



# The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

September 2002

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## Board Member Letters

### President's Corner

By Barry Leavengood

The Helicopter event put on by Dianna, Mitch and Dab was a huge success. All the hard work they put in really paid off. I think this type event goes a long way toward promoting the hobby. We are planning on doing two events like this next year and hope we get even more club participation than this year.

For those of you who missed the last general meeting you missed a good one. Stu McAfee gave a great composite painting demonstration. The programs in the last few meetings have been awesome and very well received by the attending membership. Good job Ricc.

Bob Joyce had a Boy Scout troop out at the field a couple of weeks ago. We spent about two hours flying them on buddy boxes. George supplied the trainers and he and I were the primary pilots with Bob and Greg helping the kids with the buddy boxes. This kind of program really enhances the club image along with exposing potential new pilots to the hobby. The troop leaders were very appreciative of the Valley Flyers efforts.

The new U-Control circle is now complete and in use. We have a meeting with Recreation and Parks in October to finalize the reallocation of field space. We hope to have the helicopters moved to the south circle by the end of the month. Along with the reallocation I plan to discuss the ongoing problems with flying over the access road and golf course. My suggestion to Recreation and Parks will be to have the Park Rangers closely monitor the situation and hand out citations for access road / golf course over flies. I think after a few of these tickets are handed out the over flies will stop.

The next event on the calendar is the Fun Fly and BBQ Oct. 27<sup>th</sup>. Willie will be putting this on and has a couple of fun events lined up. We will cover this event in detail at the next general meeting.

That's about all for now.

### Treasurer's Report

By Matt Carroll

As of the 12<sup>th</sup> of August 2002

#### July Balances

Checking Balance	\$55,837.03
Savings	\$2,608.42
<b>Total</b>	<b>\$8,445.45</b>

#### Activity for previous month

Inflows	\$352.19
Outflows	\$460.15

#### August Balances

Checking Balance	\$5,729.07
Savings	\$2,608.42
<b>Total</b>	<b>\$8,337.49</b>

As of September 12<sup>th</sup> 2002

#### August Balances - Revised

Checking Balance	\$5,729.07
Savings	\$2,608.42
<b>Total</b>	<b>\$8,337.49</b>

#### Activity for previous month

Inflows	\$4,601.54
Outflows	\$714.98

#### September Balances

Checking Balance	\$9,615.63
Savings	\$2,608.42
<b>Total</b>	<b>\$12,224.05</b>

Board of Directors - 2002			
President	Barry Leavengood	818-998-4364	bl10@aol.com
Vice President	Greg Horwitz	818-609-7633	gshorwitz@aol.com
Secretary	Stan Gordon	818-781-4118	srgordon@pacbell.net
Treasurer	Matt Carroll	818-706-1533	mattc@phatnoise.com
Events	Ron Nelson		rlnelson@eng.lacity.org
Programs	Ricc Bieber	818-349-3014	riccipoo@aol.com
Membership	Bob Joyce	818-886-3715	bobjoy@aol.com
Safety Officer	George Finch	310-459-1577	gwfinch@aol.com
Helicopters	Mitch Kahn	818-708-9725	mkla@juno.com
Jets	Bob Wilcox	805-241-1007	bgwc@earthlink.net
News Editor	Dianna Myers	818-636-7131	dianna@bombfactory.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.

Tim Simes  
Taylor Thompson  
Johnny Wen

Edward Stern  
Al Verdi  
Richard Sonheim

Ki Sung  
Marvin Weiss

**Membership Report**

By Bob Joyce



**New members**

In August, one new member joined the Valley Flyers. We are pleased to welcome Ken Curtis. 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 and "New Member General Information" packages have been issued.

**Membership**

The membership database has been updated to reflect current status. There are now 147 active members, and we would like to see more of you at our regular monthly meetings.

Anyone interested in joining the Valley Flyers can do so at meetings or by downloading the membership application form from our website ([www.valleyflyers.com](http://www.valleyflyers.com)). Fill it out and mail it to Bob Joyce 9829 Etiwanda Ave Northridge Ca. 91325 along with a \$15 (\$10 for juniors) check made out to the Valley Flyers. All renewals must include a new completed application form and a copy of you 2002 AMA card or application.

