

THE SLOW ROLL



CHARTERED #921
Since DEC. 1974

SEPTEMBER 2022

*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.*



President—Frank Moskowitz
Vice President—John Geyer
Treasurer—Dan Smith
Secretary—Bobbie Santoro
Editor—Bob Purdy



Inside this issue: Cover Photo by Val Roqueni of his E-flite Night Radian

SVF CLUB ending 47 years as a charter club

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Ambroid Glue

MEETING AT FIELD SEPTEMBER 3 at 8 AM

Fond Du Lac Photos

SEPTEMBER 2022 SLOW ROLL PRESIDENTS LETTER

Welcome to the September 2022 Slow Roll



The weather will soon be cooling down and that means more of us flying at the field. You might want to brush up on your safety and field rules. The ultimate goal of course is to keep you safe from injuries. We all tend to get lax and sometimes need a gentle reminder about the proper safe way to have fun flying. Our safety and field rules can be found on our website www.sunvalleyfliers.com under the link called "Field Rules and Regulations" located on the right side of the home page. There are three links once you get to the Rules page. They are Sun Valley Fliers By-Laws, Field Rules and See and Avoid. All good documents that you should be aware of. Remember our safety office is Ken Rhoads. You can always ask Ken about anything safety related.

I read an article in the Arizona Republic about the surge in snake bites. It said that the end of August and all through September have more snakebites than any other months of the year because of the monsoon storms and because baby snakes are born at all through the month of August. Juvenile rattlesnakes are just as lethal as adults and may be more dangerous. They are harder to see, and their rattle is not as loud. The medical director of the Arizona Poison and Drug Information Center, said "They are born with fangs, and their venom may be more potent". So when you make that jog into the desert out north of our runway to collect a plane or part of a plane, look down occasionally!



1. If bitten by a rattlesnake, DO NOT use ice to cool the bite.
2. If bitten by a rattlesnake, DO NOT cut open the wound and try to suck out the venom.
3. If bitten by a rattlesnake, DO NOT use a tourniquet. This will cut off blood flow and the limb may be lost.
4. If bitten, Keep the area of the area of the snake bite lower than the heart
5. If bitten, go to a hospital immediately. If you cannot get to a hospital, call the Arizona Poison Control and Drug Information Center at 1-800-362-0101 immediately
6. Avoid rattlesnakes altogether. If you see one, don't try to get closer to it or catch it.
7. Keep your hands and feet away from areas where you cannot see, like between rocks or in tall grass where rattlesnakes like to rest.

OK, that's enough scare tactics. Enjoy your flying.

One last note: Some members still are not daisy chaining the lock on the gate. See picture of how not to do it. You must include the key lock in series all the time.

For those of you that haven't attended a club meeting in a while, September is the time to start. Please join us on **Saturday September 3rd at the field** which is where our club meetings have been held. It will still be warm so we will **start the meeting at 8am**. 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. Remember, the meeting is at the SVF Field and starts at 8am.

Have fun out there!

Frank Moskowitz, *President*



BOARD MEETING minutes – Aug 8, 2022

Sun Valley Fliers CI Meeting Agenda

Officers: Frank Moskowitz – President, John Geyer - Vice President (Absent), Dan Smith – Treasurer , Bobby Santoro – Secretary

Board Members: Tony Quist , Charlie Beverson, Jamie Edwards, Bob Bayless, Brian Rhoads, Dan Bott, Val Roqueni

