

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

NOVEMBER 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 I don't know, this was the best I got for the front cover.
Bernie Frank
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Many Photos
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VOTE AMA
U.S. Scale Master Results
Best In West Jets
SVF CLUB Starting 41 years
President Report
Minutes
Birthdays in back
SVF MEETING November 2 @ 7 PM



Presidents Report For November 2016

Hello Everyone,

Hope you all had a great summer! It is time that our winter flyers come back to Arizona and take advantage of our beautiful weather! Welcome back and have a wonderful safe flying experience.

I would like to take this time to remind you that our **(2nd Family Membership Fly-in)** will take place on **Saturday November 12th**. We hope you can all come out with your families and have a great day. Please if you can bring your own chairs as we have limited chairs available. It would be greatly appreciated. We will be setting up tables (6) between the shed and the Ramada on the west end behind the kitchen that will be COVERED for a nice seating and eating area. If you have tables you might also consider bringing those as well. As tables will be limited.

Sun Valley Fliers will be supplying the food, drinks. We will be having a Raffle for the LADIES as well as the men! We will be raffling almost \$1000.00 dollars' worth of items. I would like to take the time to thank [Bryce Hatfield](#) for his help in supplying some of the items for the raffle. We would also thank [Andrew Jesky](#) for his help in our raffle as well. If anyone can donate more (FOR LADIES) we will appreciate it.

I have some people that are donating their time in helping us on this day. At this time we have about 12 people and could use a few more. If you want to help please email or call me or just come to me the day of the event.

[John Geyer](#) will be out there with the [Home Fur Good](#) people. They are an animal NO KILL rescue. We will be looking for some donations for a GREAT CAUSE! Let's all pitch in to help!

Well I guess that is about it for now. Please enjoy the nice weather and FLY SAFE!

Lou Pfeifer IV

President SVF





Sun Valley Fliers General Membership Meeting Minutes – 10/5/2016

Meeting called to order by Lou Pfeifer at 7:03Pm. There were 25 members present.

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

Board Members in attendance: Luke Martin, Steve Miller, Bob True, Ernie Mack,

Absent: Allen Hemenway, Steve Myers, Wayne Lane, Scott Johnson, Tom Kametz, Mike Smith

Open: Lou had positive feedback on runway changes, email and in person. Individuals who were previously opposed to the issue

Guests: Mark Thomas- new multi rotor pilot, uav student

New Members: None

Solo Pilots: None

Secretary’s Report – Minutes from the 9/7/2016 meeting were approved as published in the **Slow Roll**. Ron Thomas, motioned, Wayne Robinson seconded

Treasurer’s Report – Nate D’Anna

Treasurer’s report was approved as written. Report on file to see by request. Mike Rogers motioned, Lou Pfeifer Sr. seconded

Membership Director’s Report – Bob True

269 members as of 10/5/16

Safety Officer’s Report – NONE

Old Business: CAMAC Event Calendar upload due November

Swap meet approved Oct 15th 9-12p. 10% of proceeds go to SVF

2nd Membership Fly In, November 12th. Looking for RSVP’s

New Business: Potentially add solar electric power for club. No response from membership, but Nate said he visited a club that had solar and it was successful.

Door Prize Winners: Ron Norris, Lou Pfeifer Sr., Luke Martin, Dennis Lamb, William Byers, Bernard Dorenbecher, Bob Wainmann, Wayne Robinson, Bob Haas

