



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

October 2005

INSIDE THIS ISSUE

Board Member Letters	1
President's Message	1
Membership Memo	1
Valley Flyers Meetings Minutes	2
September 2005 Club Meeting Minutes	2
Board Meeting Minutes – September 2005	3
Classifieds	3
Sig's Somethin' Extra Kit – Five Things You Need to Know	4
2005 Schedule of Events	6
Club Meetings	6
Apollo XI Facility Schedule – Last Quarter 2005	7

Board Member Letters

President's Message

By George Finch, President



Nominations for club officers will be held at the October meeting. Don't be bashful in letting it be known that you would accept a Board position so you get nominated. There is no tenure requirement to be on the Board and new blood is gratefully accepted. Got complaints how the club is being run? This is your chance to have a louder voice in the Club.

Jason Pakfar has requested more Night-Flys for 2006 so in the tradition of "no good turn goes unpunished", he is on the draft schedule as the Contest Director of three of them, as well as a two day jet fun fly. Part of the reason is we need more CDs to spread the joy around. To become a Contest Director, you need three years membership in the AMA, take the open book test on the AMA web site at modelaviation.org and get the recommendation of current (overworked) CDs.

The greatest need is for CDs that will run races, because all or races were actually run by two people, both of whom want to more racing and less officiating. Our CD ranks are being depleted by work pressures, health issues, and moves so we continual replacement. If racing is not for you, what about taking some Fun-Flys to take the pressure off Jason (he has two small kids to feed and put in private school).

Thanks to Willie Gardner and Ricc Bieber, who by the time you read this should have the west shed fixed, just in time for the BBQ, which is a good chance to pack on your hibernation fat for the winter. Bob Smith is going all out to put on a good feed, so bring your side items and desserts and load up on the animal protein the club is providing.

Seems that Northridge pulled a switch and our Christmas Party is now the third of December so change your calendars.

Another place to forget your diet.

– George

Remember – The Next Valley Flyers Club Meeting & Board Nominations is Tuesday, October 25th at the Encino Community Center

Membership Memo

By Bob Tarlau, Membership Chairman

180+ We are up to 181 active members as I write this, one week into October. Not bad and I still think 200 is reachable by the time we make our last landings of 2005. So please keep promoting our Club and passing out the downloadable AMA and Club application forms whenever you're flying. Remember, we have to have a valid AMA # before we can issue a VF membership card.

HOW ABOUT THIS JOB? OK now for a job pitch. I admit the pay's not good (there isn't any). But you get to write this column, communicate with a lot of great folks, do an important job for your Club and sit on the Board of Directors (where you'll have a major voice in Club decisions and get to work your way through the Galpin Ford restaurant menu). You'll get all that – and a lot of satisfaction – by becoming the next Membership Chairman of Valley Flyers.

I am stepping down from the position at our November election. Nominations will be accepted at our next general meeting, October 25th. So give it some thought, or perhaps nominate a willing fellow Club member. Experience with Microsoft Word and Excel is very helpful. I'll work with the winning candidate to get his or her Membership Chair career airborne.

Read about some new members as the "Membership Memo" Continues on page 2...

Valley Flyers ~ Board of Directors - 2005			
President	George Finch	310-459-1577	gwfinch@aol.com
Vice President	Ron Brawders	805-582-2934	ronanddebraw@aol.com
Treasurer	Mike Lipsey	310-866-6235	submikester@yahoo.com
Secretary	Bob Wiikari	818-992-0293	rwiikari@earthlink.net
Hospitality	Ed Gappell	818-349-9907	gappell@earthlink.net
Program Director	Vic Schneidau	818-503-4697	videovic10@yahoo.com
Event Director	Dave Hendrex	323-758-2935	dha@valleyflyers.com
Newsletter Editor	Sam Gengo	310-318-1049	sam@valleyflyers.com
Flight Training	Chuck Gould	805-886-3243	gr8tfly@chiligraphics.com
Field Manager	Needed!		
Membership	Bob Tarlau	818-363-9260	bob@tarlau.com
Safety Officer	Stephen Fine	818-298-9542	sfineproducts@aol.com
Helicopter	Christian Stoehr	310-210-3662	christian@newimaging.co
Jet Director	Jason Pakfar	818-366-6018	vfjets@saturnis.net
Web Master	Patrick Ashour	818-926-8578	partick@valleyflyers.com

Membership Memo – Continued from cover

NEW MEMBERS This month we welcome **Roger Baumgartner** of Northridge, **Ace Sumida** of Los Angeles, **Jerry Shina** and his son **Jared** of Los Angeles. **Jason Thorso**, also of L.A., is waiting on the tarmac for his AMA number. I feature a couple of our new Valley Flyers in each column and this month the spotlight is on two senior citizens, Ace and Roger.