**E-mail Addresses**

E-mail addresses on file for the following members are incorrect, outdated, or non-existent. Consequently, we can not communicate with you electronically. If you have an e-mail address, please send it to me via e-mail. This is the second month that these names have been published, and unless I hear otherwise I'll identify them as "not available" in the October membership list. My address is [bobjoy@aol.com](mailto:bobjoy@aol.com)

- |                    |                  |                  |
|--------------------|------------------|------------------|
| Dean Apostal       | James Arthur     | Bill Barker      |
| Patrick Campbell   | Maurice Coplan   | Paige Dunlap     |
| Colby Evett        | john Fisk        | Thomas Gabor     |
| Gene Gaines        | Gilbert Gfelner  | Michael Giraco   |
| Dave Hendrex       | Chalmer Hill     | Robert Janiger   |
| Mike Koppin        | larry Laulem     | Clarence Lee     |
| Randall Mytar      | John Patout      | Fredrick Roberts |
| Robert Rosenberger | Victor Schneidau | Gene Sidwell     |
| Jason Somes        | Richard Sonheim  | Sevino Soriano   |
| Robert Stewart     | Richard Waddell  | Ben Wolf         |
| Mark Broadnax      | Michael Feeny    | Bill Malo        |
| George Rothman     | Tom Smalley      | Art Swift        |
| Ed Vigdor          | Marvin Weiss     | Hans Zwicki      |

**AMA Numbers**

AMA numbers for the following members are either missing or incorrect in the membership database. With the exception of Hans Zwicki, all these names appeared in last month's newsletter, and I have not received any inputs from any of you. Because AMA membership is required for all Valley Flyer members, it is important that your AMA membership number for 2002 is included in our database. Please send your AMA number via email to: [bobjoy@aol.com](mailto:bobjoy@aol.com)

- |                 |              |                    |
|-----------------|--------------|--------------------|
| Donald Beck     | Harris Cohen | Rocky Dorcy        |
| Russell Epstein | john Fisk    | Michael Germansky  |
| William Hawkins | Sean Herron  | Patrick Herron     |
| Frank Hoch      | Steve Huang  | David Keith        |
| William Langham | Kelly Locke  | Agustin Mireles    |
| John Peyser     | Chris Roades | Robert Rosenberger |

**Safety Views**

By George Finch



I got a call from a Valley Flyer who was upset because he had been hit in the leg by an errant trainer when standing in a pilot's box and that I hadn't mentioned a 70 pound twin turbine crash out beyond the dirt road, when the pilot, with more airplane than he could handle, had not asked for help from the gaggle of experts that were surrounding him. The landing gear were not coming down properly and he was trying to make an emergency gear up landing on the grass. I had not heard about it, but Always At The Field Bob saw it happen and said the pilot clearly got too slow on approach, the jet tip stalled and in it came. If I wrote about every crash that was caused by more plane than the pilot's thumbs could handle, this column would take up all of the newsletter. Besides, like I tell all of my students, R/C airplanes are like neglected beautiful women. Don't fall in love with one because someday, she is going to leave you (or she will get so old and ugly, you don't care). We all occasionally fly challenging planes, otherwise we would never progress from our forgiving Right Flyers. However, the trick is to know when you are likely to get in over your head, and not be afraid to ask for help. I can remember when I was new to the Basin, I was nervously looking up at my handful of plane on a hot humid day and the inside of my glasses fogged over. Quite a pickle, as I could barely see my plane, couldn't let go of it for any length of time, and if I flipped off my glasses, nothing was going to improve. I yelled for help and a calm voice asked, "What's the problem?" After a very short explanation, Bob Smith, at the time of Smith Brothers Hobbies and now of glue fame, took my transmitter while I recovered my sight. You are not likely to get help from someone as skilled as he is (during that era he was AMA National Formula 1 and R/C overall champion), but sometimes any help is enough. As for the pilot's boxes, Willie once put barriers around them like they have a Whittier. The barriers were not up a week before someone used a 4-wheel drive and a chain to rip them out. Should we try again?

Some years ago, Barry made one of the best "saves" I have ever seen. He had lightened the horizontal of a Sonic 500 too much, and during flight it failed into an inverted V shape that jammed the elevator into a nose down fixed position. With me providing asked for guidance as to empty grass, he rolled the Sonic inverted so it flew nose up, reduced the power and made a soft canopy/rudder landing on the grass without further damage to the Sonic. Another time, a high wing loading giant scale departed into a spin so far out that the pilot couldn't tell which way it was spinning. Figuring he had a 50/50 chance, he gave it rudder to one side, which stopped the rotation and he managed to pull out of the resulting dive just as the plane was about to go into the bushes. I also remember a Quickie that had the engine mount and the engine fall off. The Quickie, now very quiet and seriously tail heavy, immediately started spinning down. The pilot commanded full nose down to get the speed up, managed to stop the spin with the rudder, and at the last second, yanked back on the stick, causing the plane to go level, stall, and drop horizontally softly into a bush without damage. The lesson is, when something, apparently fatal, happens in flight, don't just freeze, but instead do something, and if all else fails, try to get low motor before the splat.

