

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974



President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Oliver Henien
Secretary—Mike Peck
Editor—Bob Purdy

MAY 2024

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 Martin Jones
SVF CLUB ending 49 years as a charter club

President Report
Board Minutes YES
Minutes YES
Birthdays
50 YEARS

Happenings YES
SVF Meeting photos NO
Ercoupe
VIDEOS NO

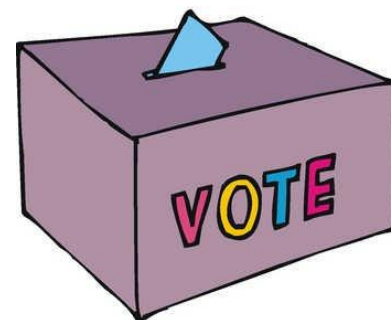
CALLER????
Thumbs Up are back
OEAF Report
MEETING AT FIELD MAY 4, 9AM

MAY 2024 SLOW ROLL PRESIDENTS LETTER



Welcome to the May 2024 Slow Roll.

I'd like to start out by reminding everyone to please vote in the upcoming election. As I mentioned in last month's letter, you will be receiving a link via email which will open to a ballot for online voting. The link should be



active from Monday April 29th through Friday May 3rd. The results of the election will take place during our May 4th club meeting. If you do not receive the link by email, I would like to know. Please contact me as soon as possible president@sunvalleyfliers.com

Regarding the Ramada upgrade..... I'm sure those of you that have seen the field lately are wondering why the new Ramada has still not come about. We have gone through every possible document that is required of us through the City of Phoenix. We are waiting for the reviewer to approve our permit. You wouldn't think this should be so complicated but working with the City of Phoenix for permitting is not easy. Sorry for this inconvenience but hopefully this will be resolved quickly.

Please join us for the May 4th election results club meeting. We will have many raffle prizes and the "50/50" could make you very happy \$\$\$\$. You never know what might happen, and you don't want to miss it. We have coffee and donuts for your enjoyment. **The meeting is at the SVF Field and starts at 9am.**

Have fun out there!

Frank Moskowitz

President

Editor Note: Comes December 2024 the SVF Club will celebrate 50 Years as a club.





Sun Valley Fliers Club Meeting Minutes April 6, 2024

Officers Present: President Frank Moskowitz, Treasurer Oliver Heinen

Board Members Present: Charlie Beverson, Jim Sprecker, Brian Rhoads, Craig Guest, Dan Bott, and Val Roqueni.

Meeting Open: President Moskowitz called the meeting to order at 9:04 AM at the SVF field.

Guests: Jody Allison

New Members: None

New Solo Pilots: Phillip Meads soloed. Val and John were Phillip's instructors, and Todd Inskeep was instrumental in getting Phillip's model/radio correctly setup. Phillip is a returning modeler, and after a long layoff from the hobby, he came up very quickly. Congrats Phillip, well done.

Secretary's Report: No report, Secretary was not present.

Treasurer's Report: Oliver Heinen reported on the amount of funds in the club treasury, and they are sufficient to meet the club's recurring obligations and expenses for the next year. Oliver received a substantial profit from Brian O'Meara for the Arizona Warbirds, Classics, and Scale Jets event hosted by the SVF/One Eighth Air Force. The report was approved as presented.

Membership Director's Report: Tony Quist reported that we have 239 members last month and there are now 242 members signed up for 2024 to date.

Safety Officer's Report: No report. All members are encouraged to read and/or re-read the Safety Officers column in the Slow Roll. The message is important for our members and the SVF going forward.

IT Update: Bobby Santoro is working on the new SVF website; pictures will be back up on the header soon.