ACE SUMIDA I know Ace won't mind me telling you that he's 84, still full of ideas and anxious to tell his rather amazing life story. Those of you who attended the September meeting heard him talk a bit about his latest project. Born into a farm family in northern California, he attended the University of Illinois, was in the Army Air Corps, yet landed in a Japanese detention camp in Poston, AZ. Later, he worked on missile launchers for Hughes Aircraft Company and has an extensive background in engineering, manufacturing, and inventions.

His main goal is to build and sell his self-designed concept for an anti-personnel mine clearing machine. He tells me it's a device that "would walk over the mines to set them off as it rolls by." So far no government agency has taken his design seriously, so he wants to raise money to build and test one to prove to doubters that it works.

"The thought came to me that I should design and build a VTOL to generate the funds." He calls his VTOL design VHerTOL (pronounced VerTOL). "It can be classified in the VTOL subclass known as Tailsitters. "VherTol," he says, "is designed to be stable without the use of gyros and computer control. The big question is: can the aircraft be controlled in hover with its fuselage vertical from side to side, forward and back, and in rotation?"

Ace has invested five years in building a VherTOL model. He's into his fourth version of this VTOL and what he has is half scale and weighs 38 pounds. It's powered by two Sato FA300Ts. He's close to being ready for his first hover test and is looking to a fellow Club member or two to help him give it a go at the field. If you are interested, let me know and I'll put you in contact with Ace.

ROGER BAUMGARTNER Roger is 70 and is still working full time as a partner in a Van Nuys CPA firm that has its offices right at VNY. He writes: "I've always been interested in flying. I started radio controlled flying just before the '94 earthquake. I got as far as the \$5 landing (land once, replace the prop once) and then the earthquake damaged both the plane and our home. I think that with some re-skinning the plane will be flyable. But I'm probably at ground zero training wise.

"I'm also a pilot with 2,000 plus hours," says Roger, "I currently own a '59 Piper Comanche in pristine condition. Flying these is somewhat easier than model flying." He says his other hobbies include snow skiing (that is "until January 31st when tax season starts") and fishing. "Thru kayaking, I'm in my best physical condition since I was in the Army – 50 years ago." By the way, "Ed Gappell is my next door neighbor."

So great stories there from Ace and Roger and we warmly welcome them to our Valley Flyer community.

– Bob Tarlau, Membership Chairman

Valley Flyers Meetings Minutes

September 2005 Club Meeting Minutes

September 27, 2005 by Bob Wiikari

1. Meeting was brought to order by George Finch at 7:44 PM
2. George introduced our newest member Ace Sumida who is working on a model that he designed that can take off and land vertically. He is in need of an experienced modeler to help with the final details of the model.
3. We have another new member: Roger Baumgartner.
4. Jay Repogle mentioned that there is a pylon race coming on Oct 22-25 in The planes at this race are large scale aircraft that fly well over 200 mph. This race sounds like it would be very interesting to see.
5. Bob Smith: Our annual Club Barbeque is coming on Sunday October 23rd, Please sign up if you can bring something or help out.
6. George mentioned that if you are interested in being on the Valley Flyers Board we have some spots that will be coming available. If you are interested please let us know.
7. Sam Gengo brought up a topic from our last board meeting of what action item to commit to in order to allow the electric helicopters to have a friendlier grass area for flying within the designated heli area. Someone else noted that there have been some electric helis that have crashed into the pit area while flying north of the fence. The decision of the club was simply to tell folks not to fly in the grass area north of the heli fence.
8. Also Sam reminded the club that the next Rec & Parks Users' Meeting is coming on Oct 12th. We need to have some board member representation at this meeting.
9. The Giant Scale Squadron will be hosting a day trip to Chino to visit the Planes of Fame Air Museum on Nov 5th.
10. Mort Rosenthal (from the Giant Scale Squadron) brought in a 86" wingspan Corsair that has folding wings, retracting canopy and tail wheel and numerous other scale details, a true scale modelers dream come true! Very nice work Mort!
11. Matt Carroll brought in a radio system that he is working on, it transmits on two different frequencies. If one system gets hit it goes to the other. No more hits? The future is coming...
12. Mitch brought in a new Raptor 50 SE that he has acquired it has some extra's that come with it including a metal head, stainless steel flybar, lighter paddles, and some other goodies.

