# THE SLOW ROLL

CHARTERED #921
Since DEC. 1974


***President—Frank Moskowitz***
***Vice President—Tony Quist***
***Treasurer—Gene Peterson***
***Secretary—Rusty Fried***

***Editor—Bob Purdy***
rcbobsvf@aol.com


## JULY 2009

*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 Joe Balabon…Prez report… Minutes??… July B'Days & Treasurer Report…….SVF Members photos…...How to Land Pt-2……*2-D.Pits* ……..Caiif Scale Fly In photos..& *MORE...ENJOY!* *Have a great and safe 4th of JULY.***

Derek Micko B-24 Electric WS @ 62"

# THE PRESIDENTS CHANNEL

## FRANK MOSKOWITZ

### JULY 2009 SLOW ROLL PRESIDENTS LETTER

Welcome to the July Slow Roll.
Summer is here, along with our record breaking triple digit temperatures. Make sure you protect yourself from those harmful summer rays. Use sun screen on exposed skin. We still have some of the Adams Sun block Safari Hats in stock for $30.00. Our hat and shirt price list is posted at the field or you can always visit our website for all the pricing. Any BOD member can access the shed for product.

I'm sure by now most of you have noticed the new storage shed sitting next to our existing one. This will be the new home for the generator that Ron Long is offering our club. It will be powered by propane. Each table will have a 20 amp duplex receptacle. Junction boxes will be installed in the ceiling of the Ramada for future lighting fixtures. The main purpose of the generator will be for our events. Daily use would prove economically disastrous. Maybe one day we will have our own wind generator (just kiddingJ). We are also installing new carpet on all the benches. Some are pretty warped and beaten up. Your board members and club officers are constantly looking for ways to improve and beatify our field. If you have any suggestions along those lines please feel free to email me.

Some of you have been asking for the weather station web address to use on your smart phone, Blackberry or I-Phone or any web enabled phone. Copy this link exactly as it appears here:
**http://w9if.net/cgi-bin/wapaprs/wx?svflir**

Remember this link is only for your web enabled phone and not for your internet connection on your home computer.

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

Remember our next meeting is **Wednesday June 1st at 7:30 pm.** If you want to eat I suggest you arrive no later than 6:30 pm. **Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Lots of great food and a smoke free environment.** The Club meetings get better every month. We will always have more than one raffle prize and the 50/50 could make you very happy $$$. You never know what might happen, and you don't want to miss it.

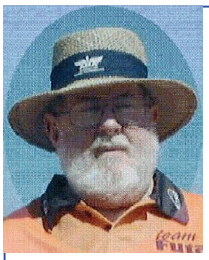
Have fun out there!

*Frank Moskowitz*

**President**

**SVF'ers at the California Scale Fly In**

*There were 17 pilots from the valley that went over for the event. Not all were SVF, but all of them do belong to the OEAF.*
*The first pics are of the Yanks museum. There are two museums on the field---Yanks and Planes of Fame, but we only had time for one. We arrived there about noon on Friday so we spent most of Friday afternoon at the museum.*
*Friday evening was a hanger party at Sam Wright and Gordon Truax's hanger. The weather was perfect---50's at night, low 70's for a high. A little breezy on Sat. but not too bad.*
*SVF member brought home their share of hardware with Jay Steward getting first place for best modified ARF, John Geyer first place for best electric and Dave Morales cleaning up with three awards for his Ziroli P-38---People's choice first place, best military flight second place and first place in another category that I can't remember right now.* *Howard Kennedy*



# Sun Valley Fliers Club Meeting Minutes
## Date, June 3, 2009

**The meeting was called to order at 7:30 pm by Vice President Tony Quist.**
**President Frank Moskowitz was not in attendance due to work.**

**Guests: None**
**New Members: Congratulation to Bob Veese & Ed Kline for joining the Sun Valley Fliers.**
**New Solo Pilot: Mike Curry completed his student training and has soloed. Mikes last instructor was Howard Kennedy.**

**Secretary's Report: (Rusty Fried). Minutes were approved as published by the general membership**

**Treasurer's Report: (Gene Peterson). Voted and approved as read.**

**Safety Officer Report Joe Balabon. Joe reiterated that all pilots should fly from the concert pads not the asphalt start up pads!**

**Old Business:**

**1 The new shed for the generator is now in place and ready for the generator. Tony Quist thanked Gene Peterson for his efforts in getting and placing the shed.**
**2 Thanks to Charles Beverson for his hard work in replacing the barrier fence at the end of the startup pads. It is now chain link instead of the orange plastic material. Charles received a Hugh round of applause.**

**New Business:**

**1. Howard Kennedy is welcomed back to the Sun Valley Fliers Board of directors.**
**2. John Geyer who is head of the SVF Community Development program has nothing on the boards as of the meeting.**
**3. Charles Beverson has agreed to do the fall SVF members only Fun Fly.**

**Door Prize Winners:**
**Screw driver set-Joe Balabon, Screw driver set-Lou Roberts, Lipo battery-Wayne Layne, Loctite-Jerry Wright, Fuel-Jay Steward, Airplane Stand-Tony Quist, Zip Ties-Val Roqueni, Fuel-Ron Stevens.**