Old Business:

1. Ramada permitting is still in progress. The un-permitted helicopter ramada has been removed, in keeping with the stipulations of the City of Phoenix, and President Frank ordered a temporary shade that has been put up for them to use. The soil engineering report is completed, and our Civil Engineer, Steve Bargeloh, has sent everything to the Reviewer.
2. Brian O'Meara thanked the Sun Valley Fliers club for a fantastic job at the Arizona Warbirds, Classics, and Scale Jets event. Many club members stepped up to help and made the event a success. The Morgan Adams Foundation received a \$3000 donation for their work combatting

children's cancer and that is also a credit to the Sun Valley Fliers and all the members that contributed their time and work at the event.

New Business:

1. John Geyer, Todd Inskeep, and Ben Gowell are the members of the nominating committee which was chaired by President Frank. They have completed their work. All current Officers will run for their respective positions again, and no other members have volunteered to run for any of the Officer positions. There are 3 Board member positions to be elected this year, and the following individuals are running for those positions:

Charlie Beverson (incumbent)
Dan Bott (incumbent)
Todd Inskeep
John Gerhard
Ben Gowell
Tony Holden

Jeff Smith had originally indicated interest in running for Board but has declined the nomination. No other nominations came from the floor at the meeting.

2. A date will be announced soon for the next SVF Auction and Swap meet.

50/50 Raffle: The 50/50 raffle prize was won by Ron Anderson.

Show & Tell: None

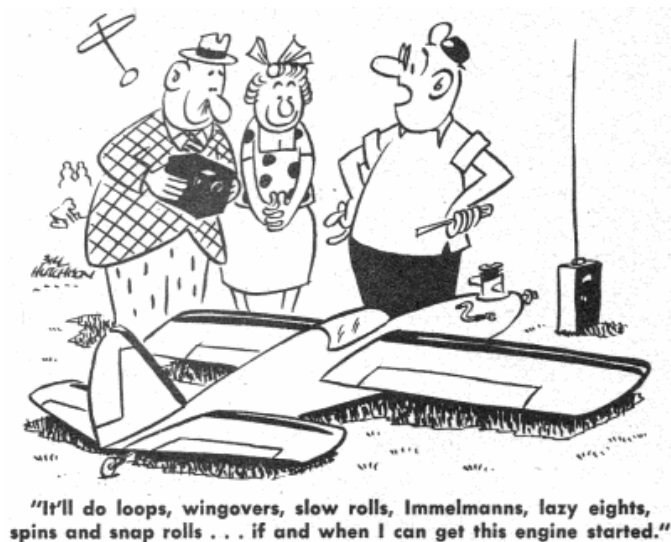
Meeting close: Motioned, seconded, and approved to close the meeting at 9:28 AM.

I want to thank and recognize Val Roqueni and Brian Rhoads for taking notes on the minutes for me while I was ill and unable to attend the meeting.

Respectfully submitted,

Michael Peck

SVF Secretary





Sun Valley Fliers Board of Directors Meeting Minutes –April 8, 2024

Club Officers Present:

- President Frank Moskowitz, Vice-President John Geyer, Treasurer Oliver Heinen, Secretary Mike Peck

Board Members Present:

- Charlie Beverson, Craig Guest, Jamie Edwards, Bobby Santoro, Dan Bott, Brian Rhoads, Val Roqueni, Jim Sprecker

Open: President Frank Moskowitz

1. The Zoom internet meeting was opened at 6:04 PM; all Officers & Board members were present.

Secretary's Report: Mike Peck

1. The March 4, 2024 Board of Directors meeting minutes were approved as published.

Treasurer's Report: Oliver Heinen

1. The club treasury balance was reported by the Treasurer, and it is adequate for the club's recurring needs throughout this year.
2. The proceeds of the 2024 Warbirds, Classics, and Scale Jets event have been turned in by Brian O'Meara. The event was very profitable for the Club.
3. Oliver stated that the SVF needed to appoint someone to audit the Club's financial records at least once per year, and this is something that has always been done where ever Oliver served as the treasurer. John Geyer, Vice President, volunteered to perform the audits on behalf of the Club.
4. The Treasurer's report was approved by acclamation.