- 1. Open** – 18:05
- 2. Guest** - Brain O'meara, Gary Thompson, Vinny DeFabio, Wayne Layne
- 3. Secretary's Report** – (by Bobby Santoro) **Motion: Tony Second Second: Bob Bayless**
 - a. May Minutes published in Slow Roll - **Motion: Frank Moskowitz Second: Charlie Beverson**
 - b. Email accounts have been renewed for board members.
 - c. SSL Certificate renewal was also completed
- 4. Treasurer's Report** – (by Frank Moskowitz) **Motion: Bobby Santoro Second: Tony Quist**
 - a. Latest club expenses were shared
- 5. Membership Director's Report** – (Tony Quist)
 - a. 236 members so far, two new members have joined over the summer!
- 6. Safety Officer's Report** –(by Frank Moskowitz)
 - a. Kenny gave his updates at the club meeting, no further incidents to discuss.
- 7. Old Business**
 - a. Updates given on 501(c) status for the club given by Brian O. The benefits were shared and the articles of incorporation were reviewed by the board. The benefits of
 - b. expanding the 501(c) to a 501(c)(3) to maximize potential benefits.
- 8. New Business**
 - a. The proposal for moving the ends of the fences on the runway to allow for more
 - b. runway space was reviewed and discussed. Motion to move the fence Motion:
 - c. Dan Bott 2nd: Jamie Edwards: Yes: 8 No: 2
 - b. Discussion on what to do with the damaged storage units at the field. A new storage unit was reviewed and also compared to what it would take to repair the one today. Motion to replace the door on the storage unit. (Frank) Voted on unanimously.
- 9. Adjourned** at 19:02 Motion: Bob Bayless 2nd: Bobby Santoro

SVF MEETING AUGUST 6, 2022

Meeting 8:02, 32 present.

John absent, Dan absent, santoro absent, jamie absent, val absent,

No secretary report,

Chase 51772.01 motioned Mike peck norm pitcher second

236 members, two new members this month. Tony says get your email correct when you renew

Safety, Ops normal

Old business; camera facing runway. More shirts, coffee cups. Oohs & ahhs. More items for the next auction.

New business; Bayless toys tots electric fest December outer deadline fence wants to be moved back board decision. scale

Masters October 21-23 Mesa. Steve sheplers wife passed away selling large electrics.

\$97 50/50 \$43 winner, \$42 club. OLiver heinen

Prizes; Bott, Warner, difabbio, Jeffrey, beverson, bishop, michael Caruso, gambino, Layne, Sheffield, pitcher, Purdy, Dolan, pol,

Adjorn 838

SVF Meeting August 6, 2022



What's Happening

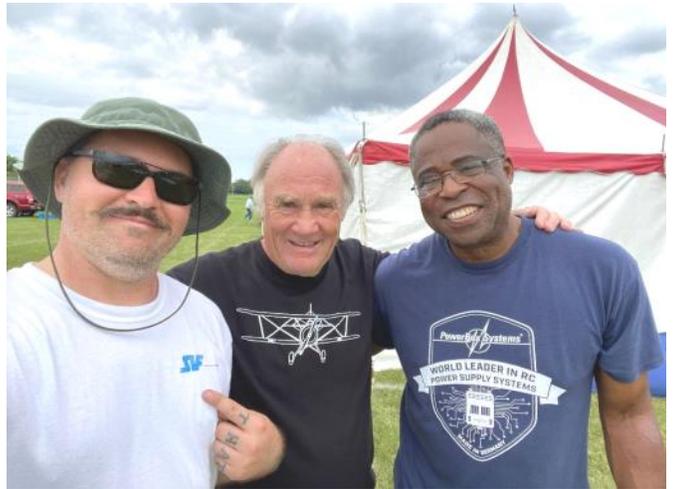


This is my 1/4 Scale Tiger Moth in progress. This is from the Hangar 9 ARF. I stripped it to bare wood. Then covered it with cloth and added Swedish markings from Callie Graphics.

Bob Bayless, this is my new ride. It is a 1/2 size Orion from BMJR models. 30" wing. This is a Park Flier. Came as 28 sheets of laser cut parts and sticks. Fun build. My first kit built model in many years. Won't be the last though, to much fun.



WARBIRDS&Classics over the Midwest, Fond Du Lac, WI





**Bonnie & Brian O'Meara,
Wayne Layne & Brian Rhoads
attending the event at Fond
Du Lac**

HISTORY OF AMBROID GLUE

An article published in the May 2012 edition of MaxFax, Stew Meyers, Editor

While cruising the web, I stumbled across this fascinating history:

Before Ambroid glue, you patched the birch bark or canvas on your canoe with spruce gum. It was an art and an ordeal. You gathered dried knots of pitch from spruce or pine trees. These were nurtured with patience from the trees by creating gumming notches. You harvested the knots and took them on trip with you. When you sprung a leak you started up a fire and rendered them with fat. The gum was applied while still hot. And if you didn't get your mix just right!

