

THE VALLEY FLYER



FEB.

1984



PACKARD PHOTOGRAPHY
BURBANK

President: Ken Turner
340-4876

Vice President: Marty Mallow
786-0029

Secretary: Bob Neithart
886-0336

Treasurer: Pete Olson
767-0522

News Editor: Dick Hager
893-0221

Event Director: Mel Giffs
996-0777

Public Relations: Dennis Hargrove
204-0449

Membership Chairman: Ken Tyler
886-0203

Field Manager: Phil Mosko
645-2957



PRESIDENT'S MESSAGE

FEBRUARY 1984

**HOME FIELD
SEPULVEDA BASIN MODEL AIRPORT**

It's time, again, to find out if this @#*%# type-writer has learned to spell any better since last month.

Have you been down to the field recently? Things are really starting to take shape. The cement work is now finished. The infield is just about ready to be seeded. (I notice that a lot of pilots are taking advantage of this expanded runway. But Why, Oh Why did someone have to put those white airplane seeking pipes right in the middle of an active runway ? - Oh Well !! And no Bob Adams, you do not get extra points for just missing those saw horses over by the pylon area on take-off) And the parking lot is just about smooth enough to play pool on. I am told, by Phil Mosko our Field Manager, that the city will be oiling the parking lot and installing new frequency stanchions soon. No official word yet on the date for planting the grass seed or trees. Stand by for the next exciting chapter.

For those of you who wish to learn aerobatics as they should be done, or wish to have thier planes trimmed out by our Masters class pattern fliers, please contact me. We have had some discussion and if there is enough interest, then we can all get together some saturday morning (or mornings) and have a clinic. Should be excellent opportunity to improve our abilities. I know that I for one can use the help.

Any members who have not renewed thier membership for 1984, time is running out. You have untill March 1st to renew without having to pay the 10.00 dollar initiation fee agian.

How about the format of the newsletter ? Dick and Lois Hager are doing an excellent job of improving it. Now if we can just get the contributors to do something about the content to make it more interesting. Got any ideas then let us know. Any help gratefully acceted.

Things to remember :-

Come to the meeting February the 28th at 7:30 at the Encino Community Center. We had almost one hundred people in attendance at the last meeting.

Renew your membership.

The Quickie 500 race on February the 26th. Come out and help and have some exciting fun.

Make that tax deductable contribution to the Valley Flyers Foundation.

Well this typewriter hasnt learnd much since last month so I think I will take it out and shoot it.

See you next month. - Safe and happy flying.

Ken Turner - President

BOARD OF DIRECTORS MEETING - FEB. 14, 1984

Ken Turner called the meeting to order at 7:45 P.M.

Attendees were Vick Martin, Pete and Betty Olson, Ken Tyler, Dennis Hargrove, Dick and Lois Hager, Mel Gifis, Bob Schmitz, Marv Zaus, Bob Neithart and Marty Mallow.

Marty Mallow reported that a Park Permit has been granted by the Park Commission.

Vick Martin volunteered to be in charge of all raffle prizes for club meetings.

A financial report was given by Pete Olson and accepted by the board.

There will be a Quickie 500 Race on Feb. 26, 1984. Larry Laulom will be CD. Please give him a hand if you can.

Mel Gifis discussed all events planned for the year at Sepulveda Basin.

In March, we will have our annual Arm Power Contest. **START BUILDING!**

Safety on the flight line at the field was discussed. There should only be one (1) helper per flyer. **PLEASE** help watch for non-flyers on the flight line as we are concerned about the safety of everyone at the field.

Marty Mallow made a suggestion that a sign of the safety rules concerning the flight line be posted visibly, so that the public is aware of the dangers. Motion was carried.

Bob Schmitz now has Solo Certificates made for new pilots who have passed their qualifications.

It was announced by Dennis Hargrove that Craft Air will put on a display of their product line at the field on March 18th. We can fly some of the kits. (As of the printing of this newsletter word was received by Dennis that Craft Air has had to cancel their plans for this event. SORRY.)

Marv Zaus reported on the Boy Scout meeting he attended in Sylmar. The boys showed interest and plans are being considered to expand this program.

Many thanks to Phil Mosko for putting an awning and roof on our Snack Bar. It will really be appreciated by those working at the Snack Bar!