50/50 Winner: Lou Pfeifer

Show And Tell: None

Adjourned: Dan Crumb, Fred Wright seconded

The meeting adjourned at 7:27 pm

Respectfully submitted,

Andrew Schear for Allen Hemenway

What's Happening



2ND MEMBERSHIP FLY IN

SATURDAY NOVEMBER 12, 2016

SVF WILL PROVIDE FOOD & DRINKS

**RAFFLE FOR THE LADIES AND
GENTLEMEN**

PLEASE BRING YOUR CHAIRS



Bob Trus



**DONATIONS FOR
HOME FUR GOOD IS
FOR A GOOD CAUSE
They are an
animal NO KILL
rescue.**

SVF @ Cave Buttes Field



Ray Olsen, Jr



Afternoon flyers



Dan Bott



Joe Balabon



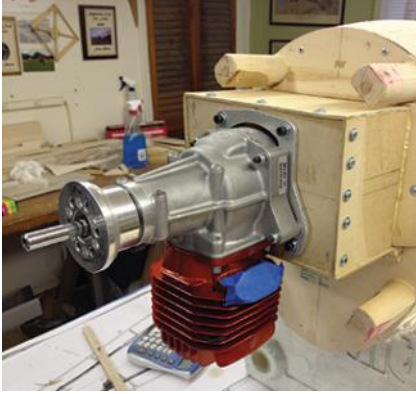
Tony Quist



Dan's New Jet

Get into Gas: Expert Installation & Setup Tips

There are lots of good reasons to use gasoline engines to power your model airplanes. Generally speaking, they are easy to start, and run very reliably while producing their peak power at lower rpm than glow engines of similar displacement. With lower rpms they tend to make less noise and burn less fuel per minute than comparable nitro burning 2-strokes. But as with all things RC, to operate properly, your gas-fed engine needs to be installed and set up correctly. Let's take a closer look.



MOUNTING

Here is a typical hard-mounted gas engine installation shown on my friend Mike Gross' Ziroli P-47. The rear-mounted carburetor passes through an opening in the firewall.

Here is a typical hard-mounted gas engine installation. The rear-mounted carburetor passes through an opening in the firewall. To keep the carburetor in front of the firewall long metal standoffs can also be used to install the engine.

Soft mounting the engine helps isolate the fuselage from engine vibration by using rubber inserts around the engine bolts.



Installation starts with properly centering and attaching your engine to the model. This can be done with soft-or hard-mounting points. Hard point mounting can be as simple as drilling holes in the firewall and bolting your engine directly into place. For engines with rear-mounted carburetors, this will often require using long metal standoffs. In both cases, the mounting hardware (nuts and bolts) need to be secure and tight. For lightly built airframes, soft mounts are often used. These include rubber isolators that separate the mounting bolts from the firewall. They also minimize the amount of engine vibration that finds its way to the rest of the fuselage structure. Be sure to follow the airplane's instructions for side and down engine thrust angles.



LINKAGES

Secure throttle linkage is very important. I prefer to use heavy duty ball links to make the connection.

You have to first install the throttle servo to determine the length of your throttle linkage.



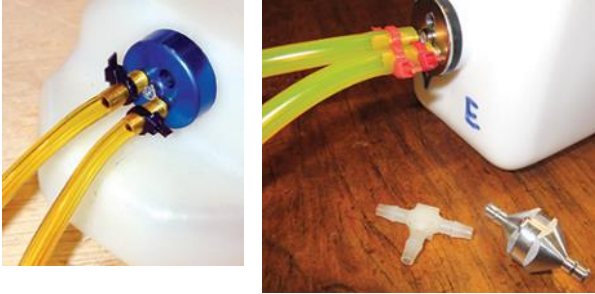
After the engine is properly installed, the next step is to work out and install the throttle and choke linkages. Start by installing your throttle servo. I prefer to use 4-40 music wire with a threaded on heavy-duty ball-link at the carburetor and a soldered-on metal clevis at the servo. You can determine the length of your throttle pushrod by using your transmitter to position the throttle

arm all the way to the idle position with full down throttle trim setting. Here too you should visually confirm in which direction the servo needs to move to open and closed the throttle. Since one end of the linkage is threaded you can fine-tune the length mechanically after you solder the clevis into place. The overall throttle travel endpoints can be fine-tuned by programming the travel volume or endpoint adjustments. I personally like to remove the return spring from the carburetor throttle arm to minimize the throttle servo drain on the receiver battery pack. Once this is all done, be sure to remove your throttle linkage and use a solvent to remove all the solder flux to prevent corrosion later on. For the choke you have the option of using servo control or a simple mechanical linkage operated by hand. Using a servo also provides an emergency engine shutoff during flight.