Meeting was adjourned by George Finch at 9:33 PM.



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Yvonne Evett

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Sun. 10-1

Board Meeting Minutes – September 2005

October 4, 2005 By Bob Wiikari

Meeting was called to order by George Finch at 7:45 PM.

In Attendance: Bob Wiikari, George Finch, Dave Hendrex, Video Vic, Jason Pakfar and Ed Gappell. **Absent:** Chuck Gould, Mike Lipsey, Sam Gengo, Ron Brawders, Bob Tarlau, Stephen Fine, Christian Stoehr, and Patrick Ashour.

1. George mentioned that he has a preliminary copy of next year's field schedule.
2. George mentioned that Chuck Thompson will be running for Vice President. Also Don Lloyd is interested in joining the board. Bob Tarlau is interested in moving to another position.
3. George mentioned that the FAI Team Trials will be held in August or September of 2006.
4. Today is George Finch's Birthday, Happy Birthday George!
5. Video Vic mentioned that our holiday party is Dec 3rd and not Dec 10th as mentioned earlier.
6. Video Vic mentioned that he is working on organizing a program for next month's general meeting.
7. A motion was made to allow the release of \$2000.00 to fund the workers raffle; it was accepted unanimously and put into record.
8. Jason Pakfar mentioned that there will be more new Jet pilots coming to our field due to the fact that our field may be the number one choice of fields right now.

Meeting was adjourned by George Finch at 9:03 PM

**Various Pictures of the September Club meeting
Submitted by Bob Wiikari**



The September Raffle Folk – Deep in thought.



Mort Rosenthal's 86" wingspan Corsair: Very Detailed Complete with Folding wings & sliding Canopy



Matt Carroll shows & tells of his Dual Transmitter (left) and Receiver Test Bed (right).



Mitch gives us an up-close and personal view of his Raptor 50



It's Up, up, and away. Bob Wiikari demonstrates his indoor helicopter. Nice picture of yourself, Bob!

Classifieds

Contest Directors Needed

If you have been a member of the AMA for at least three years, you can be a **Contest Director**. Advantages: You can get a four or less digit AMA number. You can get a portion of your AMA dues free.

E-mail George Finch for further instructions.

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

In the Peter Tilden morning show, he features, "Five Things You Need to Know to Make You Smarter than Your Friends." Crediting KZLA with the inspiration for the title of this month's "How-To" article, they say that imitation is the finest form of flattery. So here we go with...

Five Things You Need To Know... To Build a Better Somethin' Extra than Your Friends

By Sam Gengo



Sig's "Somethin' Extra" kit, with its precision laser cut parts, "falls together" according to some. While this is a very nice building kit, it "falls short" in a handful of places. Here is a summary of what, in my opinion, you need a bit of "Some Extra" attention:

1.) Push Rods – Push 'Em Right Out the Door Don't throw away the plastic pushrods that come with the kit for the elevator and rudder. This is not to say, however, that I would recommend using them for actuating either control surface. No, a better use may be a very large drinking straw to get to the bottom of your Mega Slurpie Gonzo Gulp. Or perhaps they can be bent into a few loops for a crazy straw effect. (Weren't the 70s a kick?)

At best, the two tubes slide back and forth within one another... at best. I chose Sullivan nylon pushrods #505 blue outer tubes with the gold ribbed inner rod. A set of two in a pack will set you back about \$6 and set your control surfaces to much better overall performance, and you'll still have enough left over for another (smaller) project. Better still may be the Sullivan #507 white outer tubes and black graphite inner rod. These were recommended as being more stable over temperature ranges, but will cost a bit more than twice the blue/gold set and need a significantly larger opening for the outer tube.

