



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

May 2002

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the responsibility of manning the various events. In light of this we will only schedule events for 2003 that are requested by specific Contest Directors. I suspect this will eliminate some events, which I think is a good thing, as it will take some pressure off field usage.

The next event will be the Fun Fly / Hobby People Engine Clinic on the weekend of June 19th. This is a great event and we need all the support we can get. I unfortunately will not be able to attend as Sonia, Chris Hoyer and myself will be in Bowie Maryland at a JR Q40 pylon race. Harvey Elms, the Contest Director for this event, spoke to me the other day about the lack of participation by club members in this type of event. I think the low participation levels are a shame. Hobby People who provides substantial support for the club, put on the engine clinic at no cost to the club and should be supported in this event. There is good technical data provided at this that is very useful for both the beginner and expert flyer. So if you can make it come out to the field. I'm sure you won't be sorry.

The controversy over frequency control at the field rages on. The club, based on a general meeting vote, has decided on a course of action. The items approved by the members present at the last general meeting will be implemented in the future.

Till next time

Board Member Letters

President's Corner

By Barry Leavengood

Well here we are coming up on mid May already. As they say time flies when you are having fun. There is good news about the reallocation of the field resources and flying areas. The Department of Recreation and Parks were seen surveying the parking lot for the new U-Control circle. I hope this means the circle will be built in short order and we can get on with the new field layout.

The Hirobo cup event is now history. Mitch Kaln did a great job running the event. As it turned out this event was pretty much a marketing junket for Hirobo. We had very little to say about the way the event was run and other manufactures were excluded. MRC, the Hirobo distributor putting on the event, took their cut off the top and the club got what was left. In the end, the club got a little over \$500.00 and MRC got about \$1,500.00. In my view MRC got reimbursed for all their expenses thereby getting a free commercial for their products at the expense of two and a half days of the field being tied up. If I have my way, the Valley Flyers will not support this type of event in the future. Our priority with events is to further the hobby, not to sell one manufactures products. At the VF Helicopter Classic later this year, all manufactures will be invited and I'm sure it will be a great event.

While on the subject of events I think we have a problem with the current method of determining event schedules. For 2002 I put together a schedule based on the 2001 schedule. After arriving at a 2002 schedule we went looking for Contest Directors. There has been some difficulty getting our existing pool of Contest Directors to take on

Treasurer's Report

By Matt Carroll

As of May 20th 2002

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

Total Outflows (checking)	\$642.11
Total Inflows (checking)	\$1,649.00
Total Inflows (savings)	\$0.00

Current balances	
Checking	\$7,505.53
Savings	\$2,608.42
Total	\$10,113.95

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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Treasurer	Matt Carroll	818-706-1533	mattc@phatnoise.com
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Programs	Ricc Bieber	818-349-3014	riccpoo@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.

Program Director

By Ricc Bieber

Hi, Kids! Here is this month's missive to inform and amaze you. Maybe not, but we'll give it a go.



The Pizza Fun Fly didn't, and that is a shame, but I feel it was doomed as soon as we found out that there was not ONE, but TWO other huge events at the park. As it turned out, if you didn't get to the field by 8:00 AM, chances were that you would not be able to get in at all. The pizza guy really couldn't have gotten in. Better luck next time.

At our last general meeting we had a chance to hash out a couple of things, and feelings were running strong and a little raw, to be sure. But I feel that an equitable solution had been reached for now. We need to remember that nothing is set in stone, and if a real problem crops up, we can deal with it at that time. I think that some of us sorta forgot that, and felt hurt that their particular point of view didn't win the day. I believe that this is called "democracy in action". We should try and remember that.

OK, you guys, it is May. THAT MEANS THAT R.O.G. IS UPON US! You have had fair warning, and for those of you who just don't believe-- here it is one more time:

Here are the classes:

- ?? Peck Flea or equivalent distance and duration.
- ?? Scale distance and duration – You don't need doc's, but it should look right and you should know what you got.
- ?? Open distance and duration – Bring in the clowns.
- ?? Best of Show.

This is a Pizza and soda nite, so come at 6:30 with \$5.00 and we will feed you.

Membership Report

By Bob Joyce

New members

Our current active membership count is 132 including new members from last month and subsequent renewals. Because this column is being written prior to the April general meeting (I'll be on vacation then) I won't be able to welcome new members that sign up at that time. These will be identified in the June Newsletter.