I had an interesting servo failure with the plane in one of Willie's run up stands. For no good reason, the throttle servo in a CAP-21 locked up and caused my apparently cursed Saito .91 to remain at almost full throttle (it is the same Saito that throws parts half way to the runway from the pits). When I took the servo apart, I found the servo motor

would not turn. After shaking the motor and trying to move its shaft back and forth, it finally started rotating again, but occasionally it would seem to catch like something was loose inside and jamming the rotor. Later, I found a shard of metal on my finger. The servo is about a year old but has had only one flight, primarily because of the Saito curse. This kind of problem is another reason to ALWAYS check all your controls right before takeoff to make sure everything is still working properly, as that is your last chance to gracefully find out. Even though the motor now runs perfectly, the servo now in my junk drawer, has lettering on a side painted with white Liquid Paper correction fluid that indicates the motor needs to be replaced. Since I use a lot of these servos in my Quickies, the next time I wreck one, I will salvage its motor and replace the suspect motor in the marked servo or...does anyone have a junk HS-202BB with a good motor they want to part with?

**No matter how  
upset you get, don't  
compound the  
problem by  
interfering with  
another's flying.**

Long Tall Tim started his 4-stroke overpowered Cub in the pits and noticed only when he started to taxi out that the rudder was reversed. He was using a Futaba Conquest transmitter with the reversing switches on the bottom, so he inverted the transmitter and threw what he guessed was the rudder reversing switch. Suddenly, the nicely idling 4-stroke came to life with a loud roar and the Cub at full throttle headed like a homing pigeon for the center elevated judge's stand. After narrowly missing three pilots and their planes, the wood 12 x 6 prop on the Cub was converted into a 2 x 6 prop when a flight box gave its life to protect the rest of us, scattering tools and plywood across the pits. Everyone involved counted their wings, tails, fingers and toes, and were amazed to find none were missing or damaged, including those of the Cub. If you fly different planes on the same transmitter so that the reversing switches must be moved, the time to check the direction of the controls is before the engine is started. If you can't see the throttle barrel, make sure someone is holding the tail or use one of Willie's run up stands when you start the engine for the first time of the day, because it might be at full throttle, and for the safety of all of the rest of us, do not dick with the reversing switches or software reversers when the engine is running. We were very lucky that someone did not get injured. Oh yes, remember the last column about keeping small children behind the fence? Later, Daddy Tim was seen pushing a stroller full of male heir up and down the pits in the very area crossed by the Cub.

Illiterate Tim put his new 4-stroke pattern plane in one of Willie's run up stands, right under the "no engine break in" sign, got the engine running rich enough at full throttle to assure that no one north of the center taxiway would be bothered by mosquitoes the rest of the day, and walked away. When asked to please move it, he either had been so traumatized by the noise or blinded by the smoke, he forgot the plane was his and thereafter only mumbled in some sort of Middle Eastern language. Fortunately, his memory returned after the racket died down so we did not need to hold an impromptu plane auction, although there were discussions at the south end of the pits about playing a game of plane stomp.

Tutonic Tim was properly using the break in stands at the north end, except he ran tank after tank through his engine, and only occasionally turned on his radio to change the throttle setting. After about an hour and a half of walking up and down the pits trying to find whose flag was up so long and after turning on his receiver to determine no one else was on that frequency, another pilot removed Tutonic Tim's pin. Fortunately, the second pilot was having problems unrelated to a frequency conflict, and didn't attempt a flight. The fifteen-minute "rule" is more of a courtesy guideline, but hogging a frequency for that long is ridiculous.

Gray Tim had the tail come off and his plane crashed at the edge of the golf course. Tails do not come off without a reason, and clearly

either Gray Tim did not do a preflight inspection that would have caught the damage or he knew of the weakness, and had a fatal case of, "got to fly today's". The plane went almost straight down after the tail came off, so if Gray Tim was not flying over the golf course, he certainly was too close. The only thing Gray Tim would admit, when asked what caused the crash was, "the tail came off", something all of us watching already knew because the elevator flew for a substantial time longer than the rest. Think of a preflight inspection as a time saver. Two minutes checking to see if the hinges have come loose, the clevis keepers are still there, or whether the kid, dog, or cleaning lady has previously determined the ultimate strength of a plane part, will save hours of construction, should an in flight failure have been preventable.

I get a lot of help from Carl, as he, being at the field every morning, sees the safety violations of those whose higher brain functions are still in the arms of Morpheus (Greek god of dreams). In case you didn't know, Carl opens the gate at about the same time I am making my next to last pit stop of the night. The other morning, Carl suggested to a couple of Early Bird Tims that over the golf course was not a proper place to fly their P-51 no matter what the location of the Sun. Carl was told to go perform an act of personal self gratification that Carl probably couldn't have accomplished even when he was young and limber. If you like to fly before the wind comes up and the fog lifts, please give Carl a hand with the Early Bird Tims. If enough other flyers mention proper behavior to them, maybe they will feel the peer pressure and fly more safely.