You **will** need to carefully widen the pushrod holes in the fuselage formers just a tad to accommodate the slightly larger blue rods. This is best done **before** gluing the fuselage parts together. Working slowly, I was able to do it with the formers glued in place. Although, I did have to repair one former that broke during the in-aircraft hole widening attempt, but the repair effort was minimal.

Additional pushrod consideration is the school of thought that a solid pushrod is always better. This can be doable if you plan the routing before assembly of the tail boom to insure that you have the necessary space and clearances required. Others may prefer external servos in the rear with short metal push rods; although this is not that large of a plane to warrant this arrangement and be worth the tail weight and effort.



The Sullivan #505 Pushrods shown here perform much better than the generic plastic tubes included with the kit.

2.) Screw 'Em Replace all the screw and bolt hardware in the kit with Phillip-head type fasteners. It is amazing to me that with all the glory that a kit or an ARF may brag about, (such as "real iron-on covering, laser cut parts, etc.) that a significant amount of money is actually saved by using slotted type hardware. I can only assume from most kits that include hardware, that it must really cost a pretty penny to cut that extra cross slot into a screw head. Just go ahead and spend five (or possibly 15) minutes tightening, or trying to tighten, the included screws into the nylon nut plates to the soft balsa of the rudder, for example. After putting your slotted screwdriver through the balsa on several occasions in the 20-30 times that it slips out of the slot, you too will be heading for your local hardware store or your trusty parts bin.

The parts list of all hardware is called out on Page 3 of the instructions. Use it as your shopping list. You'll be replacing a total of 17 bolts and eight screws and you'll be very glad you did!

3.) You Can Pick Your Friends and You Can Pick Your Balsa Plan to spend about \$5 to hand-select some balsa sticks and sheets. While Sig's *laser cut parts* are of excellent and consistent quality, the sticks and sheets used for wing spars, leading & trailing edges, and turtle deck stringers leave a bit to be desired and were quite varied. For example, one leading edge shaped round 24 inch strip is very dark, hard balsa, nearly resembling spruce. The other (for the other wing) is soft, lightly colored balsa that nicks and bends very easily. It resembles something more akin to stale cupcake frosting. Since this shaped piece was difficult to find and would be a challenge to shape accurately, I reluctantly made do with both, spreading a bit of thick CA evenly across the "icing" on my left wing after carefully sanding it as needed.

Sticks, on the other hand, being cheap and easy to procure, were picked according to their use: firmer for the main spar while turtle decks could do with a bit lighter stuff. Some sticks included with the kit bent and broke like cheese puffs and were left out all together. Perhaps I will call upon them for carving pitot tubes and antennae for scale details on another project.



The plywood triangle doubles the fuselage bottom just enough to accept a nice tail wheel bracket like this one.

(See text below for details)

4.) Tough Tail & Other Beef-Ups Here is a tip that really kicks some tail. The tailwheel pre-bent wire and the instruction of poking that wire directly into the rudder should be kicked to the curb. The idea of the rearward portion of the aircraft's weight bearing down on the paper hinged rudder in all but the most gentle of touchdowns and smooth taxiing is a bit overwhelming, especially when one considers that this makes a great second plane after a pilot masters a tricycle gear trainer. This means this could end up being someone's first tail-dragger which could end up literally dragging its tail if that wheel is affixed per instructions.

A plywood hard-point is already designed into the aft two inches of the fuselage bottom, so take advantage of this space for any number of available tailwheel bracket attachments. Do yourself and your rudder a favor and use one. I chose a 40-size tail wheel assembly since it fits nicely within the plywood plate. You can even use the tail-support group wire attachment point (blind nut) for one of the two screws. If you decide to go this route, create the hole for the second screw **before** gluing the bottom of the fuselage on. This blind nut can be positioned and glued into place after the fuse is assembled but this is much trickier. Don't ask me how I know. You may also need to notch out the vertical fin stick where it meets the bottom of the tail.

Continues next page...

While we are on the topic of strong points, here are some related issues: Consider beefing up the turtle deck formers a bit. I used the circular cutout from the larger F5T to laminate to former F6T, covering its hole and overlapping all around, effectively doubling it. I also added some stringer braces mid way between formers 5 and 6.