**Tony Quist auctioned off a SVF patch & pin for $ 10.00 to Jerry Wright.**

**50/50 Drawing Winner: Ron Long won $55.00.**
**Show & Tell: None**
**Meeting adjourned at: 7:53pm.**

*Rusty Fried, Secretary*

# $ TREASURERS REPORT $ with *Gene Peterson*

*TREASURERS REPORT July 2009*

**Lots of new members in the past couple months, Thanks for joining SVF. If you run into to one or two of these new members at the field, be sure and make them welcome. We have a good club and it's good to have lots of new members.**

**New Members**, **Arthur Gambino, Bob Hass, Darrin Jeffries, El Klein, Michael Marranca, Mark Simpson, and Michael Smith.**

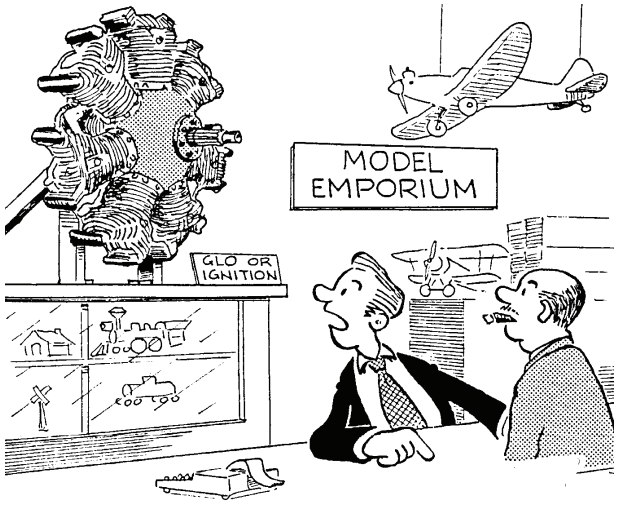
**If you have an old membership list, be sure and get an updated one. Recently we replaced the business phone on the list with the Cell Phone. Probably a more important number for club members to keep in touch with. If you think your cell number is not on our list, (changed recently, or something else.) please get it to me so I can get the membership list up to date. If you want a new membership list, we'll have them at the meetings, I usually also have some in the truck when at the field, or I can send you one by email. (pdf format, that you can print.)**
**Have a nice Independence Day Holiday and see ya at the field.**

**Have a nice month and fly safe.**

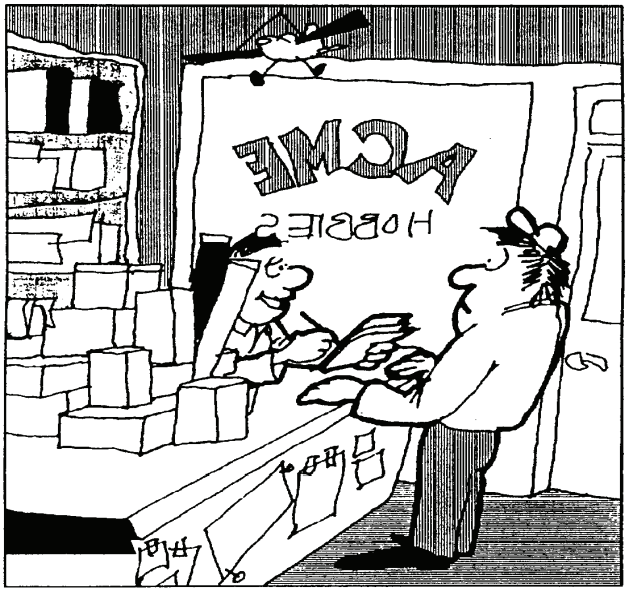
**Regards,** *Gene Peterson, Treasurer*

## JULY SVF BirthDay Boys

| First name | Last name | Member type | Dob |
|---|---|---|---|
| David | Ebel | Regular | 07/01/1980 |
| Robert | Veazey | Regular | 07/01/1944 |
| Arthur | Soben | Regular | 07/02/1947 |
| Tim | Weber | Regular | 07/04/1959 |
| Jeff | Hansen | Regular | 07/05/1948 |
| Aaron | Moskowitz | Junior | 07/05/1995 |
| Murray | Duncan | Senior | 07/05/1938 |
| Lorn | Klimchuk | Senior | 07/09/1932 |
| Scott | Masters | Regular | 07/10/1966 |
| Ed | Klein | Senior | 07/10/1928 |
| Melvin | Cohen | Senior | 07/11/1928 |
| Norman | Hawk | Senior | 07/11/1934 |
| John | Wisniewski | Senior | 07/12/1937 |
| Stephen | Gay | Regular | 07/12/1957 |
| Cole | Cunningham | Senior | 07/16/1941 |
| David | Fortuin | Regular | 07/17/1965 |
| Larry | Stephens | Senior | 07/17/1939 |
| Gary | Porter | Regular | 07/18/1956 |
| Robert | Pencak | Senior | 07/20/1943 |
| Robert | Putnam | Senior | 07/21/1942 |
| John | Wanner | Senior | 07/21/1939 |
| Randy | Archer | Regular | 07/22/1957 |
| Michael | Marranca | Regular | 07/22/1959 |
| Morton | Muntner | Senior | 07/23/1934 |
| Rusty | Fried | Regular | 07/26/1946 |
| Gary | Kurtzman | Regular | 07/29/1957 |
| Walter | Angus | Regular | 07/29/1958 |
| Dick | Summersgill | Senior | 07/31/1941 |