Membership Director's Report: Tony Quist

1. The club membership is at 242 members to date. Tony feels we will exceed the 250-member mark fairly soon.

Safety Officer's Report: Ken Rhoads

1. There were no reported safety problems, so there is no report from Kenny this month. It was noted by Board members that they had observed continuing problems with a member taking off in an unsafe manner, despite several previous verbal warnings to the member. Kenny had not been appraised of these continuing problems, but Board members were adamant that the member was still uncompliant with the requests to improve that he had received. President Frank will draft a formal letter to the member requesting compliance.

Information Technology Report: Bobby Santoro

1. The website upgrade has been accomplished; however, Bobby has not had to time get the pictures back up on the website header for family health reasons. This will be done soon, and we will be able to pull pictures for the website from Facebook or Twitter if we want to.

Old Business:

1. Ramada permitting – The updated ramada plans have now been submitted to the Reviewer at the City of Phoenix Planning Department and we are awaiting the Reviewer to approve the issuance of our building permit.
2. President Frank has purchased three additional pop-ups available to replace ones that were wind damaged and a 10X20' new pop-up for the Helicopter area. Spencer and Paul helped to put it up and tie it down. Thank you, gentlemen.

3. The 2024 Arizona Classics, Scale Jets, and Warbirds event went well and was quite profitable for the SVF. Brian and Bonnie are thanked for bringing the event back in 2024, and for their numerous donations, including those to the Morgan Adams Pediatric Cancer Foundation, that helped make the event worthwhile and successful. The Board would also like to specifically recognize Brian Rhodes, Kenny Rhoads, Jim Sprecker, Todd Inskeep, Tony Quist, John Geyer, Charlie Beverson, President Frank, and the many, many other fine SVF members that turned out to help with pop-up setups, trash removal, table & chair setups, auction, clean-up, and also the tireless gate crews that allowed us to keep the country gate open for event traffic. A great effort from the Sun Valley Fliers membership; be proud of yourselves! Special mention to Curtis Kitteringham, an out-of-town One Eighth Air Force member, who cooked 100 steaks for the banquet meal.
4. Dan Bott reported that the Rules Committee has recruited two general SVF members to serve for the review of club rules and requested one more Board member be assigned to assist in the process. John Geyer volunteered to serve in that role. Dan had tried to include a member from the afternoon flying crowd, but they declined the invitation. The committee will establish a date to meet to begin their work and will report back to the Board.

New Business:

1. The 2024 election ballot will be created from the input received at the last Club meeting. We will continue to use the “Simply Voting” website for the election. Only those members that were in good standing as of the end of February can vote. Safety, Membership, and IT appointees have all agreed to stay in their current positions. All current Officers are running unopposed at this point for their incumbent offices, and there were no new nominations from the floor for Board positions at the last Club meeting. We will be electing three Board members from the following list after Jeff Smith declined to run:
 - Charlie Beverson (incumbent)
 - Dan Bott (incumbent)
 - Todd Inskeep
 - John Gerhardt
 - Ben Gowell
 - Tony Holden
2. The Board was asked if we should increase the number of Board positions available for election in anticipation of Club membership reaching 250 members (as called for in the By-Laws). The vote was not to increase the number of Board members until after reaching a 250-member count.
3. The Board of Directors wishes to thank Val Roqueni for his valuable service as a member of the Board of Directors, as well as the many things he has done for the Sun Valley Fliers in the past.
4. The Board reviewed a request from a Club member to install a 100’ x 15’ strip of artificial turf on the North side of the asphalt runway for the purpose of landing and/or taking off models on “grass”, and to provide a damage free “belly landing” zone for models that may have retract failure. The Board reviewed an estimate from Turf Masters, which exceeded \$7,000 in material & installation cost, and gave careful consideration to the size of the takeoff/landing zone, the proposed benefits, the maintenance and replacement cycle, and the overall cost. The Board voted not to approve this proposed project.

Adjournment: The meeting adjourned at 6:49 PM.