The process was quick, easy, and tacks on less than a tenth ounce of weight behind the CG to a plane that tends to be nose-heavy with a .61 four-stroke type power plant anyway. The extra frame work really stiffens and strengthens the turtle deck structure quite a bit, and it is a lot more fun than adding lead in the tail.

Don't omit the cosmetic fillers between the stringers at their front and rear joins to the fuselage. Other than contributing somewhat to the structural integrity they really dress up the kit lines... and they are a blast to shape to life.

One more aft structure consideration you may want to perform is to glue the oblong punch-outs for the control rod exits into their unused holes on each side. These laser cut pieces easily drop out of their holes, leaving behind a very thin piece of balsa septum which is barely adequate, especially on the elevator (starboard) side of the tail piece.

5.) Don't Be Fueled Again & Some Miscellany You may want to drop the fuel tank floor or drop the idea of a tank floor all together. The idea to the raised floor is to allow placement of the receiver battery pack as far forward as the firewall underneath the tank. Now this may be fine if you use the 8 ounce tank that the kit recommends. But most flyers (especially if a larger two-stroke engine is chosen) may find this tank size a bit small.

Unless you are planning to use a very lightweight engine with no muffler, spinner, and a wooden prop, you will probably not need to balance the plane with the battery moment arm being anywhere near the fuel tank. This leaves plenty of room in the fuel compartment for a larger tank. Even the 8-ouncer tends to tickle the top sheeting a bit depending on the shape of the tank.

Another consideration is a removable tank "hatch." As the directions point out, "the tank needs only to be inserted once." But as we all know, clunks can come undone, and tanks may occasionally leak, usually though a "seamless."

Some may prefer landing gear that is wider and a bit taller, to accommodate that prop clearance that their .70 is turning. If you use anything heavier than a .61 four-stroke, be sure to find a niche in the tail boom for your battery pack before covering or opt for external standard servos in the rear. While I consider it a last resort, you could always stick lead weights to the empennage if that be your thing.

Lastly, as this plane can be called upon to perform wild stunts at low airspeeds by some pilots, some folks have found a need to increase the size of the rudder for greater authority in little more than the relative wind created by the prop.



It's kit lines like these on the turtle deck (right) that make you want to choose transparent covering. Top shows a makeshift doubler really helps strengthen the formers.

I almost forgot... the Wheel Pants! Most modelers forget about them on purpose. While they may serve little purpose other than cosmetic accent, many pilots feel that they are more of a bother to actually fly with. I found the Somethin' Extra wheel pants to be both fun to assemble as well as a nice complement to the plane's appearance. If you are planning to use them, here are a few things to expect: First of all, it is as though Sig molded a bunch of pants in several different molds of various slightly differing sizes. They then cut the pants halves apart, threw them all into a big barrel, shook it up like they were drawing a raffle, and pulled out four pieces randomly for the two sets required for each kit. Good luck finding two that match!



But don't despair. Simply glue, using plastic CA, the two halves together aligning them the best you can. Once this sets, cut a crude hole in the bottom and lay a strip of fiberglass & epoxy down the inside seam. Roughen up the insides along the seam with 80 grit sandpaper and clean with isopropyl alcohol before joining to make this bond stronger. After the epoxy has cured, use your rotary tool to sneak up on a nice shape for the wheel openings. Plenty of sanding and plastic filler for the outside removes any trace of a seam before priming and painting.

And if for some reason you decide not to bother with the wheel pants at all, then 'wheel' them to me. I actually enjoyed working them into completion and I can certainly find a project that could use a bit of flair.



Above: Shows the optional but helpful braces I put between turtle deck stringers. Shaping them as shown was done purely for the enjoyment of the task. Right: The tail wheel section from the inside. The hard point begs for a tail wheel bracket rather than having your rudder take on landing loads via the kit's included pre-bent tail gear. Top: The nicely shaped wheel pants prior to priming.

Overall the Sig Somethin' Extra kit is a pleasure to build. Directions are clear and very detailed. Photographs are helpful but some are a bit fuzzy or ambiguous. The text and full-scale plans usually help solve any mysteries. Be sure to read each section all the way through before putting adhesives or sharp objects to wood. Often an excellent "Builder's Tip" will be buried in amongst the paragraphs that could make construction life much simpler or better.