*No, it's bigger than half-scale, and I can't find a kit for it !*



*... Will this be cash, charge, or mortgage?*

## The One Eighth Air Force held their annual election of officers at the end of May, and the group's new elected officers are as follows:

News Release by John Neilson: One Eighth Air Force – new officers, new goals

**Commander - Jerry Wright, (member of SVF)**
**Vice-Commander - Mike Peck, (member of SVF)**
**Ground Executive Officer - George Tapia, (member of SVF)**
**Air Exec - Bill Powers, (member of the AMPS)**

**The history of the One Eighth Air Force reaches back some 30 years, and the group was established primarily by modelers who became interested in building & flying scale airplanes after progressing from building sport airplanes from kits and flying as 'Sunday flyers'. While some of those early members continued to build scale models from kits, others learned to scratch build from plans, and some even built from plans they had drawn themselves. Today, things are markedly different, and many, if not most of the models flown by OEAF members are scale ARF's.**

**The purpose and mission of the group today is to promote all scale r/c modeling and to provide a means to practice it in an enjoyable flying venue, while helping to keep some of the building skills of the past alive by extending them into detailing the models we have available today, including scale ARF's. To this end, the One Eighth Air Force holds two scale fly-ins each year. The next fly-in will be at the Arizona Model Aviators field in Mesa on October 24th & 25th. In addition, Mike Peck and John Geyer are developing plans to put on some free seminars this summer that will be open to anyone interested in scale modeling & flying. These seminars will include how to document and improve scale detailing on models as well as a separate segment on choosing and flying scale maneuvers. More information will be available later on both the OEAF and SVF website regarding these seminars, or talk with Mike or John when you see them.**

**Originally, OEAF membership consisted of modelers interested in scale from the four major AMA clubs in the valley; the Sun Valley Fliers, the Arizona Model Pilots Society, the Arizona Model Aviators, and the Arizona Radio Control Society. Members are now from all over the country as a result of OEAF members entering out-of-town competitions developing interest in the group, and the two scale fly ins held at the valley clubs yearly which drawing modelers from the east coast to the west. Membership in the One Eighth Air Force is free, if you are interested in scale modeling, and if you are willing to work at the two fly-ins held yearly and wear the blue shirt.**

**Congratulations are in order when you see Jerry Wright, and if you have an interest in scale models, either warbirds or civilian, contact Jerry for more details on the group.**

**You can also visit the OEAF website at www.oeaf.org for even more information.**

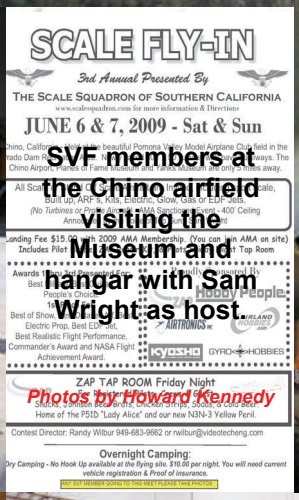
# SVF MEETING JULY 1, 2009

## DEER VALLEY AIRPORT RESTAURANT

## @ 7:30 P.M.

# SVF MEMBERS PAGE






**SVF members at the Chino airfield visiting the Museum and hangar with Sam Wright as host.**

*Photos by Howard Kennedy*




The RC pilot flies the Downwind Leg about 100 ft. high and 100 ft. out from the runway centerline. At about the end of the runway, the aircraft begins a descending, 180 deg. turn to align with the centerline about 20 ft. high over the end of the runway. From there, the airplane lands in front of the pilot. Sounds easy, doesn't it. Let's see just what is happening in this approach.

First the airplane must start to turn and begin to descend at the same time. There is little time to establish the descending glide before making the turn. Therefore the pilot must establish to proper descent rate that will leave to airplane with 20 ft. of altitude just over the runway's edge. At The same time, the pilot must also establish the correct turn diameter to be sure the aircraft is aligned with the centerline when the turn is completed. Again at the same time, the pilot must control the airspeed so that the airplane is not traveling too fast, or too slowly, to land in the middle of the runway. This is a lot or work.

What usually happens is different from theory. The pilot starts the turn and cuts the engine. Usually, the turn is too gentle resulting in the airplane's passing the centerline while still in the turn as in Fig. 2. Seeing this, the pilot increases the bank angle and adds more up elevator. This causes the aircraft to turn more quickly and to lose airspeed. But the sharper bank angle and reduced airspeed causes the nose to drop and the airspeed to quickly increase. The airplane drops quickly, the airplane speeds up, the pilot adds power, the airplane accelerates even more in the descending turn and arrives at the runway's end traveling fast enough to glide beyond the horizon. The approach looks like Fig. 2 when seen from above.