Kamikaze Tim decided since the ceiling was low, a fun thing to do with his Ultra Stick 120 was impress his wife by going straight up until the plane disappeared, then cut the power until it reappeared. As the morning warmed up, the ceiling got to about 400 feet. The last time Kamikaze Tim did his trick, a Cessna, IFR out of Van Nuys, flew over the field in the gloom at the same time. Now I can't say for certain that the Stick was higher than the Cessna, but we could see the Cessna and couldn't see the Stick. After we had a discussion about high flying, his wife cleaned his airplane and they departed (it must be a cultural thing as I can't even imagine asking my wife to clean one of my oil soaked beauties). If anything is going to close the field, it will be a collision with a full sized airplane, so keep away from them.

Park Flyer Tim became upset when eight or so Wednesday Warbird Tims flying overpowered ARF's made a low level, formation Figure 8 lavatory turn that started right through the south expanse of grass that Park Flyer Tim had claimed as his. In response to his upset, he buzzed the group of Warbird Tims while they were making a 130 mph high speed pass, causing them to scatter. Guys, no matter how upset you get, don't compound the problem by interfering with another's flying. Discussions after everyone is down are fine, but trying to distract or possibly hit a pilot that you disagree with is too dangerous.



If you have a question, ask. It is a lot cheaper to learn from the mistakes of others than your own.

Things that pilots find useless: runway behind them, altitude above them, fuel on the ground, and wings or transmitters left at home, right Chuck?

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 all Tims appear here even if they don't fly with me on Saturdays. It's even OK to rat on yourself. Let others learn from your mistakes.

SAFETY, IS EVERYONE'S RESPONSIBILITY

## Rotors and Motors

By Mitch Kahn

The Southern California Helicopter Classic was held this past Labor Day weekend. As in the past, it was a wildly successful event. We had about as many pilots as last year, and there were some surprises all around.



Robbin's Hobbies, MTA, Rotor Graphics, Vario and Zoom's all set up vendor booths as they did last year, but we also had two new stores this year: Dream Hobbies and e-Hobbies. Between them all, we had a constant source of interest and available parts, kits, fuel and supplies. We also had piles of raffle prizes.

I heard someone mention that they had not seen as many raffle prizes at any other event, and I could believe it. In the end, we wound up with seven helicopters to give away; two of which were complete with engines, exhausts, radios and gyros. We also had carbon blades, a crash kit and lots of miscellaneous to give away plus \$375 worth of gift certificates to spread out. It was definitely a big weekend.

Thanks to all the folks who donated. I will list them here in no particular order, and I hope I have not left anyone out. Please forgive me if I have.

### Hobby Shops:

MTA, Hobby House, Robbin's, ZOOM's, Hobbies and Helis Int., Dream Hobbies, Rotor Graphics, Mr. Carbon, Freestyle 3-D, Marty's Hobbies, Rick's Helicopters.

### Distributors & Manufacturers:

ACE Distributors, Horizon, Airtronics, Hobbico, Vario.

And the flying.. This event regularly draws an exceptional level of pilots. The extended Los Angeles area includes San Diego, Phoenix, Las Vegas, and points north. There are dozens and dozens of novice through advanced, as well as many field reps to all the major companies within this group. In addition to these familiar faces, we had participants from the East coast, Texas, Australia, Mexico, France and Belgium, and Mr. Curtis Youngblood was an extra special guest.

We had a great weekend of flying with friends. Dianna did job better than it has ever been done before. She not only handled registration, but also dealt with the tee-shirts (which are a rare commodity), the event poster, and a myriad of other details without which, things just wouldn't have worked out. Dabbling did a fine job, as usual, running all the contests and being the MC. And thanks to Barry and George for support in details small and large as well.

Some of the unique things that happened this weekend: ZOOM's Hobbies put together a giant publicity stunt. At eleven thirty five Saturday morning, a full-scale helicopter landed in our infield. The doors opened and out step, along with Scott (Mr. ZOOM himself),

Curtis Y., Todd B., and Jason K. – three of the top pilots in the world. Not only this, but they were all holding pizzas for the crowd. Soon after, 40 more pizzas were delivered separately. So what do you tip one of these guys for delivering pizza? I asked Todd if a buck was about appropriate, I don't think he ever answered me.

This was all set up and paid for by ZOOM's and in addition he raffled off the four seats on the heli for a 45-minute tour of the area. When these lucky folks landed, they were then shuttled back from Van Nuys airport in a limo.