Respectfully submitted,

Michael Peck, Secretary

WINGS OVER CHINO



Photos by Tony Quist

WINGS OVER CHINO



Photos by Tony Quist

What's Happening



Like the sign says— avoid Foreign object destruction.

Brian

AERO MODELLER



"It's a new idea - you build it yourself."



ONE EIGHTH AIR FORCE MEETING MINUTES

April 27, 2024

The meeting was called to order at 13:29 hours by Commander Brian Rhoads, at the Deer Valley Airport restaurant. Members in attendance were Bob Frey, Kent Walters, Dave Schwirian, Michael Peck, Ken Rhoads, Howard Kennedy, Kenny Kear, Dan Bott, Dave Zarra, Robert Norton, Don & Dee Thompson.

Commander Rhoads commended the members that showed up for the meeting and noted that this is the best attended meeting we have had in over a year.

Old Business:

The Arizona Warbirds, Classics, and Scale Jets event last month was a very successful event, despite the very wet and cool weather on Friday that caused the cancellation of the Friday evening chicken dinner and subdued the flying on that day. Attendance was still very high and Brian and Bonnie O'Meara were very happy with the efforts made by the One Eighth Air Force and the Sun Valley Fliers members that turned out to help work the event.

New Business:

Commander Rhoads presented one question to the Group; where does the One Eighth Air Force as an organization go from here? The options were (1) to attempt to continue as a formal organization and the hold elections for officers, (2) continue only as a social organization and allow the existing officers to hold their offices without an election, or (3) formally dissolve the One Eighth Air Force.

Brian read an e-mail from John Geyer, who was unable to attend for family reasons, that proposed an informal version of the organization that is primarily a social organization with the existing officers holding their positions without an election.

It was recognized that the Group no longer has enough active members to hold One Eighth Air Force Fly-ins as we have historically hosted. The Fall fly-in has been turned over to the Arizona Model Pilots Society (AMPS) to operate as a scale fly-in event under their banner, and the Spring event has been taken on by Bonnie and Brian O'Meara with the help of the SVF and OEAF members who are willing to work.

It was further recognized in discussion that the OEAF Brand still has value and if other organizations are willing to use it and our logo in conjunction with their scale events or fly-ins, that is a positive thing particularly if we continue as an informal organization.

Discussion also surrounded reducing the Group monthly meetings to every 2-3 months and special meetings could be called if there was a need or specific reason.

It was also suggested that a committee of Group members could be established to seek other opportunities with established clubs for to put on smaller one-day fun-fly events, swap meets, or at the field barbeques to continue to promote scale modeling and to “show the flag” in some form. This item was **tabled** due to the lack of a willing member to chair the committee at this time.

Following substantial discussion, a motion was made and seconded for the OEAF to become a social organization that would not run our traditional Fly-Ins, but could continue to support other organizations scale events with participation and/or trophy sponsorship, and that the existing officers would remain in their current positions for at least another year without new elections. The motion passed by acclamation.

Meetings will be held every 2-3 months at the call of the Commander. We will also attempt to locate future meetings where all attendees are better able to hear the discussions.

Commander Brian proposed as the final item of new business, that the Group approve the Spring B&B scale event to be named a One Eighth Air Force Fly-In. This was also approved by acclamation.

The meeting adjourned at 14:15 hours.

Michael Peck
OEAF Adjutant

What is a Caller to do?

Our Sun Valley Fliers instructor corps rightly spends a lot of time with their students to ensure they learn to operate their model aircraft in a proficient and safe manner. We rarely, however, talk about what the pilot's responsibility is to make sure his/her caller knows what they are supposed to do. It is of little or no benefit to have a caller that stands next to you and never says anything to the pilot. Pilots, please let your caller know what you expect him or her to do for you.

The following duties are provided for your consideration and were modified from an original list developed and published by Jim Malek, AMA #13140. Some of you may say that many of these items are the ultimate responsibility of the pilot; but I favor the philosophy that two heads are better than one when it comes to safe model aircraft flying.