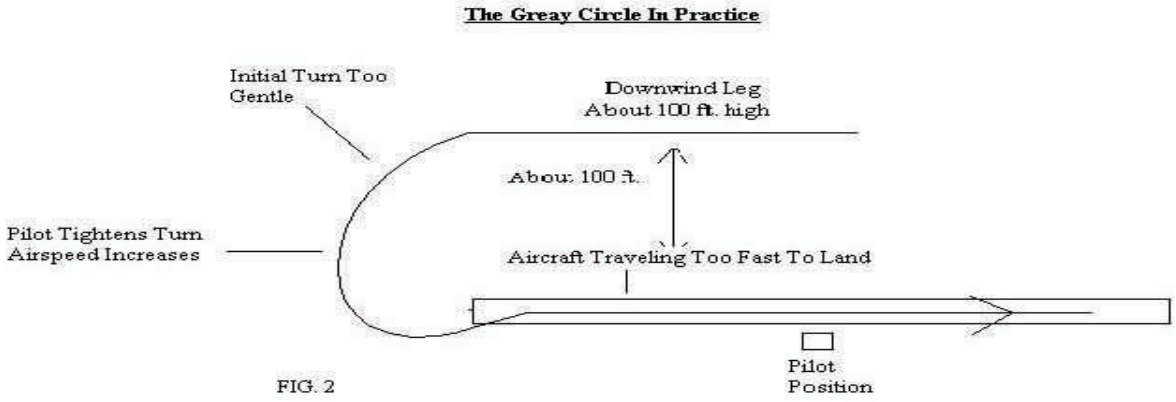



FIG. 2

Seen from the side, the increased descent rate is obvious in Fig. 3.

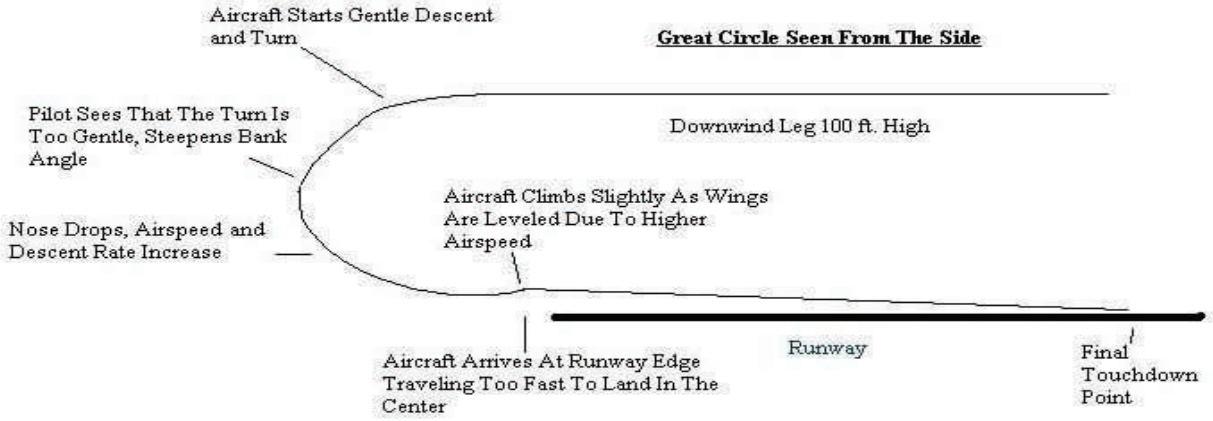
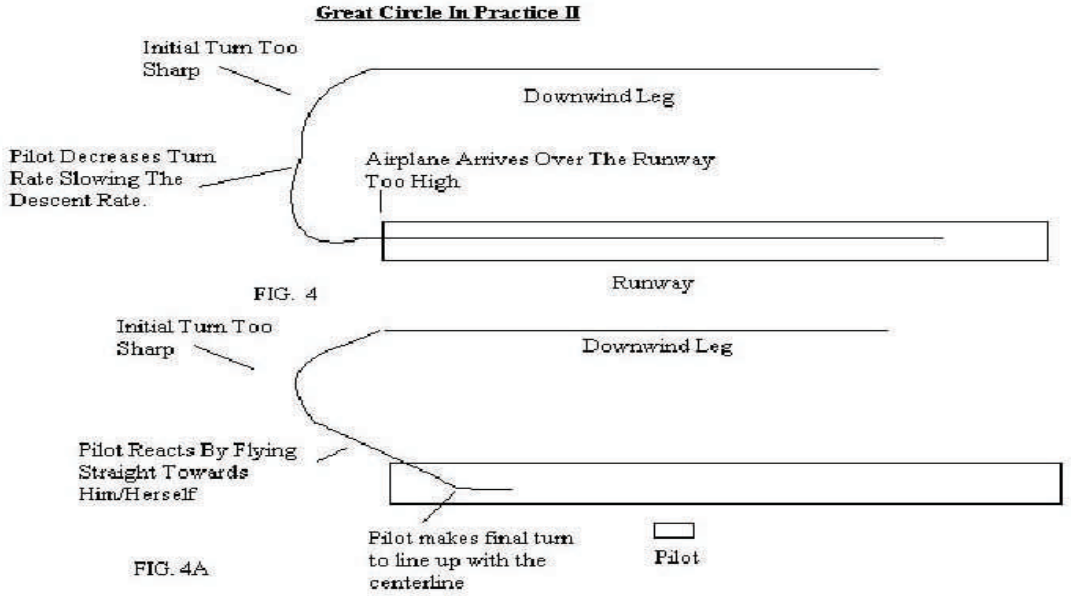