After the heli left the area, we started noontime demos. As a field rep for ACE, I flew a short demo flight myself. I did nothing I hadn't done before, and I was in the air for probably no more than three minutes, but it is hard to fly smoothly with your hands shaking. Alan Szebo Jr. followed with a fine performance after which Marty Khuns also put on a great show. We were all in for a treat with what happened next: Curtis Youngblood, Jason Krause and Todd Bennet put on a performance together. There are many photos posted at RunRyder.com, but watching it live was amazing. One of my favorite parts was when Jason started doing one of his signature moves – sort of an outside loop done horizontally in front of himself ten feet off the ground. Into this outrageous, full power circle comes Curtis chasing him. The two of them are now defining a circle maybe 75 feet in diameter with their rotor blade almost completely perpendicular to the ground. Into the top of this maelstrom, Todd begins doing pirouetting flips – I think. At this point the crowd was just going nuts! And I had no idea how they were going to end this insane formation without it all falling apart. True to their phenomenal form, they simply peeled off in three different directions. Did I say the crowd was going nuts?!

Next, we set up the two teams for "The Great Race". We had two assembly tables next to each other with boxes of new parts on them. We had two new 30 kits, two freshly broken in motors and exhausts, two radios with freshly charged batteries, two gyro/servo combos and two gallons of fuel. I gave the teams about fifteen minutes to collect any tools they might want, and GO! was yelled at 1:27pm. There was a flurry of activity as boxes were opened and bags were emptied. I had to tell the crowd about 15 times to back away from the tables and give the teams some room. It was neck and neck for the entire event when a hot start sent tools scattering, bending parts on one team's partially built heli. Sweat was forming in pools around the brave six as one hour headed towards two. The final steps were being done, and both teams got their heli to the inspection table prematurely. Finally, one team passed inspection and Allen Szebo Jr., the designated Expert Pilot; test flew the first team's effort. A few minutes of testing and adjustment, and an inverted hover was attained – official time: 3:27pm. It took two hours to the minute from NIB to hovering inverted. History is made!

I had a great time, and I want to thank everyone who helped and everyone who participated. Apollo field really shines at events like this.

Regards to all.

## From the Editor

By Dianna Myers

### Articles for the newsletter

It would really be nice to see some articles from our members. I'm sure many of you have valuable information, funny or informative stories you could share. The monthly deadline for newsletter articles is the first Tuesday of each month. All articles can be submitted via e-mail to the newsletter editor.

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## Event Reports

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### Boy Scout Fun Fly

By Bob Joyce

On 28 August, the Valley Flyers hosted a fun fly for 13 members of a Granada Hills Boy Scout Troop. Their leader, Cliff Olson and several parents also attended. Most of the boys had never flown before so ground school training was provided before turning them over to flight instructors Barry Leavengood and George Finch. Ron Brawdgers and Bob Joyce acted as co-pilots. Each boy flew one of two club airplanes on buddy boxes with the instructors. All of them enjoyed the experience, and we're happy to report that both airplanes remained intact. Some potential pilot talent was evident, and we hope that some of them may eventually participate in our fun and exciting sport.

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## To The Editor

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### Valley Flyers Foundation Donation

By George Finch

The Valley Flyers Foundation, received 3 Hitec transmitters and a JR transmitter to use as trainer boxes from Paige Dunlap. The JR trainer box was especially needed, as the existing Club JR box is not working properly. Paige also donated a working Hitec Focus 4 transmitter and a Supreme receiver for use in the new Club trainers, now waiting delivery from Hobby People.

Like Paige, please look through your stuff to see if you have some R/C gear that you will never use again, can be used by the Club training program and can provide you a tax deduction. The Valley Flyers Foundation is a conduit for those who wish to make tax-deductible bequests or contributions of money or auctionable model stuff to promote local model aviation, especially through improvements to the Apollo 11 Model Aircraft Field. If you want to make a donation or have questions, please contact Bob Smith, Bob Joyce, Greg Horwitz, Barry Leavengood, or George Finch who constitute the Board of the Foundation. They serve at their own expense so all contributions go into modeling. Other recent Foundation projects include the financing of the materials for the new parking lot U-Control circle.

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## Valley Flyers Meetings Minutes

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### General Meeting

August 27, 2002  
By Stan Gordon

President Barry Leavengood called the meeting to order at 7:30 P.M. with the Pledge of Allegiance

### Old Business

Introduction of guest.

The Control Liner want \$5000 for a fence around the new control line circle. The Dept of Recreation and Parks will not pay for it. There is no money in the budget for it.

There is a meeting Sept 12 with them to discuss the new signs and the rules that are to appear on them.

The Boy Scouts will be at the field on Wednesday Aug 28 to get an introduction into Radio Control. The Field will be closed for ½ day.

The big Helicopter Event will be Aug 30 ,31 and Sept 1. The field will be closed for this event.

It has been reported that a TERRORIST Cell has been exposed planning to use R/C aircraft to bomb some unknown targets.

### New Business

A Giant Scale contest at Eagle Field in planned for Sept 28, 29, & 30.

Entertainment for the evening was provided by Stu Makafee on painting and masking using polyurethane paint and fine line masking tape.