Read, read, read, follow, cut, glue, sand, shape, and enjoy. You will have a truly good flying airplane ready to go within a reasonable amount of time with some fun and rewarding efforts. I certainly hope you find these tips Somewhat Extra Helpful.

Until next time, Happy Landings and Enjoyable Building,
 - Sam Email me: thevalleyflyer@yahoo.com

2005 Schedule of Events

Club Meetings

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

Please bring a few extra dollars for refreshments and raffle tickets.



*We have the Meeting Hall reserved until 9:30 PM on meeting nights so we have plenty of time for **Show & Tell!***

2005 Club Meeting Schedule

January	25 th	July	26 th <i>at the field</i>
February	22 nd	August	23 rd
March	22 nd	September	27 th
April	26 th	October	25th
May	24 th	November	22 nd
June (ROG)	28 th	December	3rd (Eve - Holiday Party)

NOTE: *Date Change in Holiday Party – Is Now December 3, 2005!*

Board Meetings

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

2005 Schedule			
January	4 th	July	5 th
February	1 st	August	2 nd
March	1 st	September	6 th
April	5 th	October	4 th
May	3 rd	November	1st
June	7 th	December	6 th

Notice of Meetings for the Sepulveda Basin Users

To confirm schedule date & time:
(818) 756-8189

Quarterly Meetings are the following dates at 7PM:

January	11
April	12
July	13
October	12

The meetings give the club a voice to the City Recreation and Parks for our flying field. For more information on attending a meeting, see any of the Valley Flyers Board members.

Park Ranger Emergency 323-913-7390
Business 323-913-4688

SUPPORT THE HOBBY SHOPS THAT SUPPORT YOUR CLUB!

eHobbies.com Brian Carlevato	14325 Alondra Blvd., La Mirada, CA 90638 Valley Flyers Online discount will be deducted in the shopping cart by using link from the Valley Flyers website.	(877) eHobbies (346-2243)
Evetts Model Shop Colby Evett	1636 Ocean Park Blvd., Santa Monica CA 90405 (Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun 10-1)	(310) 452-2720
eHobby House	17721 Vanowen Street, Reseda, CA	(818) 609-1968
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
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 Zone Edwin	1617A Victory Blvd., Glendale Ca 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)	(818) 546-2291
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
Smith Brothers David	8941 Reseda Blvd., Northridge, CA 91325 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)	(818) 885-8636
TdL Model Systems Tony di Leo	CNC Foam Cutting by Appointment www.TdLModels.com	(818) 652-9366



SUNDAY OCTOBER 23rd
VALLEY FLYERS SAFE-FLY &
MEMBER'S ONLY BBQ



AMA SANCTIONED EVENT - SAFE FLY STARTS AT 8:30 A.M.
 FIELD OPEN TO ALL AMA CARD-CARRYING MEMBERS.
 EVENT ENTRY FEE \$5.00 TO NON-VALLEY FLYER MEMBERS.

PILOTS MUST ABIDE BY POSTED AND WRITTEN VALLEY FLYER RULES

1. HELICOPTERS FLY IN THE DESIGNATED SOUTH END OF THE FIELD
2. ELECTRICS (16 OZ & UNDER) FLY AT THE NORTH END OF PIT AREA (NO FLYING DURING THE TIME FRAME BBQ IS BEING HELD)
3. FLIGHT LINE LIMITED TO FIVE AIRCRAFT BEING PILOTED AT ONE TIME
4. PILOT MUST HAVE AN OBSERVER TO WATCH OTHER AIRBORNE TRAFFIC (FULL-SIZED AND MODELS)
5. MUST USE FREQUENCY CONTROL/TRANSMITTER IMPOUND
6. AIRCRAFT ARE **NOT** TO FLY IN HOVERING MODE OVER THE RUNWAY.

BBQ OPEN TO VALLEY FLYER MEMBER'S ONLY

THE BBQ STARTS AT 12:30 P.M. AND IS OPEN AT NO CHARGE TO VALLEY FLYER MEMBERS AND THEIR GUESTS. BBQ FREE TO VALLEY FLYER MEMBERS AND ONE FAMILY GUEST. \$5.00 FOR ADDITIONAL GUESTS. STEAK AND CHICKEN ARE ON THE MENU.