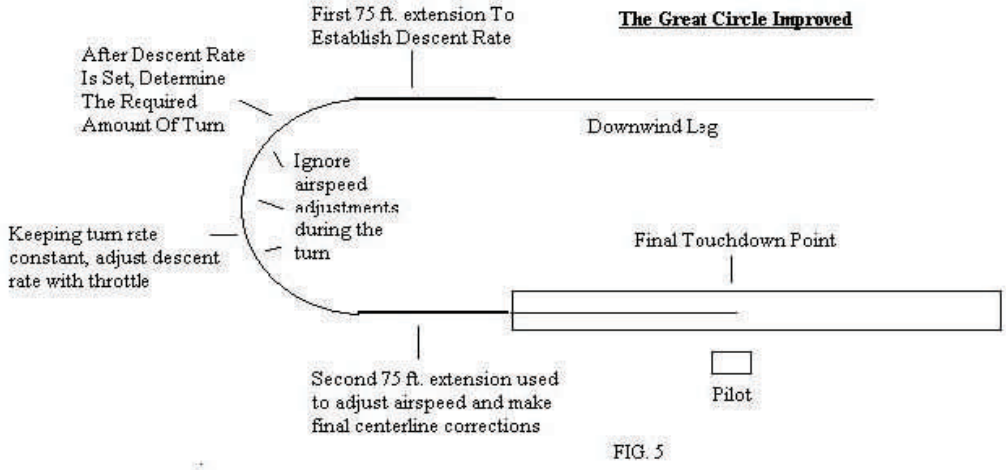

FIG. 3

Many times the initial turn rate is too sharp. In this case the pilot sees that his aircraft is going to end the turn far outside the runway centerline. The pilot decreases the bank angle to compensate. But this decreases the descent rate and the aircraft arrives over the runway too high as in Fig. 4. Many times the pilot will stop the turn and fly directly towards him/herself as in Fig. 4A. The descent rate almost stops or the aircraft even climbs. The airspeed slows dramatically and the pilot ends up dragging the aircraft to the runway with power; makes a final turn at low altitude to line up with the runway and then “plops” the aircraft on the ground, somewhere.




If you watch the landings at your flying field, you will see all these variations of the Great Circle, and others as well, along with the corrections. Aircraft are landing all over the runway, long, short, wide, close in and combinations of these positions. Add a crosswind and the approaches deteriorate even more. But it needn’t be so difficult. A few adjustments make this landing approach easier to do.

Basically, the Great Circle just requires key extensions to space out the pilot’s task management. Adding two 75 ft. extensions, one to the Downwind Leg and one to the Final Approach allows the pilot to separate airspeed, descent rate and turn rate tasks as shown in Fig. 5.



When the aircraft is even with the runway's end, continue flying straight, but reduce the throttle to 3-4 clicks above idle and then adjust the descent rate, using the throttle as mentioned in Basic Landing Techniques. Once the proper descent rate is set, begin the turn. Add a little throttle to maintain the proper descent rate in the bank. Adjust the bank angle to achieve the correct turning rate. Do not worry about airspeed at this time.

Once the turn rate is set, control the descent throughout the turn using the throttle. The elevator is actually controlling the turn rate and airspeed during the turn. It should not be varying much as the airspeed is not being managed at this time and the bank angle should be used to control the turn rate. If a slightly steeper bank is required, add throttle to maintain altitude, not the elevator. If the bank angle needs to be shallower, reduce the throttle to manage the descent rate. Do not reduce elevator to reduce the turn rate, as that will increase the airspeed, changing the end point of the turn.

Once the aircraft rolls out near the centerline, reduce the throttle back to 3-4 clicks above idle and adjust the airspeed, using the elevator during the second 75 ft. extension added to the Final Approach. The aircraft enters this extension about 20 ft. high and usually traveling slightly too fast. Allow the aircraft to lose airspeed during this strait flight while maintaining the 20 ft. altitude. Make any final centerline adjustments during this extension as well.

Once the runway is reached, begin the final landing descent using throttle to control altitude and elevator to manage airspeed. The touchdown should be right in front of the pilot.

Just two simple extensions remove the Great Circle's task management complications. Keep the extensions as short as practical in order to maintain the Great Circle's only true advantage – Good visibility. We have found 75 feet to be about right. This landing approach requires a bit more practice to fly well than does the square landing pattern in Basic Landing Techniques. But the airplane is always easier to see and it is pretty to watch.