### Show and Tell

3 Control Line Airplanes  
Lil Rascal 40  
¼ Midget Formula One Racer

### Raffle

Old Timer was won by Ben Wolf  
Glo Charger was won by John Fisk  
Fuel Pump was won by Fred Roberts  
Fuel Tubing was won by Dave Hendrex  
Video was won by Paige Dunlay  
Scissors was won by John Fisk  
R/C Oilots Handbook was won by Haus Zwid

Meeting was adjourned at 9:30 PM

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### Board Meeting

September 2, 2002  
By George Finch, Appointed Temporary Secretary

Barry Leavengood called the meeting to order at 7:30 PM with Bob Joyce, Ricc Bieber, Willie Gardner, George Finch and Matt Carroll present.

### Barry Leavengood, President:

The UControl Circle is complete as far as the Valley Flyers are concerned. The newly reconstituted Circle Burners are trying to have Rec. & Parks erect a fence around both parking lot circles. Circle Burners Newsletter indicates they should continue to fly on south circle, until fence is provide for them. The Valley Flyers Foundation will not finance the fence, nor will the Valley Flyers Club actively support it. The UControl flyers have reneged completely on their pledges for financial support of the second parking lot circle.

Cost and none availability of insurance may lead to big AMA changes. The Helicopter Fun Fly was run with a minimum VF crew and made approximately \$2200. Thanks Mitch and Dianna.

A meeting will be held in October with James Ward of Recs. & Parks to finalize the rules signs and the rearrangement of the flying areas. Prior arrangement for Recs. & Parks to furnish signs was made with person no longer at Recs. & Parks, so it may be that the Valley Flyers will be asked to complete the signs. A 400 foot ceiling will be promoted. If Recs. & Parks don't furnish, seek contributions from Giant Scale and Black Sheep?



Apparently the Warbird flyers are indicating to all that will listen that they will fly through the south heli area until someone gets ticketed or arrested.

Need to dispose of AMA cage trailer and perhaps NMPRA trailer. Will talk to Bob (glue) Smith and Ron Schorr's widow about the ownership paperwork. The NMPRA Trailer has not been licensed for the road for at least three years.

**Bob Joyce, Membership Chairman:**

Will investigate how to get a NOTAM issued from the FAA notifying full size pilots as to the extensive R/C flying between the ground and 400 ft. in the Basin.

Will try to get proposed rules approved by Recs. & Parks prior to the meeting of the 12th.

**Ricc Bieber, Programs:**

Having difficulty getting commitments for meeting demonstrations in time for publishing in the Valley Flyer. September meeting hopefully will include a demo of fiberglass mold making.

**Willie Gardner, Field Manager:**

The old generator will require close to the cost of a new one to repair, Purchase of a new generator was approved by the Board.

Provided bomb drop rules for the October Fun Fly, which will be published in the September Valley Flyer.

**George Finch, Safety:**

Proposed putting up pilot box safety barriers, discussion at next General Meeting.

**George Finch, Acting Training:**

Got some needed radio equipment from Paige Dunlap. Suggest that each active instructor have a club plane but encourage each student to have trainer ready at least by the time landings are attempted. That way the club trainers should last longer. Need additional instructors as now only Dave Hendrex, Chuck Gould and George Finch are active, and none is available during the week. Bob Joyce will include AMA Club/Instructor release form in the new member's package for those new members requiring flight training.

**George Finch, Foundation:**

The Foundation is investigating the GM donation of electric vehicles (to sneak around California smog regulations according to Ford and Chrysler). Could be used to speed up races, and perhaps, look for lost airplanes out in the weeds. Board was unsure whether the Valley Flyers need such a vehicle, even if it fits in an existing trailer or container. Usefulness will probably depend on the suitability for lost plane searches.

**Matt Carroll, Treasurer:**

More money is still coming in than going out.

**Dianna Myers, Newsletter Editor (by E-Mail):**

Additional personal commitments and remote new home location will force reduced activities through the end of the year.

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## Classifieds

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### **Wanted for donation to the Valley Flyers Foundation**

If you have trainer you no longer need, or radio gear (Futaba, Hitec, Airtronics) that could be used in a trainer, please make a tax deductible donation to the Valley Flyers Foundation. The Foundation will then provide the donated gear to the Valley Flyers Training Program that is getting low on equipment due to some poor landings. Please see Bob Smith, Barry Leavengood, Bob Joyce, Greg Horwitz, or George Finch.