Good callers can, but do not have to be pilots themselves. They can be a spouse, boy or girlfriend, or another interested party. Callers do need some minimal training to understand and correctly fulfill their duties. Those suggested duties are as follows:

- 1) Begin caller duties when approaching the pilot's aircraft. Look for backed out screws, hatch security, fueling port security, etc. and alert the pilot to anything that appears to be out of the ordinary. Observe the types and numbers of aircraft flying in the pattern.
- 2) Kneel down and get a GOOD GRASP on the aircraft. Observe the position of the throttle stick on the transmitter to avoid full power starts. Clear down wind of the propeller or turbine prop wash.
- 3) Either before or after the aircraft is powered up, observe the functional check on the control surfaces for proper deflections.
- 4) Check the runway, departure end, crosswind, downwind, and base legs for traffic prior to taxi out for takeoff. Loudly call "TAKING OFF!" for the pilot.
- 5) After taking off, the pilot must give the caller information on their intentions; i.e., next, I'll do a loop, roll, stall turn, etc. The caller will check the sky ahead of the aircraft, making sure the way is clear, and will feed the pilot traffic information.
- 6) Before landing, make sure that the runway is clear and loudly call out "LANDING!" so that other pilots/callers are aware of your pilot's intentions. After landing, the caller's job is still not done. He/she should check the final approach as the pilot taxis off the runway to alert the pilot to other aircraft that may be landing, or if someone is preparing to taxi out from the starting areas.
- 7) From the time the caller is on the flight line, until the engine is shut down and the aircraft is removed from the flight line, he or she must maintain situational awareness of their surroundings. The final responsibility of a good caller is to help the pilot remember to turn off the transmitter and aircraft power switches.

Article donated by Mike Peck



Photos by Martin Jones



Photos by Martin Jones





Photos by Martin Jones



Posted in **STORIES**

THE ERCOUCPE IS EASY TO FLY—BUT YOU BETTER NOT BE IN A HURRY

It was supposed to be an airplane for the people.

By **TOM LECOMPTE** 2/16/2024

An Erco Coupe at the EAA's museum in Oshkosh, Wisconsin. (Tom Huntington)

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So you've had a "fender bender" in your plane and are in need of some wings. What do you do?

You could rent a plane from the local flight school. But at a cost of \$155 per hour (whether the propeller is turning or not) that is simply not practical. Can you borrow a plane? Perhaps, but after someone learns why your plane is in the shop they might not be so keen on handing over the keys to their bird. You could bum rides from friends. Sure, but they may not stay friends for long. Or you could give up flying until your plane is repaired and use the time to work on your golf game. Never!

That leaves just one option: Buy a second plane.

The challenge is that planes are notoriously poor investments—in most cases they are either way overpriced or in such poor condition that the cost of making them airworthy makes them unaffordable. Finding a plane you can both afford and actually fly as soon as you're handed the keys takes some luck, and a strategy.

I wanted a basic machine, nothing fancy—a simple **Cessna** or **Piper**—something for day trips to the islands or Cape. It didn't need to go fast. It didn't need to be all-weather. It just needed to be reliable.

So my search began where all searches begin: the internet. But like all internet searches, frustration quickly set in. My search ran up against the reality that lots of people are looking for the same plane, particularly flight schools and new owners. Such planes, being in high demand, command a hefty premium in price. Not only that, but such planes also tend to be very high time (read: worn out), and thus more trouble than they're worth.

I needed to change my approach. After a couple of dead ends, I found an area of aviation where one can still find a simple, affordable aircraft: Vintage planes. The plane I generally fly is 60 years old, so by vintage I mean planes that are really old, almost antique. These are planes built not long after the dawn of aviation; planes that are covered in cloth rather than metal; planes manufactured by companies long out of business...the Taylorcrafts, the Luscombes, the Aeroncas, the Stinsons and the Swifts.