Please excuse a few words of caution here. Do not use this landing technique when flying scale aircraft with high wing loadings. Since the airspeed is not managed in the turn, heavy scale aircraft may lose enough airspeed during the turn to stall. Remember that stall airspeeds increase with bank angle. At bank angles of 45 degrees, the stall speed increases about 20%.

Be careful when flying high-drag aircraft, such as biplanes, as these airplanes can slow dramatically in a turn. Using extra throttle and reduced elevator helps with these aircraft, but then the pilot is back to simultaneously managing airspeed and turn rate. The regular square landing pattern is recommended for these two aircraft types.

## *SVF PHOTOGRAPHERS*

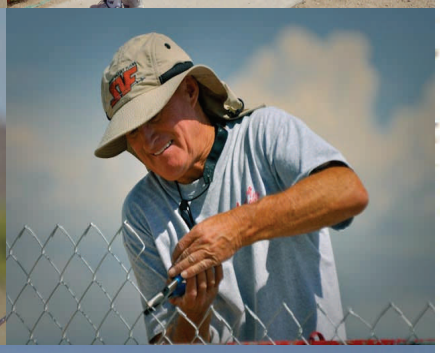
**The editor really appreciates receiving the photos from you members that send them in. I always felt that credit should go to that person when the photos are shown in the Slow Roll. That is becoming harder to do with so many photos on the pages.**
**What I like to do is give you credit here. Then just mention the photos by *SVF Members*.**
**They are: *Marty Jones, Joe Balabon, Charlie Beverson, Barbara Vidales, Tony Quist, Howard Kenndy, Bud Tillack, Eric Stevens, Dr.Paul Steinberg, Jerry Wright, Ron Peterec and myself*.**
**Did I miss someone? We'll continue to give credit on page one.** ***Bob Purdy***

# SVF MEMBERS PAGE

*Photos by SVF Members*


It's a Church Midwing. The builder, Jim Church, converted a Heath Parasol by removing the cabanes and dropping the wing down to the top longerons on the fuselage to make a midwing air racer. It placed third in the light plane division at the 1928 National Air Races. ***John Geyer***

Bill Heuemann turbine



All work and no play for Charlie seen here installing the new chain link barrier. Dave Linne shown helping also.

Rusty aircraft with Tony Q. holding

# SVF MEMBERS PAGE

*Photos by SVF Members.*

Bob Wainman new Yak

Charlie Hotliner

The Money Man

Marty Jones “Brute” is repaired


Bud Tillack new electric

The PREZ & VP

SVF Ron Peterec float flying back in Illinois


Tony Quist trying something different

## Refuel Fill Valves

*By Jim Kale*

I have noticed many having problems with refuel fill valves for the last couple of years. It is just my opinion; however, many of the refuel valves that require a special plug to be inserted into a special jack just don't work too well in the long run. Valves such as the DuBro quick fill often seem to work well in the beginning, but in a year or two, they become difficult to connect, possibly leak, can easily get dirt and debris into your fuel system when you connect the refill fittings, etc. When they have a problem like this, they often cause lots of difficulty, frustration, and bad language at the flying field.

Recently, Phil was trying to fly one of his big gasser models that was having engine run problems for more than two years. Phil had picked up the model at Perry, and it looked to be in great condition; however, there is no way to know how long it had been hanging in a workshop somewhere.

After lots of frustration, bad language, and trouble shooting, we finally traced the problem to the refuel fill valve. It was letting air get into the fuel line and the engine would not run reliably. When the refuel fill valve was removed and replaced with a short brass tube, all of the problems went away and the engine ran like a new one. Unfortunately, on the next flight, the airplane stalled and spun in, possibly because of radio problems. Phil said it was really great though to have the engine perform well—for at least one flight.

I am a firm believer that the best way to refuel is a dedicated third fuel tube that goes straight to the tank. It should have a plug to close it off after refueling is complete. That means you have three lines coming from the tank: one for the vent, one for the feed line to the engine with a clunk inside the tank and a filter as close to the engine as is practical; and one is the refuel line with a plug in it when it is not used for refueling. A fuel dot is the ideal way to keep this line easy to get to for refueling the model. This is about as simple and fool-proof as you can get. You could use a T-fitting in the fuel between the filter and the tank, and put a line on the end of the T and keep it capped off except to refuel. However the problem with this arrangement is that often when you pump fuel into the line, some of it will go out the carb and onto the ground.

Always use a filter as close to the engine as you can put it. If you use a filter on the clunk inside the tank and then refuel through this line, you will pump debris into the filter from the engine side and it will quickly go back up the line to the carb as soon as you start the engine. We have all seen pilots who spend the bulk of their day at the field having engine run problems because they failed to take these simple precautions when they installed the fuel system. Don't make your flying life miserable and difficult when it is easy to do it correctly the first time.

By the way, when you cut brass tubing to be used in the fuel system, file the ends of it smooth so they are not sharp and cut into the line making a very hard-to-find air leak. A little good building practice will make life much more fun on the flying field. We all want to fly when we go to the field, not spend all of our time trouble-shooting problems that we inadvertently caused by poor construction.