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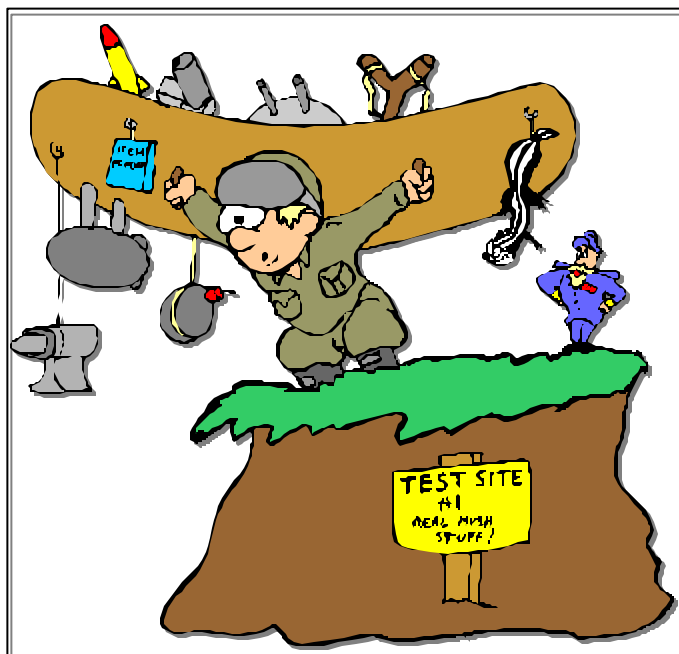
### **Wanted new Valley Flyers Instructors**

Give something back to the hobby by volunteering to be a Valley Flyers flight instructor. Benefits include practice in recovery from unusual attitudes, a sore finger from the trainer button, and a healthy suntan. New instructors will be taught how to instruct by an ex-professional FAA certified flight instructor. See Tom Peniston or George Finch.

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

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## Schedule of Events

### Club Meetings

Club meetings are held on the 4<sup>th</sup> 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 <sup>th</sup>	July	2 <sup>nd</sup>
February	5 <sup>th</sup>	August	6 <sup>th</sup>
March	5 <sup>th</sup>	September	3 <sup>rd</sup>
April	2 <sup>nd</sup>	October	1 <sup>st</sup>
May	7 <sup>th</sup>	November	5 <sup>th</sup>
June	4 <sup>th</sup>	December	3 <sup>rd</sup>

#### 2002 Schedule

January	22 <sup>nd</sup>	July	23 <sup>rd</sup>
February	26 <sup>th</sup>	August	27 <sup>th</sup>
March	26 <sup>th</sup>	September	24 <sup>th</sup>
April	23 <sup>rd</sup>	October	22 <sup>nd</sup>
May	28 <sup>th</sup>	November	26 <sup>th</sup>
June	25 <sup>th</sup>	December	21 <sup>st</sup>

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<b>eHobbies.com</b>	14325 Alondra Blvd., La Mirada, CA 90638	<b>(877)eHobbies (346-2243)</b>
Brian Carlevato	Valley Flyers Online discount will be deducted in the shopping cart by using link from the Valley Flyers website.	
<b>Evetts Model Shop</b>	1636 Ocean Park Blvd., Santa Monica CA 90405	<b>(310) 452-2720</b>
Colby Evett	(Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun Closed)	
<b>Hobby House</b>	17721 Vanowen Street, Reseda, CA 91335	<b>(818) 609-1968</b>
Jay Replogle	(Mon, Tue, Thu, Fri 11-7); (Sat 11-6); (Wed & Sun closed)	
<b>Hobby Lobby</b>	3512 W. Victory Blvd., Burbank, CA 91505	<b>(818) 842-5062</b>
Tony and Addie	(Tue, Wed, Thu, Fri, Sat 10-6:30); (Mon & Sun Closed)	
<b>Hobby People</b>	5541 Balboa Blvd., Encino, CA 91316	<b>(818) 995-1162</b>
Chris	(Mon, Tue, Wed, Thu, Fri 10-9); (Sat 10-6); (Sun 10-5)	
<b>Hobby Zone</b>	1617A Victory Blvd. Glendale Ca 91201	<b>(818) 546-2291</b>
Edwin	(Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)	
<b>Marty's Hobbies</b>	1728 Moorpark Rd Thousand Oaks, Ca. 91360	<b>(805) 497-3664</b>
Marty Friedman	(Mon, Tue, Wed, Thu 10-8); (Fri 10-9); (Sat 10-6); (Sun 10-5)	
<b>Robin's Hobby</b>	1844 W. Glenoaks Blvd., Glendale, CA 91201	<b>(818) 240-2093</b>
Robin Hambley	(Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 12-4)	
<b>Smith Brothers</b>	8941 Reseda Blvd., Northridge, CA 91325	<b>(818) 885-8636</b>
David	(Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)	

