



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

April 2002

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1. Reestablishing pit areas.
2. Supplying custom channel flags to both VF members and non-members.
3. A method of establishing flying order for those occurrences when more than one pilot is on a given channel.
4. New signage detailing how the flags and pit areas are to be used.

I would like to thank Marv Zauss, Giant Scale News Letter Editor, for providing a write up on channel control options, and Mort Rosthanel, Giant Scale Vice President, for taking the time to come to the last VF board meeting and get involved in the process. The only way we can get things done is by working together in a spirit of camaraderie and cooperation between all involved.

Till Next Time

Treasurer's Report

By Matt Carroll

As of 9 April

Previous Balances

Checking	\$5,763.13
Savings	\$2,592.66
Total	\$8,355.79

Since last period

Total Outflows (checking)	\$582.25
Total Inflows (checking)	\$1317.76
Total Inflows (savings)	\$15.76

Current balances

Checking	\$6,498.64
Savings	\$2,608.42
Total	\$9,107.06

Board Member Letters

President's Corner

By Barry Leavengood

Here it is April already. This has been a busy month for the club. The Jet Rally CD'd by Bob Wilcox with help from Matt, Dianna, Harvey, Chuck, Harian Gould, and Vic went off without a hitch. There were some 20 plus pilots both days and all had a great time at the event. It was easy to see that the Jets really draw a crowd, as the parking lot was full both days.

As you know the field is crazy on weekends. I believe it will be considerably better when the airspace reallocation takes place. When the reallocation happens the Helicopters will move to the south end giving the park flyers the north end. The Los Angeles Department of Recreation and Parks is handling the reallocation and the signage. The only thing holding up the reallocation is building a new U-control circle in the parking lot to replace the one being taken over by the Heli group. Once the reallocation is done new signage will be put up with detailed instructions and site maps as to where and how R/C is to be flown.

New to me, but I guess they have been around a while, are the Parks safety officers. Tom Peniston, the Valley Flyers director of Flight Training, had a meeting with them last week. They are anxious to enforce safety rules and in that light we will be working closely with them in the future in an attempt to reign in the crazies at the field.

At the last general meeting and following board meeting there was lively discussion about the new channel flag stations. Resulting from this discussion we will make recommendations at the next general meeting addressing the following items:

Board of Directors - 2002

President	Barry Leavengood	818-998-4364	bl10@aol.com
Vice President	Greg Horwitz	818-609-7633	gshorwitz@aol.com
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Change of Address: To insure that you do not miss any issues of The Valley Flyer, send in your new address two weeks before you move to the Membership Director.

Contributions: Contributions are encouraged. Kit reviews, events, contest reviews, interesting models, photos, tips or anything that may be of interest to other SFVRCF members are welcome. Articles can be submitted via e-mail or other electronic media. Please contact the newsletter editor for more information on article submissions. The deadline for article submissions is the first Tuesday of each month.

Advertising: Commercial Advertising - (Cost Per Year/Cost Per Issue) Full Page \$303.00/\$52.00 Half Page \$212.00/\$43.00 Quarter Page \$112.00/\$22.00 Business Card \$ 61.00/\$11.00. Please contact the newsletter editor for more information.

Flight Training Coordinator's Report

Tom Peniston

Hello, and happy Daylight Savings Time!

As Flight Training Coordinator, I spend a lot of time with members who are new to the hobby, and so this month, I'd like to talk about the care and feeding of the rechargeable batteries in our RC equipment. Properly charged batteries are absolutely crucial if we are to fly our aircraft successfully and safely. We've all used rechargeable batteries for years in our flashlights, tape recorders, and the like. We simply use the device until it stops working, which tells us that it's time to recharge. With RC aircraft, we obviously have to maintain a much higher standard. We have to be absolutely sure that the "device" (our radio gear) will keep working perfectly until we are on the ground and done for the day. At the field, I've heard people say things like "I charged last week and didn't fly, so I should be ok this weekend"... "I charged overnight when I came out on Wednesday and only flew once, so I didn't charge again - I don't want to risk overcharging"... "Yes, my batteries are fully charged - eight full hours"... In each of these cases, the person talking may very well have gotten some flights in successfully, but they are all courting disaster, and will definitely run into trouble someday.

Virtually all Radio Control equipment sold today include rechargeable Nickel-Cadmium (Ni-Cad) batteries, and come with a charger that plugs into your transmitter, your receiver battery, and a wall socket. This is the setup you have when you buy your first RC outfit, and is what most RC'ers use, and is the setup I'll be talking about from here on.