In 1900 the canvas canoe was on the cusp of revolutionizing canoeing and launching the canoe-building industry. Charles Seavern, president of Howe & French, Inc. a Boston chemical company, was an ardent trout fisherman and canoeist. He was more than familiar with the time-consuming, messy gumming process from his Maine fishing trips in birch bark canoes. Howe & French processed used tortoise-shell glasses to recover camphor. The leftover celluloid was burned. Celluloid had made its debut as the first plastic. It was little more than cellulose, obtained from plants such as cotton, and camphor the plasticizer. As plastic was waterproof, it occurred to Seavern that a replacement for gum could be made from this waste. No more pitch gathering. No more fires. No more rendering. Just open a tin can and apply. It might have some color problems but the bottom of a birchbark canoe was not a designer's paradise. And since his company had waste celluloid to burn, the price of the raw material couldn't be beat.

With testing, Seavern found that his glue exceeded his original hopes as an adhesive, not only for birch bark, but the new canvas canoes as well. It was fast-drying, flexible, strong and above all, waterproof - as the packaging would later boast. Two words, amber (its color) and celluloid were combined to create the brand name Ambroid.

The liquid plastic was sold in small, round tins to sporting-goods outlets and in larger one-gallon cans to canoe-repair shops. Old Town Canoe Company became one of the first customers of the Ambroid Company, apparently even for a time, providing a tube with each canvas canoe sold. Old Town still sells Ambroid in its Wood/Canvas Repair Kit. Hudson's Bay Company became another early customer, selling large quantities across Canada through its posts and inland stores to hunters, trappers, surveyors, prospectors and natives. Ambroid is still sold by the successor, The North West Company, which operates the inland stores.

Old-time builders swear by the stuff for patching canvas. "I had an old canoe come into my shop with a complete double bottom of canvas glued on with Ambroid," says Rollin Thurlow, of Northwoods Canoe Co. in Maine.

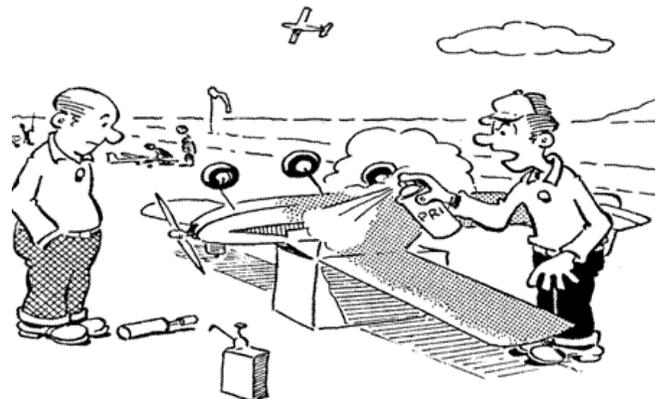
Northern Ontario-based Camp Keewaydin, founded in 1894, is the world's oldest canoe-trip operator. As one of the few

institutions still running whitewater in wood-canvas canoes, its six-week trips into remote areas carry a pound and a half of Ambroid. As you can imagine, the staff are adept at handed-down, backwoods, canvas-repair tricks like double-patching and burning on a patch, all with Ambroid.

The reconstituted tortoise-shell glasses did not immediately go into lead tubes because the lead caused the cement to gel. Citric acid was eventually added as a preventive. With the adoption of the tube, it replaced tin cans on canoe trips. Old-timers have told the Ambroid Company that it lasts for decades in the tubes. (Today, lead tubes have been replaced for safety and health with annealed-aluminum tubes.)

Not only was the amber liquid one of the world's first plastic glues (chemists like to point out it is not a glue but a cement), but it became one of the most widely-known brand names in the wood-canvas canoe industry. You didn't leave home without it. Its ease of use revolutionized repairs and must have helped accelerate the popularity of the canvas canoe.

The original Ambroid, marketed as Original Liquid Cement, is still popular with hobbyists who use it on wood models because it bonds so well to porous materials. It is widely available at hobby shops. Though sales of Ambroid to canoeists have fallen with the decline in wood-canvas canoe use over the past three decades, the first commercial canvas cement is still holding on patches and outshining today's high-tech glues.



"I don't see what good this will do... Some guy told me it would start easier if I primed it!"