Vick Martin announced that our Xmas party for this year (1984) will be on Dec. 14th, which is on a Friday. Be sure and mark your calendar!

The meeting was adjourned at 10:00 P.M.

REGULAR MEETING - JAN. 24, 1984

The meeting was called to order by President Ken Turner at 7:35 P.M. There was a great turnout!

All prospective new members and visitors were welcomed.

Tony Maclane showed interest in having some pattern flyers help with teaching advanced aerobatics to anyone interested.

Walt Clark discussed the IMAA Fly-in to be held in August at Sepulveda Basin. He is expecting about 500 - 600 pilots & 80 manufactueres. He is looking to us for some help, even though the Giant Scale Sqd. is the host club.

The model of the month was next. Ollie Van Houton - Hot Cannary; Ken Turner - Double Eagle; Bob Adams Piper Cherokee; John Brasner - Tiny P51; George Romain - Sig Cub; Mark Suter - Pilot QB20; Wayne Sakamoto - Septor; Evett Colby - F16. The winners were: Evett Colby - Scale; Wayne Sakamoto - Pattern; Mark Suter - Sport.

Marty Mallow announced that hats and patches are available for those who would still like to buy them.

Larry Laulom would like some help at the Quickie 500 on Feb. 26th. Come on out! It's alot of fun!!

Phil Mosko discussed the progress being made at the field. He might step on some toes at times, but the job is getting done.

The Goof Ball was awarded to Marty Mallow for sewing his pockets together.

The guest speaker was Gary McPike. His style and method of covering and painting is "out of this world". Great job and many thanks Gary. There will be some copies of his notes on covering at our next meeting.

The meeting was adjourned at 10:45 P.M.

VICE PRESIDENTS NOTES

When you get as puzzled as I do when I read certain ads, you either remain puzzled or you try to solve these puzzles. One manufacturer says his wings are 1500 MM. Now that's a metric measurement and I need to know APPROXIMATELY what that means in inches. Well, if you multiply .04 by 1500 you get 60 inches. Now that number I recognize. Where did I get .04, well it's one millimeter, and there's 25.4 MM per inch. (I drop the .4 to make it easy for myself so I wind up with 25). Multiply 25 times 60 and you get 1500. Simple! Here's another one. One advertiser says he has a 7.7 CC engine. What the heck size is that. Well CC is cubic centimeters and I have to convert that to cubic inches to understand it. So I divide 7.7 CC by 16.39 and I get .469. Well now I know I'm dealing with a .45 engine which I recognize. How did I get 16.39. Well there's 2.54 centimeters in one inch and I'm dealing with a cube so I cube it (multiply it by itself three times) and I wind up with 16.39. Here's one that people stay away from, wing loading. If a manufacturer says he has a wing with an area of 1440 square inches and you weigh your airplane and it weighs 10 pounds, what's your wing loading factor. Scare you? Heck it's easy. First you convert your given wing area of 1440 square inches to square feet by dividing 1440 by 144 (12 inches by 12 inches) and you get 10 square feet. Now you convert your 10 pounds to ounces. 16 ounces to the pound, 10 pounds, equals 160 ounces. 10 square feet of wing divided into 160 ounces gives you a wing loading factor of 16 ounces per foot. I told you it was simple. You can have fun numbers. . .if you eliminate the memories of those painful school days.

Note: Each of the members has the responsibility to ensure that safety remains paramount at the field, yet I see members depending on other members to advise people not to go to the flight line especially holding small children by the hand. It's everybody's job, not just the few who appear to have the "nerve" to ask people to stay clear of the possibility of an accident. Come on people, safety is everybody's concern. Lack of it could cost us the field, and then where would you fly?

SNACK BAR REPORT

We would like to see everyone in the club come out and help support our next event which will be a Formula One Race, on Saturday and Sunday, March 10th and 11th.

Our gratitude to Phil Mosko for his tremendous help with the improvements to the snack bar, and to our new member, Steve Biner, who has generously donated an ice machien for the use of the club; this will be especially helpful to our snack bar as it will save a great deal of time and money.