First, a few basic truths about Ni-Cad batteries:

They will not hold a full charge over a long period of time like alkaline batteries will- they gradually lose power once they are taken off charge. This means you should ALWAYS charge the night before you come to the field. If you fully charged your batteries a few days ago, you should fully charge them again. You will not hurt them by doing this. Batteries charged several days back may show a good voltage at first, but may not have nearly the capacity (flying time) they normally do.

The first charge you put on your batteries when they are new is the single most important charge they will ever get. The manuals for my three Airtronics radios all recommend a first charge of 24 straight hours. If you have a different brand of equipment, consult your owner's manual for specific instructions on the first charge.

The safest way to charge your batteries (recommended by all manufacturers that I know of) is by using the "overnight" rate. This means 14-16 hours for most manufacturers, 12 hours for older Airtronics equipment more on this later).

Every time you charge your batteries, you should charge them fully. Saying "I only used them a little last time, so I'll only charge them a little this time" is a recipe for disaster. You may get away with it, but sooner or later it will bite you.

Receiver batteries and their associated wiring are susceptible to vibration, and should be well padded with foam rubber. Latex foam rubber is best for this, because it absorbs vibration much better than the beige stuff you find in sofa cushions. Also, your receiver battery should be securely fastened inside the cabin of your aircraft, to keep it secure and to avoid shifting your center of gravity or maybe even pulling the wires out if it tumbles around during flight.

Finally, just because you charged your batteries doesn't mean your batteries got charged. Never trust batteries that haven't been checked with an Expanded Scale Voltmeter or an on-board battery checker. If you don't have one of these items, get one. It's the best 20 dollars you'll ever spend.

Okay, now a little about the charging process itself. The charger supplied with your equipment is an "overnight" charger, often referred to as a "wall charger" because they plug into the wall. It was designed to charge the batteries that came with your system at the proper overnight rate. You can determine the overnight rate for any battery using the "C/10" formula. That is, divide the capacity by 10. Most Futaba radios are equipped with 500 mAh batteries (mAh= milliamp hours- under ideal conditions the battery will supply 500 milliamps for an hour). If you divide 500 by 10, you get 50. That is why Futaba radios come with 50 mA chargers. Now if you're thinking ahead, you may be saying "Hmmm, 50 ma charge rate times 10 hours = 500 milliamps- why can't I just charge 10 hours?" Well, I can't give you the physics on this, but to fully charge a Ni-Cad battery at the overnight rate, you have to put in 1 1/2 times the battery's capacity. Therefore, the overnight charge for any Ni-Cad battery is accomplished by dividing it's capacity by 10, and charging at that rate for 14-16 hours, with no danger of overcharging. In fact, overnight charging is so gentle that if you forget and leave your batteries on charge for an extra day or two, there is little chance of any harm being done.

Finally, I'll explain why Airtronics recommends a 12 hour overnight charge for their older equipment instead of the usual 14-16 hours. If you look at any Airtronics wall charger, you'll see that they deliver not 50, but 75 milliamps to the battery. This means they can deliver a full charge to the 600-mAh batteries they came with in 12 hours. Remember, a full overnight charge means putting in 1 1/2 times the battery capacity, so 600 milliamps times 1 1/2= 900 milliamps, and 75 milliamps charge rate times 12 hours also equals 900 milliamps, so they follow the same rule, only speeded up slightly for convenience. The newer Airtronics equipment is being shipped with 700 mAh batteries, which would correspond to a 14-hour charge time at 75 milliamps. I haven't looked at the manual from one of these newer units to see if that's what they recommend, but if they still come with a 75 milliamp charger, I'll bet they do.

That covers basic RC battery charging using the standard equipment supplied with RC radios. Next month I'll talk about trickle charging, fast charging, and peak charging.

This article should be thought of as a guideline - In all cases read and follow the instructions supplied with your equipment. My reference sources for the article were the Ace RC Ni-Cad data sheet, Owner's manuals for Airtronics and Cirrus (made by Futaba radios, and my own 20 years of RC experience. I hope it was helpful.

'Till next time, Share the Air!

Program Director

By Ricc Bieber

Is it April already? Spring is in the air and a young man's fancy turns to---AIRCRAFT! (Some women, too!)

Have you been to a general meeting lately? They've been more interesting, more informative, and as is the case of last month, a little more volatile. If you are missing the meetings, you're missing a pretty good time amongst friends.

Speaking of last month, our guest speaker had a last-minute emergency and had to cancel, but promises to be our April show. His name is Joseph Herkell from Kitcutters, and I don't know about you, but I really want to hear about and learn more about the process. BE THERE!