From Tony Quist Scrapbook



Nigel Perez celebrating his birthday



John Nolte bought a new radio



Doug Ringering is our newest Turbine pilot



Rick Paquin suffered through the heat to fly his jet.



Arthur Gambino with his newest acquisition



Ken Rhoads is mastering electronics installation.



**The Sunset Flyers kick him out of their group!
I had to find a spot for him. Sorry Tony!**

SVF Evening/Monsoon Fliers



You seen them before,
Tom , Dick & Harry



SVF Evening/Monsoon Fliers



SVF Pilots and their Aircraft



2M W.S., LED lights on fuse & wings, xmtr Spectrum NX10. I like to fly it just as dawn is breaking. It's a great flying glider. Val

Photos provided by
Doug Ringering, Bob Bayless, and
Val Roqueni



Gunfighter of the Rising Sun – A Zero pilot's own story

Kaname Harada, who flew Zeros in WW II, didn't like speaking about the War because it was a painful experience for him.

He was haunted by the horrible memory of seeing his fellow navy pilots die on Guadalcanal Island in October 1942, and he wanted see their remains recovered to bring closure to their families.

From December 7, 1941, through the Battle of Midway (June 4 to 7, 1942), Kaname Harada was a Zero pilot onboard the carrier Soryu. During that time, he scored several aerial victories in the Indian Ocean operations and Midway. His carrier, however, along with the Akagi, Kaga and Hiryu, was sunk during the disastrous Midway operation. The young naval aviator spent several hours in the ocean before being rescued by a destroyer. After this terrible loss for Japan, he was one of the surviving veteran airmen who vowed to get their revenge the next time they fought in combat with U.S. military forces.

In July 1942, Harada-san was transferred to the carrier Hiyo. During this period, Japan was focusing all of its resources to reclaim Guadalcanal Island. On October 17, Harada flew what would turn out to be his last combat mission.

The target of our mission was a group of American ships off Lunga Point. Our aircraft flew in two groups. First came eight Junyo Type 97s (Kates), but there should have been nine. One Type 97 (flown by WO Tatsuyasu Otawa) returned to the carrier because of engine trouble. My group of nine Zero fighters from Hiyo was assigned to escort them and flew above the formation of Type 97 Kate; then came the second group of nine Hiyo Type 97s along with nine Junyo Type 0 carrier fighters.

I heard that the Junyo Type 97 carrier attack plane leader (Lt. Tadao Ito) was more experienced than the Hiyo leader (Lt. Yoshiaki Irikiin). Regarding the Zero fighter leaders, I also heard the Hiyo fighter leader (Lt. Tadashi Kaneko) was more experienced than the Junyo fighter leader (Lt. Yoshio Shiga). That's why it was such a strange formation with Hiyo Zeros escorting the Junyo Type 97s and Junyo Zeros escorting the Hiyo Type 97s. So I believe the more experienced pilots were chosen to lead the attack. I was escorting the Junyo Type 97 group, which was commanded by Lt. Ito, but they were going the wrong way. Nevertheless, the second group, commanded by Lt. Irikiin, hit the target successfully.

My group of escorting Zero fighters flew 400 to 500 meters above the formation of Type 97s. The Zeros flew in three groups of three, with the fighter in the top center being the leader and the second airplane on the left and the third one on the right. The escorting Zero fighters were faster than the bomb-laden Type 97s, so if we continued to fly normally, it would have been too fast. We couldn't just stop, however, so we did snake movements to slow down. Sometimes, we got separated at a greater distance, and the Grumman F4F Wildcat fighters were waiting for this moment to attack our Type 97s. The enemy fighters were not trying to attack our Zero fighters; instead they went after the vulnerable Type 97s because it was wiser to attack them. It was difficult to defend our Type 97s against the Wildcat fighters.

During this mission, I saw a series of clouds that could only be found on a clear day. With this particular type of cloud, an enemy fighter pilot could hide his aircraft and still see the sky below very well. These clouds were 700 to 800 meters above and to the right of us. We never expected to see Wildcat fighters coming from behind these clouds, but I thought those clouds were an ominous sign. In reality, the enemy fighters were waiting to attack us. Our group made a directional error, and while we were changing our course, we were attacked. During this attack, we were annihilated. Right in front of my eyes, six Type 97s were on fire, and two of these crash-landed. After the Kates were attacked, our nine Zero fighters tried to chase the Wildcats while they tried to escape. One Grumman F4F Wildcat fighter, however, turned around and came back to fight us.