PLUMBING

Your fuel tubing tank hardware has to be made using gasoline compatible materials. Also use small cable ties to secure all the fuel tubing connections.



Next is the fuel lines to connect the engine to the fuel tank. The tank position is less critical with a gas engine than with a glow engine because most gas engines use a Walbro or similar pumper carburetor. These draw the fuel into the carburetor so the tank can be further away from and lower than the carburetor without any issues. The most important thing is to make smooth loose fitting holes in the firewall so the fuel line does not chafe. I drill a larger hole, slip the fuel line through it and then add a dab of Zap Goo to seal around the fuel line. Also, be sure to use a gasoline compatible fuel line like DuBro's Tygon or similar for your fuel system

plumbing. Use it inside the tank also as well as a gasoline-proof rubber tank stopper. An excellent way to make sure all your tank hardware is gasoline compatible is to use the Heavy Duty Multi Fuel Stopper Kit from Sullivan Products.

For the actual plumbing setup, I prefer to use a 2-line fuel tank setup with a tee fitting installed in the fuel-supply line to the engine. The other line is the vent which exits the bottom of the firewall, close to the exhaust pipes. I always install a fuel filter between the carburetor and the T-fitting.

FIREWALL FORWARD

Keeping the engine compartment neat and uncluttered helps keep engine performance reliable by preventing the wires from touching the hot engine case or muffler.



Securing fuel tubing with cable ties also improved reliability by preventing them from coming in contact with the engine.

The insides of an engine cowling can get crowded especially if you are installing a smoke pump system and adding ballast weight in the nose to adjust the balance of your model. So, in general, it is better to work out all your engine installation issues during the construction of your model, than to try and cram everything into place after the plane has been built. Prevent loose wires or fuel lines from coming in contact with the hot engine or exhaust system. Take your time and work on everything one at a time. I use plastic cable ties to secure dangling wires and fuel lines. If you need to do some maintenance, they can be easily



snipped away with a pair of wire cutters.

ENGINE COOLING

Inline cowling like on the P-51 Mustang can suffer from not enough cooling air intake.



Here you see a radial engine cowl. Notice that there is only a small area allowing cooling air into the cowl just in front of the cylinder head. You can have too much **inlet area**.

For proper engine cooling, the air outlet should be bigger than the air inlet opening.



When you are test running your engine on an open air engine test stand, cooling is seldom an issue. I like to test run my engine on my test stand, so I can get to know it and adjust the fuel mixture, before I install it on the plane. Though running an engine too lean or spinning a propeller that's too big can lead to overheating, the primary cause of dead-stick landings is insufficient airflow into and out of the engine cowling. Fully cowled engines tend to run at higher temperatures than uncowled engines so be sure to set your fuel mixture slightly on the rich side, so the engine runs at about 200rpm below peak speed.

For proper air flow the outlet area has to be larger than the inlet area by about two to one. With inline designs like P-51 Mustangs and Spitfires, the trouble is usually not enough inlet area. With radial cowl designs like the Grumman Hellcat, F4U Corsair and Japanese Zero, the problem is usually too much inlet area, compared to the outlet. Most ARF planes with cowled engines will provide proper instruction for how much engine cooling is needed, but if not, just remember that your outlet area should be about one and a half to two times as big as your air inlet. Some airplanes will also benefit from internal ducting that helps guide cooling airflow around the engine cylinder's cooling fins.

Safe Starting

Always have a friend hold your airplane during engine starts.

For safety reasons, I recommend the use of an electric starter, but if you want to hand prop your engine, here's the best way to do it.