And what I landed upon surprised me: the Ercoupe, a twin-tail, tricycle gear, metal and cloth hybrid that was way ahead of its time when it was designed in the mid-1930s. Back then, the Ercoupe seemed poised to do for aviation what the Model T did for the automobile.

An Ercoupe was photographed outside the ERCO factory in 1946. (Courtesy College Park Aviation Museum)

In 1935, less than a decade after Lindbergh crossed the Atlantic in the *Spirit of St. Louis*, aviation had—to use a bad pun—taken off. Airline traffic in the United States was doubling every year, carrying more than 900,000 passengers (compared to more than 853 million passengers per year today). Each year saw a proliferation of new airlines, new airplane manufacturers, new records being made or broken and exploding interest in aviation.



In all this heady optimism, the Department of Commerce sought to bring airplane ownership within reach of ordinary citizens. Under the auspices of the National Advisory Committee for Aeronautics (NACA), the forerunner of NASA, it challenged engineers to develop a machine that inexperienced pilots could operate, at a price much less than conventional airplanes.



From this emerged the Ercoupe, a name derived by the name of the company that produced it, Engineering and Research Corporation (ERCO). Designed by legendary aeronautical engineer Fred Weick, the Ercoupe incorporated a number of features that made the plane simpler and safer to fly. This included tricycle landing gear, which made the plane much easier to take off and land than its tail-dragging cousins. The plane's twin tails were designed to be outside the propeller wash, which alleviated unwanted yaw movements on takeoff and at slow speeds. The bubble canopy gave the pilot unmatched visibility. The fuel-air mixture was fixed, so there was no mixture control. There were no flaps. Elevator deflection was limited, making stalls nearly impossible. And, most importantly, the

plane's flight controls were integrated—the rudders were linked to the ailerons. That meant no rudder pedals, which also meant all turns were coordinated. Because of this, the Ercoupe was the first plane to be certified as “characteristically incapable of spinning,” and every plane has a placard on the control panel stating as much. On the ground, the nose-wheel was also linked to the control yoke, so the plane steered like a car.

A line of Ercoupes at various stages of assembly at the ERCO factory in 1946. (Courtesy College Park Aviation Museum)

ERCO marketed the Ercoupe as “the world's safest plane,” one as easy to operate as the family car. In 1945, the sticker price was \$2,665. A Buick sedan, by comparison, sold for \$1995. In another first, you could buy an Ercoupe in a department store. Macy's took out a full-page ad in *The New York Times* in 1945 to herald the opening of its airplane department. At Hamburger's in Newark, New Jersey, elevator operators hollered, “Sixth floor, airplanes!” Aviation was going retail.

But the dream of “**an airplane in every garage**” never materialized. Though safer and easier to fly than conventional planes, the reality is that the Ercoupe still requires airmanship—not to mention a license—to fly. And that includes knowledge of weather, aviation regulations, navigation and aeronautics. The average American wasn't quite ready for this. Sales stalled. In 1950, ERCO sold the rights to the Ercoupe to the Forney Aircraft Company. Fred Weick moved on to Piper Aircraft, where he later designed the venerable Piper Cherokee, one of the most popular airplanes of all time. A succession of companies made Ercoupes up until 1967—a total of 5,685 in all—an exceptionally long run for a general aviation aircraft. Of those, more than 2,000 are estimated to still be flying.

A well-maintained Ercoupe still costs less than a compact sedan. The plane I found was born in 1946. When I first laid eyes on it, I thought it looked like an MG with wings. It was painted in the silver-and-yellow WWII Army Air Corps trainer scheme. Very sharp.

My Ercoupe shows off its twin tail—and its faux military coloring. (Tom LeCompte)

Thing is, the only Ercoupes to actually serve in the military were a pair bought by the Army in 1941 that were evaluated for use in observation and later used as target drones. The government used another Ercoupe to test jet-assisted take-off (JATO), in which a short-burst rocket was strapped to the fuselage for a high-powered take-off.