When I made a sudden directional change to get into position to fight him, I became light-headed because of the G-force. I then released my throttle, and because of this, my position was lower than the Wildcat fighter. When I came to my senses, I was in a disadvantageous position: the enemy was above me. I thought that if I tried to escape, I would be shot down for sure; so I decided to fight him, even in an unfavorable position. It was one airplane against the other. The battle was one short head-on encounter, and I must have hit his airplane numerous times as he hit mine.

In my case, I had to return to my carrier, but it was so far away that I wasn't able to get back. My left arm was badly wounded, and I wasn't able to control my Zero fighter. So I decided to ditch on Guadalcanal Island and crash-landed about 40 kilometers (25 miles) from Cape Esperance, a bit off the coast near a river. On normal occasions, a landing in the ocean would have been better, but as my left arm was injured, I decided to land in the jungle. The area where I crashed was between Cape Esperance and Henderson Field but probably closer to Cape Esperance; I believe that Henderson Field was about 30 kilometers (19 miles) from my crash site.

My engine was damaged, and so were the fuel tanks. During this time, gasoline had spread around the area of my seat, and I was worried about a possible fire. So I switched off the engine and decided to land as soon as possible.

From above, the area where I was going to land looked flat, but there was a palm tree about 50 meters tall. First, the left wing hit the palm tree and was severed from the fuselage; then the airplane flipped over and landed on the ground. Luckily, for me, as I had shut off the engine, there wasn't any fire. The palm tree actually served as a cushion because if I had landed directly on the ground, the friction might have caused a fire.

I passed out when the airplane hit the palm tree, and I don't know how long it took before I regained my consciousness. I awoke after a cool shower of gasoline poured down on me. I was in an upside-down position in the cockpit, which was like a sealed room. The gasoline became vaporized and was choking me: I had to get some air quickly! My left arm was badly injured, so I used my right hand to dig a little bit, and that gave me some air to breathe; then I dug some more. Fortunately, it was soft, leaf-decayed soil, so I was able to dig and crawl out. I dug so much that my nails were almost completely worn away. I also used my legs and pushed against the butts of the machine guns to help me crawl out. Once my face was out, it became very easy to get out, but before that, it was difficult. I was really desperate, so I dug like a crazy man, and I don't remember exactly how long it took to get out.

During my struggle to escape, I used up every ounce of my energy; I collapsed after getting out of my plane. I was very thirsty, and the only source of water was a mosquito-egg infested puddle. In spite of that, I had to drink, and after I did, I calmed down a little. After I had slept for a while, I gained some energy and started to walk through the jungle. Suddenly, I saw an aviator with a bloody face about 500 meters away; it was WO Hisao Sato, who was one of the two aviators who survived the crash of a Type 97 carrier attack plane. Six airplanes were damaged during the mission, and Sato-san was one of the aviators I had escorted. Sato's aircraft usually was flown by a crew of three men. The pilot of his Type 97, Lt. (j.g.) Setsuo Kuno was shot in the head and dead in the aircraft. The reconnaissance man PO1c Tadao Maruyama was still alive, but he was trapped in the wrecked aircraft and was moaning in pain. Sato-san and I tried to save him, but my left arm was injured, so it was difficult to get him out. We were not able to rescue him because he was trapped very firmly inside the wrecked aircraft. Sadly, we had to give up, and he died. But before Maruyama-san died, he asked us to bring some of his hair and nail clippings back to Japan for his family.

Sato-san and I spent the night with the dead aviators and had a wake for them because they couldn't have a proper burial. We made offerings of flowers and palms to them. (Unfortunately, these two aviators are still on the island because their remains were never recovered. After the War, I asked the people who worked at the hotel near the crash site to locate it so the families could recover their loved ones, but the crash spot was difficult to establish after so many years.) The next day, we started to walk from 0800 in the morning along the beach eastward towards Henderson Field. I think we walked for about 10 kilometers (six miles), and it took two days before we met an advance party of 15 or 16 engineers who came to the island to begin construction of a mini-submarine base at Kamimbo Bay (Tambea). Later, I learned that the base was never constructed.