- 1. Make sure your flying buddy holds your model so it can't move forward, and be sure the propeller is properly installed. Always use a balanced propeller.
- 2. Position the propeller (relative to the engine's compression stroke) according to the instructions.
- 3. Turn the ignition kill switch off, and close the choke. To draw fuel into the carburetor, flip the prop until you see gas flowing through the fuel line and into the carburetor.
- 4. Open the throttle fully, turn on the ignition system but keep the choke closed.
- 5. Flip the propeller again until you hear the engine "bark" telling you it is properly primed.
- 6. Close the throttle, advance the throttle trim fully and open the choke.
- 7. Flip the propeller a few times and the engine should start. If it doesn't, switch the ignition off, and repeat the procedure.

FIELD EQUIPMENT

These are just some of the must-haves you need at the flying field for a happy gasoline engine.



For filling and defueling gas-powered airplanes, I prefer to use the Kwik Fill Fuel Pump from DuBro. It works great and is gasoline proof and eliminates any worry of using electric fuel pumps around gasoline. Also I also have a small field kit handy for spare spark plugs, fuel filters, fuel line and basic tools for making engine adjustments. A spare balanced prop is a good idea also.

With the use of today's 2.4GHz transmitters, resistor spark plugs aren't seen as really necessary. But to minimize any possible RF interference, it is always a good idea to use spark plugs with the letter "R" in its ID number. Also, keep a proper spark plug wrench in your field kit to tighten and remove your spark plug. Be sure to check the gap of a new spark plug with a thickness gauge. The gap should be between 0.25 and 0.35 inch. Check the instructions if you are unsure.

Safety First +

Always install an easy to reach engine kill switch.

Test run your new airplane on top of a sheet of plywood to minimize dust and pebbles from flying around.

- + Keep all engine fuel stored in a safe place, away from high heat or flame.
- + Do not run your gas engine in an enclosed garage. Engine exhaust gives off carbon monoxide so open the door for proper ventilation.
- + Always install an engine kill switch
- + The propeller can throw up dirt, so place a large sheet of plywood under my airplane for engine tests. It is also a good idea to wear eye protection.



- + Remove anything from your shirt pocket that could fall out and strike the propeller.

FUEL MIXTURE

If you are worried about running your gas engine with gas station fuel that has ethanol in it, you can get pre-mixed SEF (Small Engine Fuel) from VP-Racing at powermasterfuels.com.



Today it's getting more and more difficult to find gasoline that does not contain some alcohol. While it will take some time and a lot of gas run through your engine before it will eventually affect performance, alcohol attracts water and moisture causes corrosion. It's now advisable to run your gas engine and fuel tank dry of fuel at the end of the day and use some after run oil. Marvel Mystery Oil is an excellent choice for after run treatments. Also, if your engine begins to become more difficult to start, check your inline fuel filter and your carburetor's internal fuel filter screen. If they show signs of becoming clogged, replace them with new ones. Walbro internal screens are available at most small engine repair shops.

For most gas engines, a fuel mixture of between 30:1 and 50:1 will work while providing sufficient lubrication. If you are unsure which ratio to use, refer to the engine's manual or ask the manufacturer. Here's some popular ratios recommended by engine manufacturers.

Ratio	Oz./Gal. (US)
100:1	1.28 (For synthetic oils only)
64:1	2
50:1	2.5
40:1	3.2
32:1	4

BOTTOM LINE

Properly installed and setup gasoline engines are very user-friendly and start up reliably without much effort. Once the carburetor is properly adjusted, you can leave it alone for a long time.