So the plane's military paint scheme was a bit of a fraud, but that's okay because—having never served in the military—so am I. After getting it home, I placed a series of mosquito stickers along the side of the plane that attest to my “confirmed kills.”



The author shows off his “kills.” (Tom LeCompte)

The man who sold it to me is a Navy veteran and retired Boeing 747 captain. He told me Pan Am used the Ercoupe to train its early crews in how to land in a crab. The conventional technique of banking the plane and applying opposite rudder to stay on the runway centerline wouldn't work



with the giant 747 because the outboard engines could scrape the pavement if the wings weren't level.

"The technique was to fly in the crab, and at 50 feet above the runway the flight engineer would call '50 feet' reading the radar altimeter and the pilot would bring the nose around with rudder to straighten it out and reduce side loads on the main gear," he told me. "Worked well! Thank you Ercoupe for the help!"

My insurance company required me to get an instructor's sign-off before covering me for solo flight. My instructor, a young guy who flies for a major airline, had never heard of an Ercoupe. When I told him it had no rudder pedals, he sounded perplexed. "How do you land it?" he asked. "We'll figure it out," I said.

The plane, we discovered, is an absolute cinch to fly. Flip the battery switch, turn on the magnetos and just pull the starter. With the carburetor wired, there's no fuel mixture to adjust. Gas from the plane's two wing tanks is gravity fed to the engine, so there's no tank selector. Just "drive" the plane out to the runway, line it up, push in the throttle and when the plane hits 65 miles per hour lift it off the runway.

You're not going to go very far or go very fast with a cruising speed of around 95 miles per hour. And if there's a stiff headwind you may find that cars on the highway below are passing you. But with the windows down and the wind in your hair you get the feeling that this is the way flying was meant to be...that "slipped the surly bonds of earth" sort of thing. More than anything, it is just fun.

Want to check out some basic aeronautics? Stick your arm out the window and hold it in the wind. Watch the nose drop and the plane begin to turn (this is actually an approved technique for making a rapid descent). Put the plane into a steep turn and you'll get the feeling there's nothing between you and the ground. Circle over Gillette Stadium and it will be like you're on a string spinning over it.

But the best part of it is bringing it home. Given all my experience and training, I thought that landing sideways onto the runway would make for a hair-raising, jarring arrival. Not so. The trailing-link gear gently cushions the landing and the plane naturally pivots in the direction of flight, straightening out for a smooth, effortless landing.

"How can you tell when you're on the ground?" my brother asked when I took him up for a flight.

I wish all my landings could be like that.

Tom LeCompte is a freelance writer, airplane owner and longtime pilot based south of Boston. When not writing or researching stories, he's airborne somewhere. This article originally appeared on his blog, nineronepop.blogspot.com.

MAY SVF Birth Day Boys

Clifton Jr	Paul
Foote	Sam
Hinrichs	Barry
Keaton	James
Kreyling	George
Levine	Kelly
Medina	Abel
Mohn	Michael
Oberholser	Ian
Okerstrom	Scott
OMeara	Brian
Polkinghorn	Richard
Rovarino	Andronicus
Sanchez	JD
Sprecker	Nancy



Mon-Fri 9:00 AM — 8:00 PM

SAT 10:00 AM — 8:00 PM

SUN 11:00 AM — 6:00 PM

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!

"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 privelages.





THE SLOW ROLL



Club Officers 2022-2023

FRANK MOSKOWITZ, President
 John Geyer, Vice President
 Oliver Heinen, Treasurer
 Mike Peck, Secretary
 Safety Officer Kenny Rhoads
Bobby Santoro
 Website Supervisor
 Please check your
 Membership list for
 Phone numbers.



Board of Directors

Jamie Edwards '23-25
 Jim Sprecker '23-25
 Craig Guest '23-25
 Brian Rhoads '23-25
 Charlie Beverson '22-24
 Dan Bott '22-24
 Val Roqueni '22-24



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