Out of the original 18 Japanese Type 97 attack planes, only eight returned to their carriers, including the aircraft flown by WO

Otawa, which aborted the mission. Seven Type 97s (six Junyo, one Hiyo) were shot down, and three others (two Junyo, one Hiyo) crash-landed. Harada-san and his comrades were intercepted at 0732 by Maj. Davis's eight VMF-121 Wildcats. After the battle, American pilots made claims for eight "dive-bombers" and two Zeros. Second Lt. "Big Bill" Freeman put in the claims for the two Zeros, so it is possible that he wounded Harada, as he was the only VMF-121 pilot to claim any Zeros for that mission. The only other known living Japanese veteran who survived this mission is Ens. Taisuke Maruyama (not related to the late Tadao Maruyama), who died during the October 17, 1942 mission.

Maruyama-san flew as an observer on one of the Hiyo Type 97s. He recalled seeing thick antiaircraft fire from the ships and the American air attack of their group: "Each of stricken Type 97s went spinning downward, emitting a bright light that could be seen when the aircraft was burning up; they looked like leaves that were fluttering down." At last, the Hiyo Type 97 carrier attack plane group attacked the U.S. Navy destroyers, Aaron Ward and Lardner, which were shelling the supply dumps near Kokumbona, but scored no hits. **

I passed out when the airplane hit the palm tree ...

I awoke after a cool shower of gasoline poured down on me. I was in an upside-down position in the cockpit. The gasoline became vaporized and was choking me: I had to get some air quickly!

Second Lt. William B. Freeman (left) with legendary USMC fighter pilot Joe Foss. The author interviewed 2nd Lt. William "Big Bill" Freeman in 2006. Freeman was the pilot who shot Kaname Harada down on October 17, 1942. In their conversation, Freeman confirmed that he did indeed do a head-on air battle with a Zero fighter sometime in mid-October 1942 near Guadalcanal Island, and he recalled seeing bullets smash through the cockpit. He was pleased to hear that his opponent did survive his attack and the War. Freeman said: "Please tell Mr. Harada, I was aiming for his aircraft, not him. I am happy to hear that he is well." Later, Harada-san sent his best wishes to Freeman via a letter and was very pleased to hear from him after all these years. Foss met the Zero pilot at a postwar reunion. The ace thought he had shot down Harada; however, Freeman is the only American pilot credited with a Zero fighter for that day of combat. (Photo courtesy of James Lansdale Collection via author.)

The End of the War

After meeting up with the Japanese engineers (who were working on the submarine base), Harada-san and WO Hisao Sato were sent to a navy hospital on Truk Island. Once the men were treated, they returned to Japan. When Haradasan recovered from his battle wounds, he became a flight instructor at Kasumigaura. While serving as a flight instructor, he met up with Sato-san again. Sadly, according to Harada-san, Sato-san died soon after, on a suicide mission off the coast of Taiwan. In late March 1945, Lt. (j.g.) Kaname Harada was sent to Chitose in Hokkaido to train pilots because there were too many enemy planes in the vicinity of Kasumigaura, the usual training location. He stayed at Chitose until the end of the War.

On the day that the War ended, I was told that there would be an important announcement by the Emperor on the radio, but the signal was not clear. Owing to the poor radio reception, I wasn't able to hear the message well, but I still understood that Japan had lost. I felt relieved because the War ended, but I was worried about how Japanese people would be treated because we had lost.

When Harada-san was discharged from the Navy, his final rank was lieutenant (j.g.), and by his own estimation, he flew about 5,000 hours during the War. He is officially credited with shooting down nine enemy planes.

Postwar

After the War, the American occupation forces were generous enough to let veterans work, like everyone else; but we were not allowed to have public service jobs. So in this case, we were not treated fairly. Many people around here knew that I was a veteran but didn't know what I did. I also was worried about being "black-listed" because of killing so many people. I feel that all of the aviators were black-listed. For example, I was told to write my résumé in English and Japanese for the occupation forces. I also was told that if I were to leave for more than two days from my house, I would have to report what I was going to do.

I was banned from working for public service, but it was permissible to work for private companies. But most of the private companies didn't want veterans to work for them. Nobody hired me, so I became a farmer.