EACH FAMILY PLEASE BRING A DESSERT OR SALAD SIDE DISH

PLEASE ADVISE US OF CHOICE OF ENTREE AT THE REGULAR MEETING, OR BY EMAIL flynbs@pacbell.net OR BY PHONE MESSAGE.

IF AVAILABLE TO HELP RUN THE FLYING PORTION OF THE EVENT, PLEASE CONTACT HARVEY OR ME. YOUR SUPPORT WOULD BE APPRECIATED!

BOB SMITH ASSISTANT CD 661-298-2614
flynbs@pacbell.net

HARVEY ELMES CD 661-942-7222

Apollo XI Facility Schedule – Last Quarter 2005

Date	Club	Event	Contest Director (CD)			
OCTOBER						
8-9	SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest – 3 Circles	Ron Duly	(818) 843-1748	Note: Date changed from original schedule.
9	SUN	BSS	All Electric Fun-Fly	Tony Naccarato	(818) 842-5062	
23	SUN	VF	Valley Flyers Fun Fly / BBQ	Bob Smith	(661) 298-2614	
NOVEMBER						
No Apollo XI Events Scheduled						
DECEMBER NOTE – Change of Date for Holiday Party – New Date is December 3 – Saturday evening at CSUN						
3	Sat Night	VF	Valley Flyers Holiday Party	Vic Schneidau	(818) 503-4697	videovic10@yahoo.com
11	SUN	GSS	Toys-for-Tots - Open to all sizes	Darrel Martin	(818) 368-1488	mmartin168@aol.com
½ Day: Although the schedule states ½ day for the first day of a multi day event, the field may 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 the field will always be open for sport flying during the practice day morning.						

AMA	Academy of Model Aeronautics	Official national body for model aviation in the United States
APRA	Arizona Pylon Racing Association	Quickie pylon racing rules committee
BSES	Black Sheep Exhibition Squadron	Peanut scale, miniature, electric, and indoor aircraft
GSS	Giant Scale Squadron	Giant Scale flying club
VCB	Valley Circle Burners	Control Line (C/L) flying club – Some events may restrict certain runway maneuvers.
VF	Valley Flyers	San Fernando Valley R/C flying club

The above schedule is subject to Change. Check back with each monthly issue of The Valley Flyer for updates. Check Updates and Upcoming Events Online at www.valleyflyers.com

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OCTOBER 2005 CLUB MEMBER SPECIALS
Prices thru 11/1/05

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Wild Wing 400 EPP Flying Wing Aircraft

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Specifications:
Wingspan: 35 in
Wing Area: 290 sq. in.



No. 160525
SAVE \$10! **19.99**

MAGNUM XL-70RFS

4-Stroke engine
0.70 ci displacement



- Aluminum piston
- Iron ring • Steel sleeve
- Dual-NV carburetor
- BB supported crankshaft and camshaft

No. 210945
SAVE \$30! **149.99**

Clancy Aviation Lazy E-Bee RTF

Whimsical Electric Park Flyer with 4-Chan. FM Radio!
Span: 28.5 in.
Wing Area: 240 sq. in.
Length: 23 in.
Weight: 9.5 oz.
Functions: R/E/T



PRICE WAS **\$139.99!!!**
SAVE \$40! **99.99**

HITEC HS-55 Micro Servo

- Torque @ 4.8v: 13oz/in
- Speed @ 50° @ 4.8v: 0.09 sec.
- Size L: 0.9xW 0.4xH 0.95in
- Weight: 0.29oz



No. 759255 J-plug
No. 759257 S-plug
SAVE \$3.50! **14.99**

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Now accepting applications for our **NEW HESPERIA STORE**

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☆☆☆☆☆
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✧ Hobby People is growing! ✧

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Saturday, October 22 Watch your mail box for details!
Sunday, October 23

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HOBBY PEOPLE STORE HOURS: Monday-Friday: 10a.m.-9p.m., Saturday: 10a.m.-6p.m., Sunday: 10a.m.-5p.m.

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