Oh--did I forget to mention the ROG in May? This subject makes me feel like a dog with a rag doll in its mouth! Three classes, Peck flea, scale, and open, distance and duration each class, and one best of show. We have invited the Black Sheep to participate because, well, we're suckers for humiliation. Or not, if we work at it! Hone your build skills and let's have a contest!

This month we have two events, a Quickee500 on the 7th and a Pizza Fun Fly on the 21st. I just found out that there is also a LARGE event happening across the street, and there are about 30,000 people expected. This means one of two things. Get there early and we will have to defend our parking and access (works for me). The board discussed this at the April 2nd meeting but because this is an AMA sanctioned event and the permits have already been approved we can not move it to a different weekend. Any feedback from the club members would be appreciated.

That about does it for this month. Start your plans and planes for the ROG! Don't forget that ROG is a Pizza Nite, starts at 6:30 and costs \$5.00 per person and that if you're not there, you will be missed.

Membership Report

By Bob Joyce

New members

In the past month, 7 new members have joined the Valley Flyers, and we are pleased to welcome the following individuals:

Iran Ausley	Steve Huang
Jim Boynton	Marvin Weiss
Daniel Coe	Johnny Wen
Michael Giraco	



We hope that your membership will provide you with helpful advice, training, fun, and the comradeship that is a key part of the club experience. Once again, welcome aboard and happy flying. Membership cards have been issued.

Membership renewal

The membership list has been updated to reflect current status. There are now 130 active members. Members that have not renewed have been moved to the inactive list. We're sorry to lose members, and we hope that some of them will renew in subsequent months. We're trying to make our meeting more interesting with presentations/demos on model aviation topics such as building tips, painting, covering, fiber glassing, simulators, safety, aerobatics, or any subjects of interest. We need volunteers to do this so if you would like to share your expertise with other members, contact Ricc Bieber, our Program Director.

Membership renewal can still be accomplished at meetings or by downloading the membership application form from our website, www.valleyflyers.com.

Fill it out and mail it to:

Bob Joyce
9829 Etiwanda Ave
Northridge CA 91325

Be sure to include your check for \$25 (\$10 for juniors) made out to the Valley Flyers.

All new applications and renewals must include a new completed application form and a copy of your 2002 AMA card or application.

Safety Views

By George Finch



The first Tim of the month would have never been discovered except for his mouth. After wiping out a nice ARF warbird, he was heard to say, "I don't understand what happened. I have been getting occasionally hit over there for the last month, but I never lost control before!" Modern radios that are working properly only get hit if someone else turns on. To get hit multiple times indicates that all is not well inside the radio system and to keep flying such a system shows all is not right inside the head of the pilot.

Another Tim lost a high performance airplane when control was suddenly lost. The airborne radio was destroyed so the postmortem was brief. The guess being the switch, batteries or receiver had failed. Later he lost another airplane when all control stopped. On checking, he found there was an intermittent failure in his transmitter! When you have a radio problem that you cannot trace, get the entire system checked or put it in the "as is" swap meet bag. Computer radios that are fine for all but the most demanding are now in the \$130 to \$150 range and non-computer radios can be caught on sale for less than \$110. Why take a chance?

The next Tim brought his new airplane to the field "fully charged". He asked the local experts to check over the airplane and multiple problems were found and corrected. He then used one of Willie's engine break-in stands to run a couple of tanks of fuel through the new engine. Because he didn't know exactly how to break-in the engine, he waited until the ever-present experts showed him how. He then was shown how to set up a trainer box (more delay). I was not ready for him as I had another student so he had to wait. As we were taxing out, I asked if he had charged the batteries overnight and got a, "Yep, they're fully charged," reply. The transmitter needle was in the green so after trimming the airplane, I let him fly it. After about two minutes, he told me he was getting no response from the ailerons. I took over, commanded low motor and prepared to land rudder only. Very quickly I discovered none of my commands were going through either. Fortunately, by then the plane was making big circles and the engine was at idle. It landed itself in the weeds next to the road uninjured except for three out of four nose gear retaining bolts that had not been tightened properly and had fallen out. Of course, he had left his airborne radio on for the entire morning (about 3 hours) and had killed the receiver batteries.