Troubleshoot Gas Engines — 11 Tips for Reliable Performance

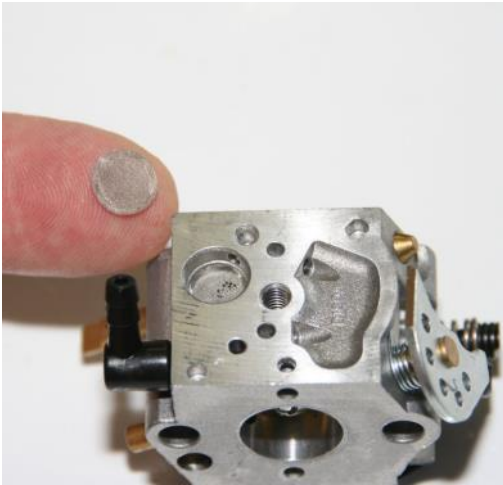
Gerry Yarrish



OK, so you've installed your gasoline engine properly, and made sure that the fuel tank is properly installed and the fuel lines and fuel filter are all hooked up correctly, but you still can't get any fire in the hole—the engine just won't start. As a safety note here, we always recommend using a properly sized heavy duty starter like those from Sullivan Products. If however, you are starting your engine by hand, be sure to have a friend help and hold the tail of your airplane secure so the plane won't move forward when the engine does fire up.

What else can you do?

1. Well, the first thing is to check that the prop blade is positioned in relation to the magneto magnets or the electronic ignition's triggering magnet as indicated in your engine's operating manual. Sometimes a small adjustment in blade positioning will make all the difference.
2. I personally like to start my engines using my left hand and set the prop so that the blade is at 11 o'clock and I swing it to the 7 o'clock position. This directs the force downward instead of upward. The magneto fires the spark plug at about the 9:30.
3. If your engine starts, burns off the prime then quickly dies, this indicates a fuel draw issue. Check your fuel lines for any kinks, blockage or pin holes.
4. Also check your tank for proper internal setup. Sometimes, the fuel tank can be installed upside down, and won't draw fuel properly. When you flip the prop with the choke closed, it should draw fuel. You can see it moving toward the carburetor in the fuel lines.
5. If the carburetor won't draw any fuel, check to make sure the needle valves are open.
6. Also, make sure the carburetor is tightly fastened in place and that the small hole and passage feeding pulse pressure from the engine case to the carburetor isn't blocked.



7. Check the fuel intake screen filter and make sure it is clean. This screen is located under the carburetor's top cap (the one held in place with a single screw). If it's dirty, carefully remove it and flush it with fresh gas until it is clean, or replace it.

8. Check that the engine head/cylinder case is tightly fastened to the engine case and that the gasket is undamaged. Even a small air leak here can prevent the engine from starting.

9. If there's no spark, make sure the kill switch is in the correct (Run) position. With electronic ignitions, make sure the battery is fully charged and the wiring to the timing sensor is properly connected.

10. If your engine loses compression, check for a stuck or broken piston ring. If this happens suddenly during flight, don't turn the engine over by hand, as this could score or gouge the sleeve. Carefully disassemble the engine and check for internal damage. If you don't want to do it, send the engine in for inspection and repair.
11. To ensure proper operation of your gasoline engine, always use clean, well filtered fuel. Use a filter in your fuel supply container, as well as between your engine and fuel tank. If you use a T-fitting in the engine supply line for filling and defueling your model, place the filter between the carburetor and the T Fitting.

continue

Troubleshoot Gas Engines



Once set up properly and adjusted, gasoline engines are very user-friendly, start easily and provide excellent fuel economy. Once the carburetor is set, it won't usually have to be adjusted for most if not all of the flying season.



[One of a kind Soviet bomber takes flight](#)

Built and flown by Rainer Mattle, this monster 99-pound model is powered by six 15cc ASP gas engines and an electric pusher motor. Built up from wood, the 16-foot-span plane is also equipped with 16 servos, brakes, and steerable nose wheels and can be disassembled into six modules for easier transport. Kalinin K-7 might be just what you're looking for! With a wingspan close to that of a B-52, only one full-size K-7 was ever built, and it crashed after seven flights due to a tail boom structural failure, so it's doubtful you'll run into another RC version at the next giant-scale fly-in. Thanks to RCHeliJet for taking a video of this monster model at the recent Hausen Am Albis event in Switzerland.