## Apollo Field Events

## 2002 Schedule

<u>Date</u>	<u>Club</u>	<u>Event</u>	<u>Contest Director</u>			<u>Field Status</u>
<b>FEBRUARY</b>						
3 <sup>rd</sup>	VF	Q40/Q500/APRA	George Finch	(310) 315-8234	gwfinch@aol.com	Closed
17 <sup>th</sup>	½ Day <sup>1</sup>	VF T-6/Air Cruisers/Trainer Race – Practice				Closed
16 <sup>th</sup>	VF	VF T-6/Air Cruisers/Trainer Race				Closed
<b>MARCH</b>						
10 <sup>th</sup>	GS	Fly In	Marvin Zauss	(818) 768-0588		Closed
23 <sup>rd</sup>	VF	Jet Rally	Bob Wilcox	(661) 298-2614	bgwc@earthlink.net	Closed
24 <sup>th</sup>	VF	Jet Rally	Bob Wilcox	(661) 298-2614	bgwc@earthlink.net	Closed
<b>APRIL</b>						
6 <sup>th</sup>	½ Day <sup>1</sup>	VF Q40/Q500/APRA – Practice	Bob Smith	(661) 298-2614	flynbs@pacbell.net	Closed
7 <sup>th</sup>	VF	Q40/Q500/APRA	Bob Smith	(661) 298-2614	flynbs@pacbell.net	Closed
21 <sup>st</sup>	VF	Pizza /Safe Fly/Swap Meet	Ricc Bieber	(818) 349-3014	riccipoo@aol.com	AMA
<b>MAY</b>						
3 <sup>rd</sup>	½ Day <sup>1</sup>	VF Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
4 <sup>th</sup>	VF	Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
5 <sup>th</sup>	VF	Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
19 <sup>th</sup>	VF	Safety Fun Fly/Hobby People Engine Clinic	Harvey Elms	(661) 252-1477	inhelmes@thevine.net	AMA
<b>JUNE</b>						
7 <sup>th</sup>	½ Day <sup>1</sup>	VF H-Reed Q40/Q500/APRA – Practice	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
8 <sup>th</sup>	VF	H-Reed Q40/Q500/APRA	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
9 <sup>th</sup>	VF	H-Reed Q40/Q500/APRA	Ron Nelson	(818) 845-0521		Closed
22 <sup>nd</sup>	BS	U-Control				Open
23 <sup>rd</sup>	BS	U-Control				Open
23 <sup>rd</sup>	GS	Fun Fly	Dave Hendrex			AMA
<b>JULY</b>						
9 <sup>th</sup>	½ Day <sup>1</sup>	VF Lax				Closed
13 <sup>th</sup>	VF	T-6/Air Cruiser/Trainer Race	Ricc Bieber	(818) 349-3014	riccipoo@aol.com	Closed
23 <sup>rd</sup>	½ Day <sup>1</sup>	VF Lax				Closed
28 <sup>th</sup>	BS	Black Sheep Electric				AMA Electric
<b>AUGUST</b>						
10 <sup>th</sup>	½ Day <sup>1</sup>	VF Q40/Q500/APRA – Practice				Closed
11 <sup>th</sup>	VF	Q40/Q500/APRA				Closed
12 <sup>th</sup>	½ Day <sup>1</sup>	VF Camp Encino				Closed
30 <sup>th</sup>	½ Day <sup>1</sup>	VF Southern California Helicopter Classic	Mitch Kahn	(818) 708-9725	mknla@juno.com	Closed
31 <sup>st</sup>	VF	Southern California Helicopter Classic	Mitch Kahn	(818) 708-9725	mknla@juno.com	Closed
<b>SEPTEMBER</b>						
1 <sup>st</sup>	VF	Southern California Helicopter Classic	Mitch Kahn	(818) 708-9725	mknla@juno.com	Closed
15 <sup>th</sup>	GS	Fun Fly				AMA
<b>OCTOBER</b>						
6 <sup>th</sup>	GS	BBQ and Social				Club
27 <sup>th</sup>	VF	Safety Fun Fly / Swap Meet	Ron Nelson			AMA
<b>NOVEMBER</b>						
10 <sup>th</sup>	BS	Black Sheep Electric				AMA Electric
16 <sup>th</sup>	½ Day <sup>1</sup>	VF Q40/Q500/APRA – Practice	Finch/Horwitz			Closed
17 <sup>th</sup>	VF	Q40/Q500/APRA	Finch/Horwitz			Closed
<b>DECEMBER</b>						
8 <sup>th</sup>	GS	Toys for Tots				AMA

<sup>1</sup> 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.





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	18-inch Wing	24-inch Wing
• Wingspan:	132 sq in	150 sq in
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• Weight:	6.5 - 15	4.8 - 9.6
• Wing Load (oz/sq.ft.)		
• Glow: .010 - .061 2-stroke		
• Electric: 180 - 370 gear drive; (280 and 2.5:1 ratio system from Yard Bee ARF or Mini Max recommended)		
• Radio: 3 ch. with micro airborne (functions: R/E/T)		

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