Marv Zauss

SAN FERNANDO VALLEY FLYERS

On Tuesday, January 31, 1984, Pete Olson, Ken Turner and I went to a meeting of Boy Scout Troup #11, in Sylmar. We gave a talk on Model Aviation, building and flying. Trainer and Scale type planes were displayed and specific features discussed. Following a question and answer period, future plans for a flyin involving the boys was mentioned as a possibility. Dave Cooper, the Assistant Scoutmaster was most helpful.

Marv Zauss



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CHUCK SIEGLE

347-3182

SOLO CERTIFICATES

Club members can earn Solo Certificates by demonstrating to any instructor that you have the ability to take off and land, fly in a straight line, make right and left turns without losing an excessive amount of altitude, and landing deadstick. You will also have to demonstrate some ground handling which will of course mean you will be required to have a knowledge of safety both for yourself and your airplane.

The Valley Flyers will benefit from this program simply because anyone who requests instruction, and who is not a member will be asked to join the club. In order for the instruction to continue the student must join the club which ensures continued growth for the club, and continued improvement for the field. As for those members who acquire a certificate, that in itself ensures a more definitive approach to the subject of safety.

Marty Mallow V.P.

CLUB INSTRUCTORS

Students wishing to participate in this training program please call one of the following instructors for an appointment.

Walter Clark	345-3910	Weekends
Phillip Mosko	645-2957	Weekends
Ralph Rosen	472-7723	Weekdays
Bob Schmitz	340-4353	Weekdays
Chuck Siegle	347-3182	Weekends
Tim Tourtillot	344-9723	Weekends
Ken Turner	340-4876	Weekends
Marvin Zauss	768-0855	Weekends

Please fill out the form below for new membership or renewal and send to Ken Tyler, 17244 Exeter Place, Northridge, CA 91325.

MEMBERSHIP APPLICATION	LAST NAME	FIRST	AMA NO.
	STREET	CITY	STATE
	TELEPHONE	DATE	ZIP CODE
	BIRTHDATE	AMOUNT REC.	FCC NO.

SAN FERNANDO VALLEY FLYERS

EVENTS

At our meeting on the 28th we will go over the rules for the Arm Powered Contest, which will be held at our March meeting. A copy of the rules are in this Newsletter. If you are a new member or have never competed in this purely for fun event I urge you to be a participant. You will enjoy yourself!

Also at our Feb. 28th meeting we will be hearing from John Bern Brock from Condor Hobbies about the latest in 4 strokes.

We are sponsoring a Formula I Contest Sunday, March 11, at the Basin & will need some workers, pylon judges, timers, etc. The NMPRA will sponsor the Saturday, March 10 contest & will provide their own workers. The Valley Flyers will operate the Snack Stand on both days and keep all funds generated.

Mel Gifis

MARCH ENTERTAINMENT

FOURTH ANNUAL THREE VIEW ARM POWERED PLANE CONTEST

Here are the rules:

- (1) Build a "dime glider" type model of any airplane published in a magazine, book, or whatever by tracing the fuselage onto $\frac{1}{4}$ " balsa-----wings and tail feathers on $\frac{1}{16}$ ". Cut out and finish in your favorite way or leave unfinished for flyability.
- (2) Bring the 3-view for proof of scale. No plane will be eligible without it.

Planes will be judged on looks and accuracy to the 3-view.

EVENTS:

DURATION - (by elimination) or last to hit the ground.

SPEED - (by elimination) or first to cross finish line.

DISTANCE - (by elimination) measured in a straight line.