Tip of the month; always check to see that your 4 stroke is at idle before trying to start it. Once it starts, get behind the engine before running it up or adjusting the high-speed needle. 4 strokes put an enormous amount of torque into the prop during the power stroke and, if lean, sometimes do so while instantly reversing. If the engine is going to throw the prop, it is going to go forward or off to the side, not back. One of my student's .91 4 stroke apparently backfired and then forward fired on adjacent power strokes in the air when the throttle was moved from idle to full. The prop was double nutted and cinched down with a Crescent wrench, but the torque was so great that the prop moved on the ARF's plastic spinner back plate, sheared the screw posts with the back of the prop, and threw the front of the spinner into the wildlife sanctuary. A good idea is to throw the cheap plastic spinners that come with ARFs in the junk drawer when using a 4 stroke and instead use a spinner with a metal back plate that can get a good grip on the prop hub.

Just in, a Tim who has been mentioned in this column before, was babysitting his pretty daughter and infant son at the Basin. Because he wanted to get a closer view of a friend's flying, and perhaps get a chance to con the friend into a little stick time, he took his infant son, stroller and all, out to the flight line. His daughter wisely stayed in the pits. A suggestion that the flight line was not the proper place for an

infant and an offer of short time babysitting assistance prompted a, "He's my kid and I can do what I want with him" response! I think someday this Tim may get a special Darwin Award (evolution votes against the winners by removing their genes from the pool), although Darwin Awards are normally won at a present generation level.

From Dave at the last general meeting as modified by me, if you reinforce your models with expand-in-place foam, do it outside and stand upwind (see Darwin Award above). One of the reaction products is cyanide gas.

If you see a Tim doing what Tim's do best, drop me an E-mail about it at gwfinch@aol.com so that I can make sure that Tims who don't fly on Saturdays when I do aren't discriminated against.

SAFETY, EVERYONE'S RESPONSIBILITY

Rotors and Motors

By Mitch Kahn

I think I finally turned a corner where I prefer to fly my 60 sized heli. It's not that I don't enjoy flying my 30. It's just that I am, more often than not, flying at its limits instead of my own. Just to clarify: It has taken me more than 4 years of active flying to get here.



My battered 30 now has over 1100 flights on it. The frames and canopy are original (though not quite "original condition") and it still remains a smooth and capable flier. I am not planning on replacing it, it is too reliable, inexpensive and I have too many spare parts in stock. I'll use it to learn maneuvers, but generally I will fly my bigger ship.

My 60 was flying exceptionally well until I had a servo failure in flight. The aileron servo stripped a gear and I did a sloppy, but safe, emergency auto. I was very surprised because there was no reason it should have failed.

While waiting for a gear set from Futaba I swapped it for an extra 9202 I had; easy swap, I centered the servo horn and went to fly. It was a windy day at a field where I was invited to fly. Some warm up flying, loops and rolls, and then some inverted passes. Just after a face height pass it suddenly aileroned itself into the ground. Everything worked besides that servo. I couldn't imagine a scenario that would cause a second servo to fail, and in fact it hadn't. The servo horn had popped off, since I had screwed it down only part way.

That simple mistake put it into the ground, almost at my feet. It cost me a set of V-blades and all the usual stuff – but this really could have hurt somebody.

There are lots of parts on our helis and lots of electrical connections. Go through yours today and I'll bet you can find a wire that is frayed or something that could be snugged down. In my case it was a careless mistake made right after repair work was done. Be methodical when you build or rebuild or repair your aircraft. Do not leave bolts "to be tightened later." It is way too easy to forget. There are too many things which can go wrong which are not easy to see, so don't let the easy ones cost you a disaster.

Oh, by the way, I was out of town for the holidays last week and the parts arrived while I was gone. I should be back in the air this weekend.

The Hirobo Cup is coming May 3rd, 4th and 5th. All types of helis are welcome. It'll be a blast.

Happy flying!

Event Report

FAI World Records

George Finch

As most of you know, I was on two successful straight-line distance world record attempts for piston powered model aircraft. We currently hold the world record at 517 miles. After we set it and after Maynard Hill's team set one around a closed course of over 800 miles, the FAI figured that some countries are not large enough to go 800 miles in a straight line, so they established a new set of records which are to a declared spot and back. No one has succeeded in setting an out and back record in any class.

I am the CD of the California Marathon the first weekend in May so as part of the Sunday event, I have set up a club record trial in all classes. If you want to set a world record in electric planes, helicopters, land or sea, or piston powered airplanes, I have the rules and can help you with all the formalities. The course is 50 miles long round trip but if I have enough notice, I can set it at any distance. I am going to try to set the piston powered out and back land record with a Senior Kadet, donated by Ken Wright, an Irvine .40 diesel and a 32-ounce tank. In the past that combination has been good for over 150 miles. The basic requirements are that the airplane can't weigh more than 11 pounds and can't have larger than a .61 engine. There are also max and min wing loading specs, but they are easy for a short 50-mile flight. If interested, contact me at gwfinch@aol.com.