If your model survives several years, you should remove the fuel tank system every couple of years or so to make sure you don't have any problems developing. Alex Perez recently brought his 12-year-old model to the field and found that the engine would not run correctly. Then Alex remembered he had not checked the tank system since it was new. He did the correct thing and went home and restored the fuel system to a serviceable condition and it ran great the next time he came out.

It is very easy to forget how old a model is if it has been performing well for several years. I once flew a model for six years without fuel difficulties. When the next flying season rolled around, somehow I thought about checking the fuel system. The fuel filter has so much crap in it that I doubt the engine would have run at all. So, I probably saved lots of possible frustration and agony at the field trying to get it started and running.✈ *From the Wiregrass Radio Control Club, Enterprise, Alabama*

## FROM THE PITS

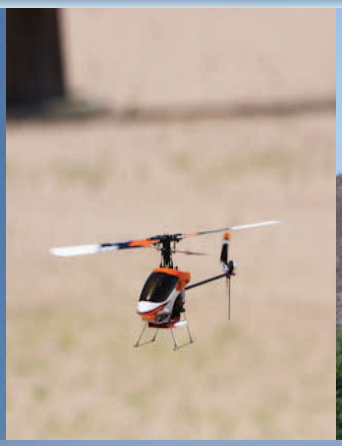
***With D. Pits***

*Mr. Pits . Recently I wanted to break in my new engine that was mounted on the fuse but there was not a place I could do it. It was a Saturday, a day off from work, as the heli pad was busy and the flight lines were also busy. I really didn't want to go to a dirt/gravel area to kick this stuff up when I started the engine. Is it possible the club could provide a concrete pad with a tie down pole at another location? T.D.*

**Hi T.D., is that Tie Down or Touch Down? Only kidding. That's a great question and I have seen that happen before, to myself. I remember something like doing it on the flight line when only one other flight line was busy. So I didn't think I was causing a problem with the other pilot. Oh, there was a pilot at the heli pad flying! Here goes T.D., hey *club officers, B.M's*, can you help T.D. and other pilots out on this? *D.Pits***

# SVF MEMBERS PAGE

*Photos by SVF Members*





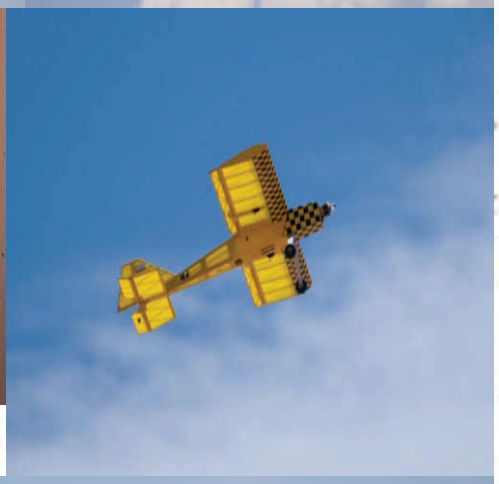



Photo Day

# SVF MEMBERS PAGE

*Photos by SVF Members*

And it taxi back to the pad !!!

Photos from the  Calif. Scale Fly In

## Club Members, Tell Us Your Stories!

Are you a member of a club? Do you want more people to know about your club? Do you know its history? If so, we would like to hear from you!

The AMA's History Program was created to tell the complete story of model aviation through a collection of histories of modelers, clubs, and companies. There are thousands of model aviation-related clubs in the U.S., but our program only has the histories of seven in our online collection! www.modelaircraft.org/museum/clublist.aspx)

Please help us document the history of modeling clubs by sharing your stories with us. You help us by adding to the overall history of American modeling clubs, and we help you by getting the word out about your club and potentially attracting new members.

**Telling Us About Your Club is as Simple as 1-2-3!**

Print out our Club History Writing Guide online at
www.modelaircraft.org/files/museum/PDF/clubwritingguide.pdf

Write as much as you can about the club. Make sure to read and complete the consent form, which is the last page of the guide.

Mail the completed Club History Writing Guide (with completed consent form) and additional materials to:

Academy of Model Aeronautics
Attn: History Program
5151 E. Memorial Drive
Muncie, Indiana 47302
or scan and send via e-mail to
historyprogram@modelaircraft.org

***Do we have a club Historian??***

## Tail Weight

During the process of building your next masterpiece, it may become apparent that tail weight is required. Lead weight for fishing lines is available at most sporting goods stores in the form of round (about 1/8-inch diameter) strips, several inches long. The strip lead is easy to cut up and embedded in the model during construction. For example, strips of lead inserted under the triangle stock can be used to reinforce the fin or stabilizer on most model designs. It can also be inserted into wing tips to provide lateral balance.