VIDEO <https://www.youtube.com/watch?v=K-JkPZGGr7Y>



[Jumbo Jet Flight](#)

This 16-foot-span 747-400 gives new meaning to the phrase "jumbo jet!" In this video, Adi Pitz's 747-400 scale model puts on a show at the Hausen Flight Day in Switzerland with pilot M. Brauer at the controls. The largest plane Adi has ever built, it has over 2,000 hours of work into it! The 747 is powered by four Hammer Engines turbines, each with a thrust of 14kg, and it's controlled by Weatronc radio gear. The 131-pound giant has sequenced landing gear and is 17.8-feet long. Thanks to RCHeliJet for taking this great video at the Hausen Flight Day 2016 in Switzerland.

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

2016 U.S. SCALE MASTER CHAMPIONSHIP CONTEST RESULTS

<http://www.uscalemasters.org/forumsmf2/index.php>

SVF @ Best of the West Jets

Buttonwillow, CA



Gunsmoke: 25 Years



1992-2017

Hosted By The One Eighth Airforce

SCALEMASTERS QUALIFIER

March 24,25,26, 2017

Competition in five classes:

**Expert, Team Scale, Advanced, Pro-Am Pro,
Pro-Am Sportsman**

Friday: Static Judging - 10AM to 3PM

Sat & Sun: Flight rounds - 8:30AM to 3PM

Entry Fee \$30 Scalemasters Members,

\$35 non Scalemasters Members

Parking \$6.00 per Vehicle

Food at Concessions available Sat & Sun

Contest Director: Paul Goldsmith + 602-323-7753 + PT19Nut@aol.com

Asst. C. D. Austin Goodwin + 480-215-5446 + N4351X@aol.com

1/8 th Air Force Commander: John Geyer + 602-810-1767 +

jegeyer@centurylink.net

www.ussealemasters.org + www.oeaf.org + www.azmodelaviators.com

Gunsmoke 2017 Planning Notice

GUNSMOKE, hosted by the MIGHTY One Eighth Air Force, is the premier & best attended US Scale Masters Qualifier in the western United States.

2017 will be the 25th continuous year of the contest, which is scheduled to be held on March 24, 25, & 26 at the Superstition Airpark in Mesa, Arizona.

Our dedicated and experienced contest director will be Paul Goldsmith, and Kent Walters, (four-time US Scale Masters Grand Champion), is planning to be the chief judge for this 25th Anniversary event.

We plan to make the 25th Anniversary of Gunsmoke a special contest for all. The event activity schedule and pilot perks will be expanded as described below, and our contest flyer is attached for your review.

Friday, March 24th:

All registered competitors will receive a pilot pack including a complimentary ball cap with logo.

Static judging 10 AM to 3 PM

Practice Flying 8:00 AM to 4:00 PM

Complimentary Pizza, Wings, & Libations 4PM - 5PM

Saturday, March 25th:

Breakfast Burritos/pastries Concession available

Pilot Meeting 8:00 AM

Flight Rounds 8:30 AM to 3:00 PM

Concession Lunch available

Hosted Saturday evening sit-down dinner out for competitors at a location TBD

Sunday, March 26th:

Breakfast Burritos/pastries Concession available

Pilot Meeting 8:00 AM

Flight Rounds 8:30 AM to 3:00 PM

Concession Lunch available

Award Ceremony 3:45 PM, Trophies 1st - 3rd Place each class, plus the OEAF Commander's Award

All five US Scale Masters classes will be flown, which include Expert, Team Scale, Advanced, Pro/Am Pro, and Pro/Am Sportsman. The entry fee is still a modest \$35 per aircraft entered, but 2017 US Scale Masters members can receive a \$5 discount/refund at registration. Additionally, we are trying to encourage OEAF members who are new to scale competition to fly in the Pro/Am Sportsman class by offering them a \$5 entry fee discount.

We will explore the possibility of setting up online registration on the One Eighth Air Force website, but since many people prefer to register by mail or in person, a downloadable registration form is attached for those that choose to use pen & ink, a check, and the US Postal Service.