It Was an Event to Remember!

Bob Smith

Spring Break was really no vacation for many modelers and members.

Thank you to Barry Leavengood, Harvey Elmes, Willie (I said I wasn't going to do this again) Gardner, Fred Roberts, Gene Sidwell, Steve Garrison, Robert Rosenberger, Chris Hoyer, Dick Waddell, David Keith, Dennis Morgan, George Finch, Ben Wolf, Video Vic, Ron Brawders, Evan Germansky and last but not least, Michael Germansky (starter). The event would not have 'been' without you!

Chris Hoyer, Harvey Elmes, Dave Keith and Ben Wolf have gifts from the "Officials" drawing. See me at the next regular scheduled meeting to claim them!

For those that weren't at the last meeting, I informed everyone that the board has approved the purchase of an ARF to be given away in a drawing, mid-year, for those that have participated in officiating events thru June 2002. Included in the drawing will be an Airtronics 4 channel radio. Good luck!

Interested in the race results? Q40- 1st Eric Baker, 2nd Fred Burgdorf, 3rd Scott McAfee and Mark Lattimore had fast time of 1:02.04. AMA- 1st Travis Flynn, 2nd Mike Lederer, 3rd Bill Vargas and Travis Flynn had fast time of 1:04.55 (not much difference between AMA & Q40). APRA or Sportsman- 1st Danny Coe, 2nd Carl Balmer, 3rd Don Masters, 9 lap fast time went to Joe Cox, 1:37.45 and fast time went to Shawn Heritage, 1:38.66.

So there you have it.

Valley Flyers Meetings Minutes

General Meeting

March 26, 2002
By Stan Gordon

President Barry Leavengood called the meeting to order at 7:30 P.M.

After the Pledge of Allegiance, new members and guest were introduced.

Old Business

- ?? The new Control Line circle-No word on when it will be done.
- ?? CD's are assigned for all events
- ?? 27 pilots were at the Jet Rally and the club did well financially, earning about \$700. No problems were reported. There was lots of support.
- ?? A big discussion on the Helicopter and the Park flyers cohabitating the same flying space on the north end of the field. One resolution is to put up some kind of sign.
- ?? A question of Frequency flags and designated fix wing pit areas was also kicked around. No resolve.

New Business

- ?? April 6 and 7 Quickee 500 race.
- ?? April 21 Pizza Fun Fly & Swap Meet. Pizza and soda will be available.
- ?? May 3, 4, and 5 (2½ days) Hirobo Cup Heli Meet.
- ?? May 19 Safety Fun Fly/Hobby People Engine Clinic
- ?? The May meeting will also be our annual ROG contest.

Show and Tell

Pica Waco Biplane
Kyosho ARF Spitfire
Big Ugly Stick
Piper Cub Wing
Glider Wing under construction
A Bob Violet F4 Phantom
Midget Racer
Electric Firebird
Electric Battery Charger

Raffle

Slowpoke was won by Ricc Bieber
Epoxy was won by Bob Smith

Meeting was adjourned at 9:10 PM

Board Meeting

April 2, 2002
By Stan Gordon

The President Barry Leavengood called the meeting to order at 7:30 P.M.

Willie Gardner and Mort Rosenthal were also in attendance.

Barry Leavengood

- ?? The Jet Rally earned the club over \$700.
- ?? Food will be available at the Hirobo Cup Heli Event.
- ?? Discussion on pitting and frequency flags. Mort Rosenthal presented a proposed frequency flag drawn up by Marv Zauss. Mort also had several ideas.

The board discussed this for great length and will be coming up with a presentation for the whole club to vote on.

What is going to be recommended is basically this:

- 1) The club will paint letters on the ground in each box in the pit area. A, B, C, etc.
- 2) Each club member will be given a standard flag as part of the membership package
- 3) Some kind of mechanical means to hold the next 5 or 6 flyer's flags to the existing frequency flag stanchion to establish a pecking order for each channel.
- 4) A sign of instruction in the use of this frequency flag system.

Bob Joyce

Membership is at about 125 active members. Some new members are still coming in.

Dianna Myers

She needs articles from you the membership to put into the newsletter; otherwise the newsletter will be very short and very dull. She is also in the process of having more schedule signs for the field made.

Tom Peniston

Training going well. Hobby People donated a plane and an engine.

Stan Gordon

He proposed that the budget for the raffle be increased, so as to get more on the raffle table each month. The board will look into doing this.

Ricc Bieber

We will have a speaker for the April General Meeting that should prove interesting for everyone.