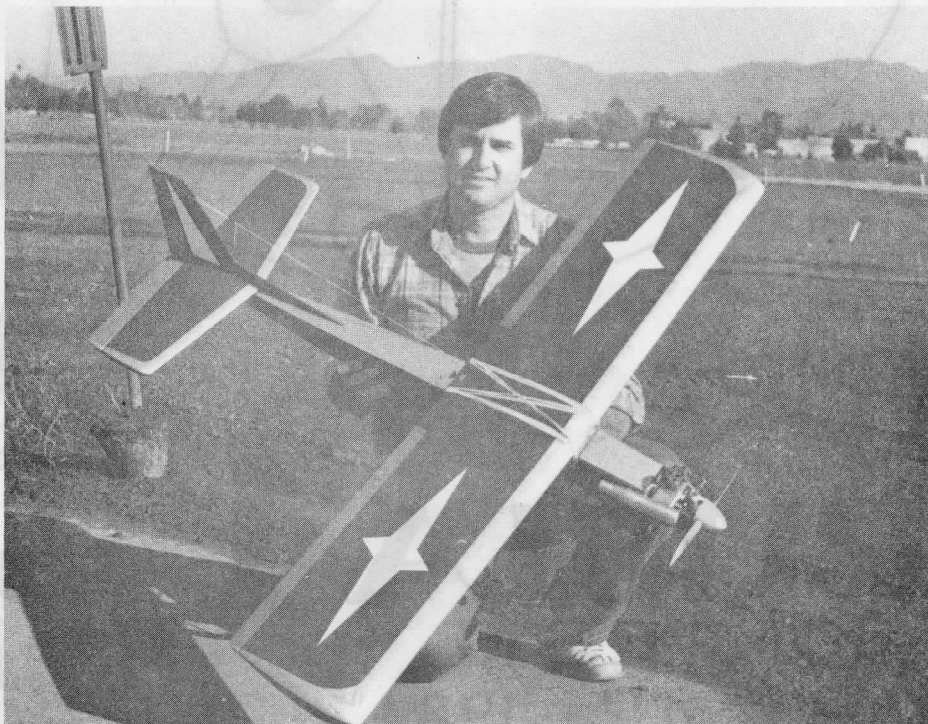
TROPHIES OR RIBBONS thru third place. Additional PRIZES for BEST model, BEST finish, and MOST UNUSUAL will be awarded. Each plane must prove it can fly.

Mel Gifis
Entertainment/Contest Director



VINCE TABOR

With his Mr C Trainer. He is an ex-paratrooper and lives in L.A.



BRYAN RECCA

With his Falcon 56. He lives in Encino..

AMA SANCTIONED

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TROPHIES

TROPHY
DASHES
FOR BEST
OF FOUR
DIVISIONS

REGISTRATION 8:00 AM
ENTRY FEE \$ 10.00
C.D. MEL GIFFIS
213-996-0777

N.M.P.R.A.

FORMULA 1

CONTEST

MARCH 11TH 1984

SEPULVEDA BASIN
VAN NUYS, CA

SNACK
BAR

FOOD & DRINK



VINCE TABOR

With his Mr C Trainer. He is an ex-paratrooper and lives in I. A.



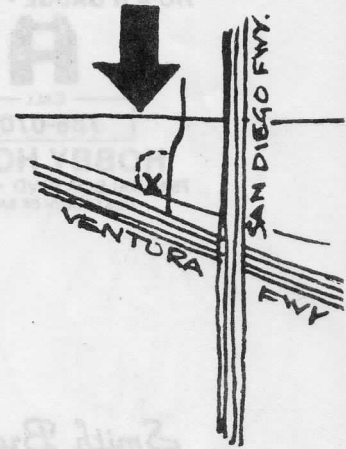
BRYAN RECCA

With his Falcon 56. He lives in Encino.

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APRIL 14-15, 1984
SEPULVEDA BASIN
VAN NUYS, CA.

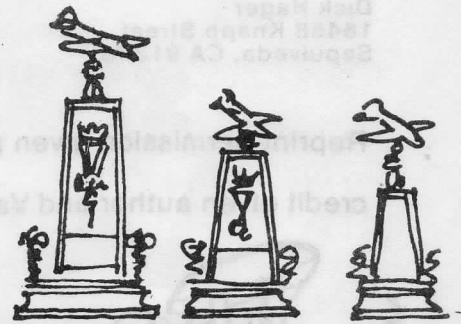
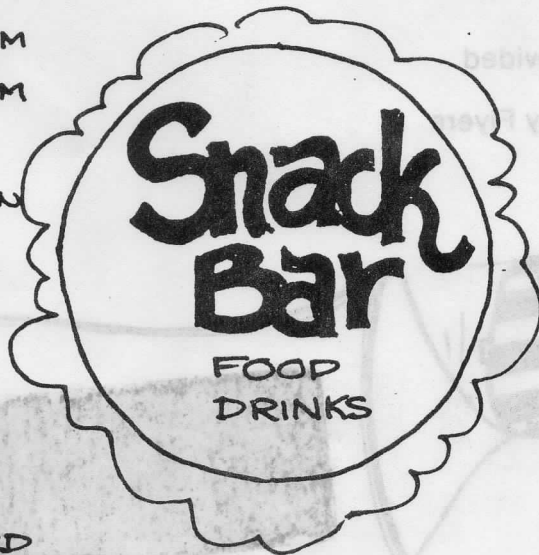


