brush, creates the illusion of chipped edges.

Below: In those areas requiring wear, rather than the chipping replication, I use a craft material called Rub 'n Buff applied with either a cotton swap, paper towel, or my finger.



Getting even more excited about your efforts, huh? Sure, it's looking great and luckily there are just a few steps left. The part of the weathering process that seems to get the most attention but is easiest to overdo is the panel wear or paint chipping. I usually start by sizing up the level of wear I've already applied and imagining how some of the panel edges would look after frequent opening, closing, or removal. How much of the finish on the leading edges of the airplane would be beat up by sand, stones, and other debris found on operating theaters like that desert we mentioned earlier? You can be sure that any painted surface kept outdoors and exposed to regular dirt, sand, or rocks found on most airports, will suffer the effects of these materials. Naturally, the worst wear usually occurs at the leading edge.



The next step is deciding how to simulate the wear or chipping. For sharp-edged panels or large chipped areas, as on the leading edge of wings, I use a fine, pointed brush to randomly apply silver paint stippled along the edge of the panel. The drier the brush the better; you don't want a lot of paint, just a suggestion of metal peeking through on the edges.

Chipping uses the same paint, but application is better handled by random dabs of a coarse, mostly dry sponge dipped in the silver paint and blotted before you apply it to the surface. Using a different corner of the sponge for sequential dabs will prevent a "repeat pattern" look. Also, when going from one leading edge to the opposite one, try not to look at the first one to "mirror image" it. Avoid symmetry of chipping if it never happens that way!

Now, for those areas where the paint was worn through rather than chipped, I use a craft material from Amaco called Rub 'n Buff. Crafters use it to create a metallic look on candles and other items. It's wax-based and I apply a small amount to a cotton swab before touching it directly to the model's surface. Don't apply it too heavily or you'll be on your way to a chrome-plated leading edge! Excess can be removed with alcohol but you'd best practice on something other than your model until you feel comfortable with the process and result.

Dirt and grime

Here is an example of both wear and chipping simulation in the same general area of the model. Compare the "before" and "after" images below to see the difference just a little weathering can make on your scale project.



Finally, there's the exhaust staining and grime accumulation that is best handled with an airbrush but can also be convincingly duplicated with pastel chalks or even ground-up pencil leads. Again, subtle is better! You will notice in your photos that the engine grime starts behind the cowl flaps, as you would expect. No need for masking anything here, just take the cowl off, do your thing, and replace the cowl; the stains will begin exactly where they should.

Before



After

There you have it, breathing life and realism into a great foamie warbird in a small number of easy and inexpensive steps. It is easy, but you'll never know until you try it. Just think of all the admiring looks your new weathered warbird is going to receive at the field; go ahead, go for it!



AT THE LAKE WITH BRYCE'S NEW QQ CESSNA 170





VIDEOS and Websites Links

Click on to view video, website



2016 RENO 2:25
<https://vimeo.com/184087834>

RENO Air Race 2016 Unlimited Gold 11:06
https://www.youtube.com/watch?v=fy_WEEU5jQg

Reno Air Races 2016 Formula 1 Race#3 "Chaos Theory" 10:45
<https://www.youtube.com/watch?v=OYTZhaf7mY>

Formula One Class Race Reno Air Races 2016 7:54

<https://www.youtube.com/watch?v=0OcWBroLj1E>

US Navy Blue Angels Reno Air Races 2016 15:40

<https://www.youtube.com/watch?v=Wvw8f0Yp7hs>

Reno Air Races Nevada USA 2016 2:34

<https://www.youtube.com/watch?v=p0306KOhNVI>

AMA VIRTUAL MUSEUM TOUR

<http://www.modelaircraft.org/museum/tour.aspx>



Sell items.

<http://sunvalleyfliers.com/forum/viewforum.php?f=16>

My thanks to those who passed this info on.



ONE EIGHTH AIR FORCE FALL SCALE FLY-IN October 22-23, 2016



www.oneighthairforce.org



ALL TYPES OF SCALE MODELS WELCOME

FEATURING:

**SATURDAY NIGHT DINNER AT THE FIELD
OEAFF'S UNIQUE AWARDS IN MANY CATEGORIES**

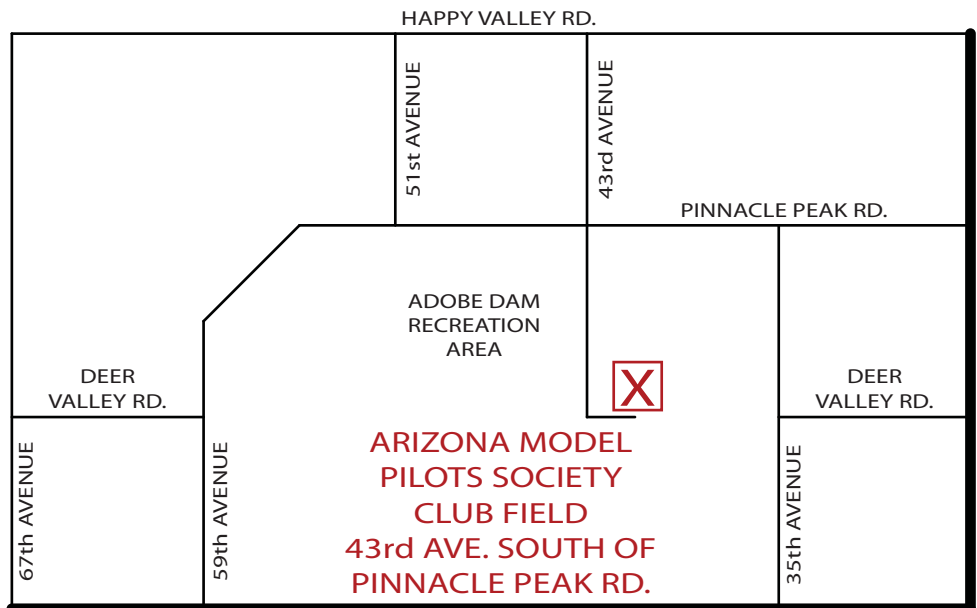
COMMANDER JOHN GEYER 602-810-1767
jegeyer@centurylink.net

CD DAVE ZARRA 623-206-2040
David.zarra@yahoo.com

**REGISTRATION STARTS SAT. AT 0730 HRS
\$20 PER PILOT - AMA REQUIRED**

**400ft CEILING
100db LIMIT
NO 3d FLYING
AMA SANCTION #16-1811**

**RV PARKING
WILL BE
AVAILABLE**



**ARIZONA MODEL
PILOTS SOCIETY
CLUB FIELD
43rd AVE. SOUTH OF
PINNACLE PEAK RD.**

LOOP 101 FREEWAY

I-17 BLACK CANYON FREEWAY

SEPTEMBER 2016 SVF Birth Day Boys

First name	Last name	Member type	Dob
Robert	Purdy	Senior	10/01/1935
George	Metro	Senior	10/01/1943
Dean	Brox	Regular	10/02/1973
Cecil	Walters	Lifetime	10/03/1940
Abe	Mirich	Regular	10/03/1970
Steve	Miller	Regular	10/16/1952
Rick	Paquin	Regular	10/16/1949
John	Elder	Senior	10/20/1946
John	Wolcott	Regular	10/20/1972
Ken	Rhoads	Senior	10/22/1950
Ramon	Rosenkrans	Regular	10/22/1975
Brian	Chamberlin	Regular	10/22/1963
Ken	Justice	Senior	10/22/1951
David	Thielman	Senior	10/24/1947
Keith	Hoffman	Regular	10/28/1956
Neil	Wallis	Regular	10/29/1969
Robert	Ritchey	Regular	10/30/1955
Howard	Buxton	Senior	10/31/1937



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

HOBBY BENCH COMPLETE HOBBY & CRAFT CENTER

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

Vote for the next AMA President

AMA members should receive their annual ballot for the 2017 flying season by October 1. Those whose memberships are set to expire will receive both an invoice and a ballot. Ballots must be postmarked and sent to AMA Headquarters by November 8. Everyone has the opportunity to vote for the next AMA president, and those in Districts I, V, and IX are asked to select a vice president as well. [The official campaign statements are now available online.](#) Remember, online membership renewal is a quick and easy way to make sure that your benefits do not lapse. Thank you for supporting the AMA's continuing work with your membership renewal, your votes, and your generous donations to the AMA Foundation.

**Y
O
U
R
A
D
H
E
R
E**





THE SLOW ROLL



Club Officers 2014-2015

Lou Pfeifer IV, President
Andrew Schear, Vice President
Nate D'Anna, Treasurer
Allen Hemenway, Secretary
Safety Officer Open

Scott Johnson

Website Supervisor

Please check your
Membership list for
Phone numbers.



Board of Directors

Wayne Layne '15-17
Steve Miller '15-17
Mike Smith '15-17
Bob True '15-17
Luke Martin '16-18
Scott Johnson '16-18
Steve Myers '16-18
Tom Kametz '16-18
TBD '16-18



First Class Mail

SUN VALLEY FLIERS
P.O. BOX 31816
PHOENIX, AZ. 85046-1816

To:

WWW.SUNVALLEYFLIERS.COM

41



YEARS



SINCE DECEMBER 1974