Gus Piangerelli

The L.A. Times will not list our club events, but the Daily News will.

Bob Wilcox

The Jet Rally was Great!!!!

Next Board meeting May 7, 2002
Meeting was adjourned at 9:00 P.M.

Classifieds

Rare Byron quarter scale CAP 21 already built in good condition for sale \$160.00

World Models 30 size monoplane sport, fiberglass cowl, wheels pants, already built, awesome flier \$75

Call Gus "Gusser" Piangerelli (818) 368-5487

Wanted to swap TopFlight P-47 Kit (60 size new in box) for a TopFlight P-39 Kit (60 size new in box), please contact Stan Gordon (818) 781-4118.

Wanted – Som one who will give me a "new home" and a reason to keep working. I am still the same as "new condition" to the lucky person who takes me home with them. My name is HP PAVILLION M45 MONITOR (14") and YOU can own me \$ 30.00 o.b.o. Call Willie 818 785 4736 or e-mail willie_lg@yahoo.com.

To run an ad in the Valley Flyer Classifieds please submit your ad via e-mail to dianna@bombfactory.com. Ads and newsletter articles must be submitted before the first Tuesday of the month.

Schedule of Events

Club Meetings

Club meetings are held on the 4th Tuesday of each month at 7:30 PM.

Please bring a couple of extra dollars for refreshments and raffle tickets.



Board Meetings

Board meetings are held on the first Tuesday of each month.


2002 Schedule

January	8 th	July	2 nd
February	5 th	August	6 th
March	5 th	September	3 rd
April	2 nd	October	1 st
May	7 th	November	5 th
June	4 th	December	3 rd

2002 Schedule

January	22 nd	July	23 rd
February	26 th	August	27 th
March	26 th	September	24 th
April	23 rd	October	22 nd
May	28 th	November	26 th
June	25 th	December	TBD

OPEN TUES THRU SAT 10 AM TO 6:30 PM
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Eveit's Model Shop Colby Evett	1636 Ocean Park Blvd., Santa Monica CA 90405 (Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun Closed)	(310) 452-2720
Marty's Hobbies Marty Friedman	1728 Moorpark Rd Thousand Oaks, CA 91360 (Mon, Tue, Wed, Thu 10-8); (Fri 10-9); (Sat 10-6); (Sun 10-5)	(805) 497-3664
Robin's Hobby Robin Hambley	1844 W. Glenoaks Blvd., Glendale, CA 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 12-4)	(818) 240-2093
Hobby Zone Edwin	1617A Victory Blvd. Glendale Ca 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)	(818) 546-2291
Hobby Lobby Tony and Addie	3512 W. Victory Blvd., Burbank, CA 91505 (Tue, Wed, Thu, Fri, Sat 10-6:30); (Mon & Sun Closed)	(818) 842-5062
Smith Brothers David	8941 Reseda Blvd., Northridge, CA 91325 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)	(818) 885-8636
Hobby People Chris	5541 Balboa Blvd., Encino, CA 91316 (Mon, Tue, Wed, Thu, Fri 10-9); (Sat 10-6); (Sun 10-5)	(818) 995-1162
Hobby House Jay Replogle	17721 Vanowen Street, Reseda, CA 91335 (Mon, Tue, Thu, Fri 11-7); (Sat 11-6); (Wed & Sun closed)	(818) 609-1968