PACIFIC WESTERN CONTEST

REGISTRATION 8:00AM
FLYING STARTS 9:00AM
ENTRY FEE \$ 18.00
SEND PRE-REGISTRATION
TO:

CONTEST DIRECTOR

BOB NEIHART
9124 JELICOE
NORTHRIDGE, CA. 91325
(213) 886-0336



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1 TROPHY

AMA SANCTIONED
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BEEN LIFTED FOR THIS
CONTEST.

CONTESTANTS MAY ENTER
ONLY 1 CATEGORY

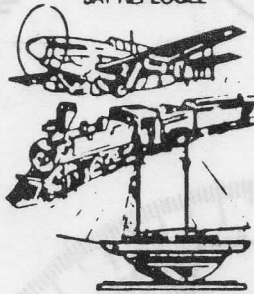
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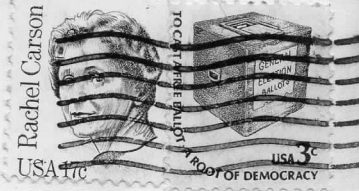
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 Models**

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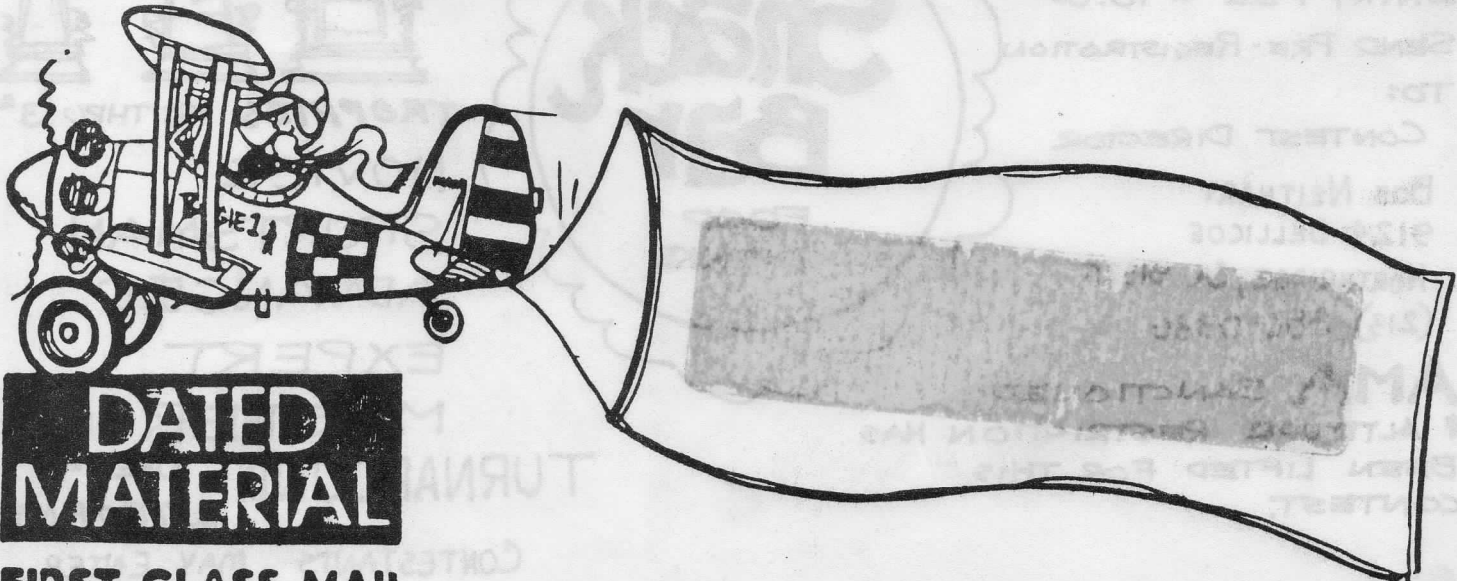
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THE VALLEY FLYER

Dick Hager
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