*—From the Concord Skyhawks, reprinted in Schoolcraft Skyhawks R/C Airplane Club newsletter*

## FROM THE PITS

***With D. Pits***

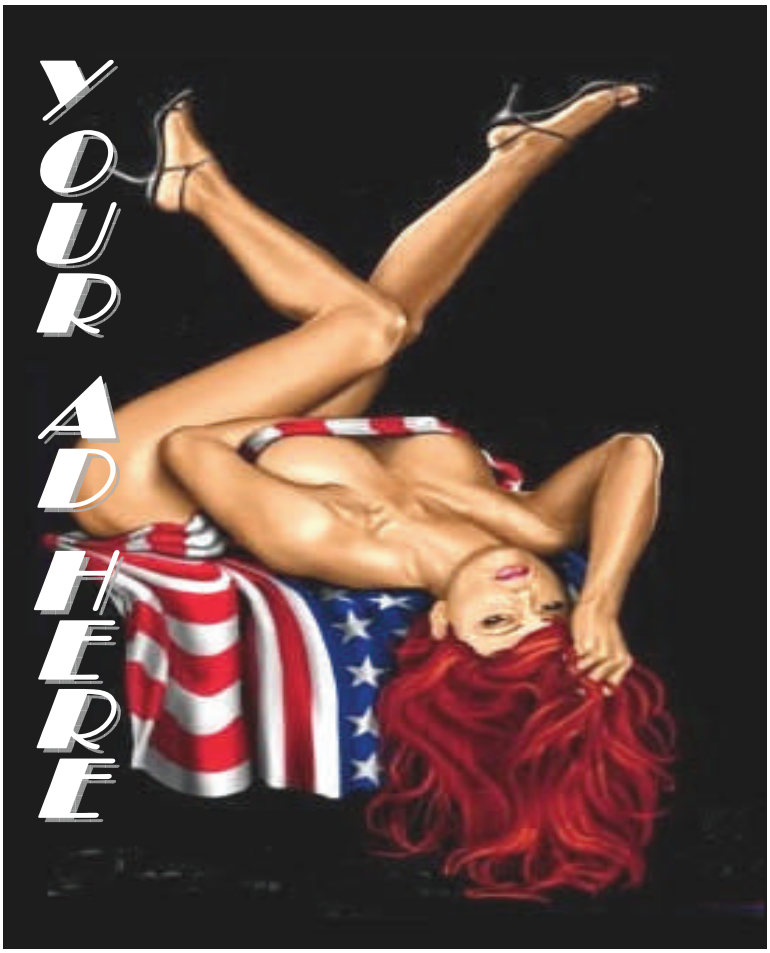
*Hey Pits I'm fairly new to the club and like to help the club in some ways that I can. Even though I pay my dues, I know all clubs need some kind of help. A.B*

**Hi A.B., WOW, that's strange to hear from a member asking to help the club out! Its very kind of you and the club always appreciate your help and that of other members.**

**Will lets start in finding what you would like to do during a SVF event. The events that take place can be a Pattern contest, IMAC, Electric Fun Fly, Scale event, auction, etc.. The first thing is to see who is the CONTEST DIRECTOR, C.D. is, approach him on what way you can help. Usually the CD will ask for help if he will be short. So he may ask you to help at the gate, kitchen, security, scribe, runner, or what the CD needs. Even if you can put in 2 hours a day will help on a two day event. The club will see that you will be treated well for your help.**

**Hope that helps A.B. *(ATTA. BOY)***

*D.Pits, I have seen members sign up to help and sit there to watch the event having front row seats. Or avoid paying the gate fee. I'll shut up.*




## QUIZ TIME

**What is it? Some of you know, shhhh!**

**$1,000,000 prize from the SVF ????**

**Only kidding the donkey said.**

**Answer next month.** *VW Motor, lawn mower?*



## Next month Issue

***Its up to you members. Its your newsletter.***

**If you got something going let me know. Be the *SR* field reporter, great job and good benefits, like free fresh air. Maybe we can throw in some sun screen lotion & NEET. See you then.**

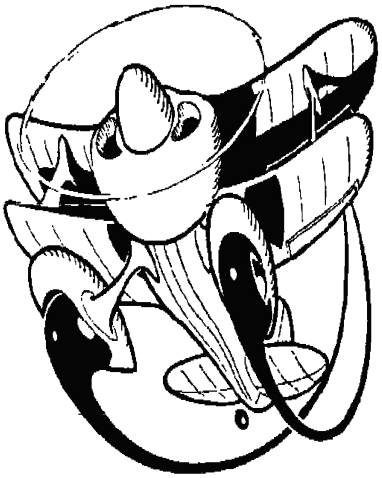
**Would you like to be notified when the *SLOW ROLL* new issue is available? Give Gene your e-mail address. AZ49ER@COX.NET**

## This Month Issue

**How to land PART 2. Did you make it? Lots of member photos. CA. Scale photos. OEAF article you need to read. Send those articles and photos in!**

*Remember to **ZOOM** the **PDF** page to see more.*

# THE SLOW ROLL



**Club Officers 2009-2010**
**Frank Moskowitz, President**

**Tony Quist, Vice President**

**Gene Peterson, Treasurer**

**Rusty Fried, Secretary**

**Walt Freese,**
**Website Supervisor**

***Please check your Membership list for Phone numbers.***

**Board of Directors**

**Charlie Beverson '08-10**

**Bruce Bretschneider'08-10**

**Dan Jacobsen '08-10**

**John Geyer '08-10**

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**Ron Thomas '09-11**

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