Apollo Field Events

2002 Schedule

<i>Date</i>	<i>Club</i>	<i>Event</i>	<i>Contest Director</i>			<i>Field Status</i>
FEBRUARY						
3 rd	VF	Q40/Q500/APRA	George Finch	(310) 315-8234	gwfinch@aol.com	Closed
17 th	½ Day ¹	VF	VF T-6/Air Cruisers/Trainer Race – Practice			Closed
16 th	VF	VF T-6/Air Cruisers/Trainer Race				Closed
MARCH						
10 th	GS	Fly In	Marvin Zauss	(818) 768-0588		Closed
23 rd	VF	Jet Rally	Bob Wilcox	(661) 298-2614	bgwc@earthlink.net	Closed
24 th	VF	Jet Rally	Bob Wilcox	(661) 298-2614	bgwc@earthlink.net	Closed
APRIL						
6 th	½ Day ¹	VF	Q40/Q500/APRA – Practice			Closed
7 th	VF	Q40/Q500/APRA	Bob Smith	(661) 298-2614	flynbs@pacbell.net	Closed
21 st	VF	Pizza /Safe Fly/Swap Meet	Ricc Bieber	(818) 349-3014	riccipoo@aol.com	AMA
MAY						
3 rd	½ Day ¹	VF	Hirobo Cup Heli Meet			Closed
4 th	VF	Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
5 th	VF	Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
19 th	VF	Safety Fun Fly/Hobby People Engine Clinic	Harvey Elms	(661) 252-1477	inhelmes@thevine.net	AMA
JUNE						
7 th	½ Day ¹	VF	H-Reed Q40/Q500/APRA – Practice			Closed
8 th	VF	H-Reed Q40/Q500/APRA	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
9 th	VF	H-Reed Q40/Q500/APRA	Ron Nelson	(818) 845-0521		Closed
22 nd	BS	U-Control				Open
23 rd	BS	U-Control				Open
23 rd	GS	Fun Fly	Dave Hendrex			AMA
JULY						
9 th	½ Day ¹	VF	Lax			Closed
12 th	½ Day ¹	VF	T-6/Air Cruiser/Trainer Race – Practice			Closed
13 th	VF	T-6/Air Cruiser/Trainer Race	Ricc Bieber	(818) 349-3014	riccipoo@aol.com	Closed
23 rd	½ Day ¹	VF	Lax			Closed
28 th	BS	Black Sheep Electric				AMA Electric
AUGUST						
10 th	½ Day ¹	VF	Q40/Q500/APRA – Practice			Closed
11 th	VF	Q40/Q500/APRA				Closed
12 th	½ Day ¹	VF	Camp Encino			Closed
30 th	½ Day ¹	VF	Southern California Helicopter Classic			Closed
31 st	VF	Southern California Helicopter Classic				Closed
SEPTEMBER						
1 st	VF	Southern California Helicopter Classic				Closed
15 th	GS	Fun Fly				AMA
OCTOBER						
6 th	GS	BBQ and Social.				Club
27 th	VF	Safety Fun Fly / Swap Meet	Ron Nelson			AMA
NOVEMBER						
10 th	BS	Black Sheep Electric				AMA Electric
16 th	½ Day ¹	VF	Q40/Q500/APRA – Practice			Closed
17 th	VF	Q40/Q500/APRA	Finch/Horwitz			Closed
DECEMBER						
8 th	GS	Toys for Tots				AMA
21 st	VF	Christmas Party				

¹ Although the schedule states ½ day for the first day of every multi-day event, the field will be closed before noon if a significant number of event participants are present and ready to fly. The exception to this is Pylon racing in which case the field will always be open for sport flying during the practice day morning.

VALLEY FLYERS AND HOBBY PEOPLE

PRESENT THE THIRD ANNUAL SAFE FLY ENGINE CLINIC

MAY 19th, 2002 FROM 8:00 A.M. TO 5:00 P.M.
LANDING FEE \$10.00 INCLUDES LUNCH

CD Harvey Elmes & Assistant CD Bob Smith

The Valley Flyers in conjunction with Hobby People will be running a Safe Fly / Engine Clinic for Magnum two stroke and four stroke engines. This event will be an AMA sanctioned event. All event participants must have a 2002 AMA card or you can sign up for AMA at the events.

Safe Fly:

There will be transmitter impound, flight line supervision, and observers will be required while flying. A maximum of 15 transmitters will be in use. No more than 5 pilots will fly at a time; 5 on the taxiway and 5 for the engine clinic in the pits. The event will be open to club members and AMA members. Helicopters will be flying at the south end of the field on the U control circle. Electrics under a pound will fly at the north end of the field parallel to the runway.

Engine Clinic

Hobby People will be at that event with displays showing the latest products. This show booth will be set up at 9:00 a.m.

Hobby People is giving away 4 engine set-ups for 4 lucky event participants. Attendees will only be eligible for these engine set-ups if they have signed up for the drawing at a seminar. A 30 XLFS and a 91 XLFS Four Stroke will be given away. A 36XL RNV and a 46XL RNV Two Stroke will be given away as well. Each engine will include a gallon of the recommended Powermaster fuel, the recommended glow plug, and a propeller. The drawing will be held at 2:00 PM so everyone will have plenty of time to sign up at one of the two seminars.

10:00-10:30 a.m. and again at 1:00-1:30 p.m. Engine clinic seminar:

How to use Magnum Engines
Break-in Basics
Two Stroke vs. Four-Stroke
Tuning on the ground for flight
Using a tachometer to tune your four-stroke engine
Choosing Fuel Choosing Glow Plugs
Storage and basic maintenance

Question & Answer session – Operation demonstrations of these engines on our test stand.
Each person who attends the seminar will receive a free Thunderbolt R/C Long glow plug.