In 1965, I was told to become a community leader when new apartment complexes were built in this area because I had lived here for a long time. I also was asked to take care of the children in this area, so I decided to build a small facility for them. At first it was a day-care center, but it later became a kindergarten, which we still run today.

Editors' note: this article is an excerpt from Ron Werneth's book "Beyond Pearl Harbor: The Untold Stories of Japan's Naval Airmen," which was published in 2008 by Schiffer Publishing Ltd. . The book is the first comprehensive oral history of the last surviving WW II Japanese Navy airmen, told in their words and pictures.

**The background information of this paragraph was gathered from: The First Team and the Guadalcanal Campaign, 318-319, by John B. Lundstrom.

BY RON WERNETH

Photo by John Dibbs/www.facebook.com/theplanepicture

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SEPTEMBER 2022 SVF Birth Day Boys

Ardy	Michael
Bowers	J
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Hanson	Richard
Hatfield	Bryce
Heinen	Oliver
Kia	Gerald
Kimbrell	Harper
Lewin	Parrish
Mack	Bryant
Micko	Derek
Perko	Vince
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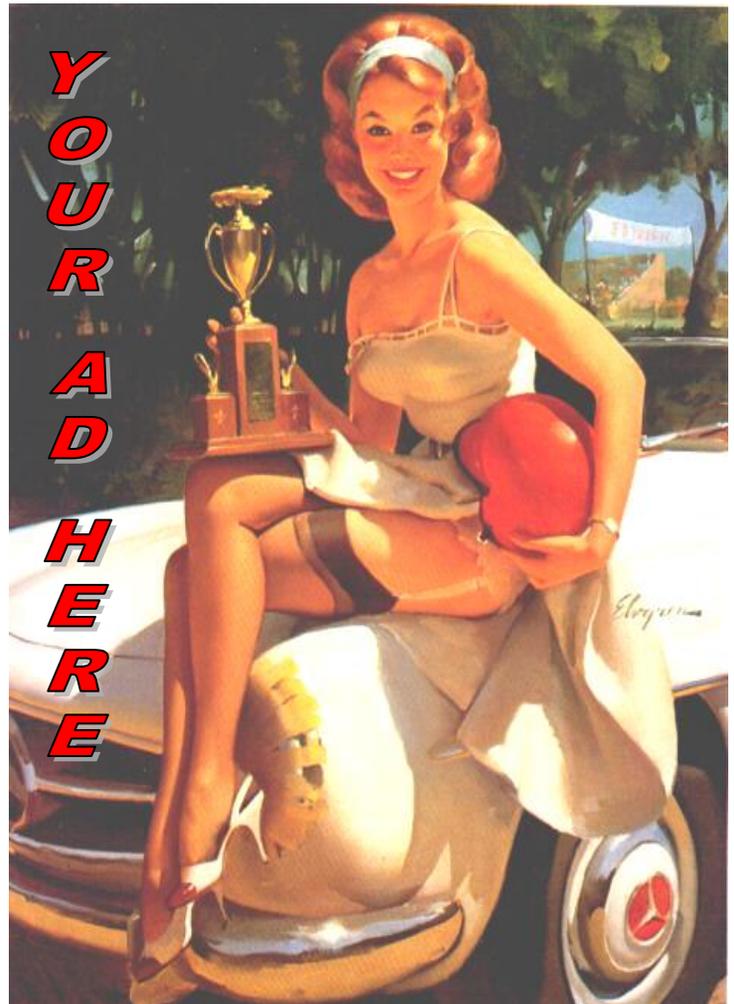
4240 West Bell Rd. 602-547-1828 Glendale
 M-F 9:30-9PM, SAT 9:30-6PM, SUN 11-5PM

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 privileges.





THE SLOW ROLL



Club Officers 2022-2023

FRANK MOSKOWITZ, President
John Geyer, Vice President
Dan Smith, Treasurer
Bobbie Santoro, Secretary
Safety Officer Kenny Rhoads
Bobby Santoro

Website Supervisor

Please check your Membership list for Phone numbers.



Board of Directors

Jamie Edwards '21-23
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Brian Rhoads '21-23
Charlie Beverson '22-24
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