We are also asking OEAF members to help fund the cost of the contest trophies again this year. Sponsorship opportunities at \$50 per trophy are available. To jump-start contributions, I have pledged \$100 for trophies. A list of sponsorship opportunities is attached. We appreciate any financial help you can provide.

Paul Goldsmith, Contest Director Austin Goodwin, Assistant CD

602-323-7753 / PT19Nut@aol.com 480-215-5446/ n4351x@msn.com

GUNSMOKE 2017

Entry Form

Pilot's Name _____

Street Address _____

City, State, Zip _____

Phone (_____) _____ AMA # _____ Scale Masters # _____

Email _____

Aircraft _____

Built from: (circle one)

Scratch built Kit(brand) _____ ARF(brand) _____

Wing Span _____ Weight _____ Scale _____

Engine _____ Radio _____ Freq _____

Class entered: (circle) EXPERT TEAM SCALE ADVANCED

PRO/AM PRO PRO/AM SPORTSMAN

Team Scale Builder: _____ (address, AMA #, etc. on back)

Entry fee (each aircraft): **\$35** (a **\$5** refund/discount will be given at registration to current 2017 Scale Masters members and to any OEAF members flying in Pro/Am Sportsman Class)

Register on line or make check payable to "**One Eighth Air Force**" and mail check and this form to:

Gunsmoke
3121 North 78th Street
Mesa, AZ. 85207



VIDEOS and Websites Links
Click on to view video, website



WORLD'S FIRST BIG RC TURBINE MODEL JET FOR INDOOR FLIGHT 3:21

<https://www.youtube.com/watch?v=459s5GrXr8Q>

744 KMH 462 MPH THE WORLD'S FASTEST RC MODEL TURBINE JET / GUINNESS NEW WORLD RECORD 2016 3:47

https://www.youtube.com/watch?v=YVNIWuLs_7E

THE \$21,000 FIRST CLASS AIRPLANE SEAT 9:00

https://www.youtube.com/watch?v=84WlaK3bl_s

Saab Gripen crash jetpower 2016 :55

<https://www.youtube.com/watch?v=e7EZ62OfHxw>

Blue Angels in 360-degree video 8:12

<https://www.youtube.com/watch?v=H6SsB3JYqQg>



Sell items.

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

My thanks to those who passed this info on.

IS THIS THIS LINK ANY GOOD??



NOVEMBER 2016 SVF Birth Day Boys

First name	Last name	Member type	Dob
Robert	Jones		11/12/27
William	Byers		11/08/28
Lou	Pfeifer, SR.		11/04/29
Lou	Roberts		11/17/33
Howard	Kennedy, Jr.		11/26/39
Bob	Hass		11/25/40
Peter	Jones		11/09/42
Craig	Demarcus		11/10/43
Austin	Goodwin		11/06/45
Charlie	Beverson		11/18/45
James	Goessling		11/08/46
William	Mead		11/20/46
Val	Roqueni		11/28/47
Jim	Licking		11/02/52
Michael	Smith		11/22/52
John	Hawbaker		11/27/52
Jeff	Ragan		11/07/54
Wayne	Baker		11/15/56
Mitch	Tauber		11/09/57
John	Gerhardt		11/15/57
Steven	La Corte		11/07/60
Neil	Banyai		11/05/62
Brent	Stevenson		11/06/62
Tony	Quist		11/29/63
Michael	Spandau		11/02/66
Shawn	Darr		11/18/66
Lucas	Martin		11/11/75
Nathan	Cooper		11/01/80
Dane	Clark		11/12/00
Patricia	Trejo		11/08/01

SORRY WE CAN'T DELIVER THEM



“We are saddened to hear that Bernie Frank’s passed away. Our thoughts are with his family.”

Sun Valley Fliers



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





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
???????????? '16-18



First Class Mail

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P.O. BOX 31816
PHOENIX, AZ. 85046-1816

To:

WWW.SUNVALLEYFLIERS.COM



41



YEARS



SINCE DECEMBER 1974