During the day, Hobby People staff will be on hand to help the flyers with their engines. This help includes: troubleshooting, basic maintenance, repair, and tuning on Magnum Engines in their aircraft.

After the each seminar and demonstrations, Hobby People will have some new prototype and standard aircraft to fly with Magnum engines. The Staff will answer any questions you might have on these aircraft and help you tune your engine. The Valley Flyer and Hobby People are looking forward to relaxing fun fill day of learning and flying.

The Valley Flyers will provide the impound flight line and inspection with enough personnel so all get a chance to go through the tune up and flying. If you do not want to go through the tune up procedure then come out and help as a host or as a volunteer.

Field control and setup at 7:30 am. Event sign and clinic open at 8:00 a.m. and 8:45 am. There will be a landing fee of \$10.00 charged which will include lunch.

Lunch will be served from 11:45 to 1:15. This charge is applicable if you register after 1:00 pm.

If you have any questions or want to pre-register for the event contact Harvey Elmes 661-251-3944 or e-mail helmes@thevine.net, Bob Smith 661-298-2614 or e-mail flynbs@pacbell.net

COME OUT AND LEARN SOMETHING AND ENJOY FLYING UNDER FREQUENCY CONTROL.

Hobby People



ANNOUNCING THE
PRAXUS EP ARF
ADVANCED PARK FLYER

SPECIFICATIONS

Wing Span 34 in Flying Weight: 5.5-8 oz
Wing Area 138 sq in Wing Loading: 5.75-8.5 oz per sq. ft.
Overall Length 20 in *ACCORDING TO EQUIPMENT USED.

The PRAXUS is an awesome combination of design sophistication and advanced construction materials and techniques created to give you the best in no-compromise park flyer performance. We know you're tired of the same old thing, limitations of power systems, fragile construction, and lackluster performance. PRAXUS delivers with form and function.

The clever use of composite materials provides a structure that is light, beautiful, and very durable. Carbon fiber leading and trailing edges give excellent rigidity and strength. The fiber glass, factory painted, fuselage and carbon wrap tail boom create a straight and true structure with style. From the carbon fiber control horns and push rods to the the wood and carbon flying surfaces, the Praxus combines the best materials to give a durable and hi-tech look that is truly unique.

The PRAXUS is small, so lightweight, radio equipment is important. However, we also know that it must use widely available power and radio systems. We've even tested it with the radio, motor, and battery system from our RTF Wattage Cub. CS-20 to CS-10 servos, micro receivers, 150-180 motors and 150-300mAh batteries are all commonly available and will work with this little jewel.

FEATURES:

- Lightweight fiber glass, balsawood, and carbon fiber construction
- Factory painted fiber glass fuselage
- Factory covered with ultra-lightweight clear plastic
- Includes optional landing gear
- Complete hardware including carbon fiber push rods and wing struts

CLUB COUPON

\$10 OFF

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2971 Chino Avenue
In Rolling Ridge Plaza
909-364-0167

**FOUNTAIN
VALLEY**
18475 Pacific Street
405 Fwy, Euclid exit
714-964-8846

CAMARILLO
1775 E. Daily Drive, N
near Carmen Drive
805-445-1305

ORANGE
311 E. Katella Ave.
Near Glassell St.
714-288-8170

SAN DIEGO
4344 Convoy St.
South of Balboa
858-268-7997

EL CAJON
468 Broadway
At Ballantyne
619-444-6135

LA HABRA
1401 S. Beach Blvd.
Near Imperial
562-947-2574 714-994-5721

LAKEWOOD
5448 South Street
South at Bellflower
562-804-2515

ENCINO
5541 Balboa
Balboa at Burbank
818-995-1162

RIVERSIDE
10128 Indiana Ave.
Tyler Village Center
909-785-6773

PASADENA
270 North Hill Ave.
North Hill at Locust
626-568-0883

LAWDALE
16725 Hawthorne
Hawthorne & 168th
310-214-0244

ESCONDIDO
358 W. El Norte Parkway
760-739-5888

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- FREQUENCY IMPOUND
- PILOT RAFFLE
- FACTORY REP DEMONSTRATIONS
- HELI CLINIC
- BUDDY BOX HELI CHALLENGE
- OVERNIGHT RV CAMPING



This "Fun Fly" event is open to AMA pilots of all levels. Beginners are welcome and encouraged to participate. There will be "Clinic Time" for beginners who wish to get help from the experts, cool demonstration and plenty of good food.

For any questions, contact:
Jeff Green (732) 225-6144 email at: mrcrp@aol.com

Website: <http://www.valleyflyers.com>