The membership list is updated monthly, but the data is only as good as the information provided by the members. Some of the e-mail addresses are not correct and some of the AMA numbers are not available, particularly for newer members. Please provide corrections/updates via e-mail (bobjoy@aol.com).

Membership renewal

The membership database has been updated to reflect current status. Members that have not renewed have been moved to the inactive list. We're sorry to lose members, and we hope that some of you 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, fiberglassing, simulators, safety,

aerobatics, or any subjects of interest. 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 along with a \$20 (\$10 for juniors) check made out to the Valley Flyers. All renewals and new applications submitted by mail must include a completed application form and a copy of you 2002 AMA card or application.

Safety Views

By George Finch



First report of the month is that wing tip dragging Tim has a new trick. He takes an apparently unmodified Predator ARF (known to shed wings, the firewall and other parts if stock), and puts a Nelson on the front. He then waits until all of the pilot boxes are full (more potential targets?), and flies what would be a below the pylon flags Quicke pattern at 90° to the runway turning most of the time before he gets to the west side of the runway. If that doesn't cause the assembled potential victims to scatter, he flies the pattern inverted. Oh yes, he combined with Daddy Tim just the other day. Wingtip dragging Tim lost control of his Predator on landing and ended up landing on the North Taxiway causing Daddy Tim to jump back, dragging his four year old out of the way just in time. Four year olds have no business out on the flight line, and this one just missed getting hit.

Another Tim figured that even though the prevailing wind was from the north, since occasionally the wind shifted to a 90° crosswind, it was OK to take off toward the south and the three pilots standing south making right hand patterns. Considering the crosswind, Tim did a masterful job taking off dead straight down the runway. However, about 50 pounds of giant scale Skyraider was on approach in the correct pattern. The Skyraider, with its 24 inch prop, reduced Tim's airplane to confetti, which caused Tim to acquire about half a pound of cockleburrs and other pointy weed seeds in his socks while he searched two hours for anything usable, unsuccessfully. Unfortunately, the beautiful Skyraider sustained a mortal blow, peeled off into an uncontrolled death spiral and was totaled. We are blessed with a wind from the south about 95% of the time. However, on those rare days that require a right hand pattern, don't ignore the wind and others just because you have become "left handed" from flying at the Basin.

Uncontrolled airports for full size airplanes sometimes have a wind triangle that may be allowed to swing with the wind or to be locked in the preferred runway direction. Maybe, we should have one and a rule that it remains locked in one direction unless everyone in the air agrees to change the landing direction. Let me know what you think at gwfinch@aol.com.

Not that there are not enough current Tims at the Basin, a late dinner at Johnny Rocket's with a motley crew that didn't get enough plane talk in at the general meeting reminded me of some classic Tims from my memory archives. The first Tim convinced a Contest Director that he should put on an acrobatic demonstration at the lunch break. After all, his new 3D airplane was in prime condition, as was Tim. Tim proceeded to takeoff and abruptly pull straight up into a series of well controlled up going vertical snap rolls. When enough energy was absorbed by the up going snap rolls, he proceeded to do a controlled series of down going vertical snap rolls, waiting until the last breath taking second to stop the snap rolls and abruptly pull to level flight. Just at the end of the pullout and about three feet above the runway, the plane got into an accelerated stall, which ended with an uncontrolled snap roll into the runway that obliterated the plane. His final maneuver was a graceful bow to the pits, greeted by catcalls and laughter. Remember, the physics of flight still applies, no matter how

good you are and a departure from controlled flight is usually a surprising event with a poor outcome.

The other involved a helicopter crash, probably unpreventable, as I understand that only violations of the laws of probability allow them to fly in the first place. Unlike aircraft, which seem to have finality to their crashes, this helicopter was thrashing around like a headless bird (a nice analogy as the radio was no longer passing commands to what little was left to command). Tim went running up to the swirling mass of carbon fiber machetes and reached in with his one hand to pinch off the fuel line to stop the carnage. The expensive part of the heli was already gone so I couldn't figure out what was worth potential loss of eyes and the last hand to save, especially since the helicopter belonged to someone else. Use your heads guys (meant as a gender neutral pronoun). Nothing anyone has at the field is worth the risk of personal injury.

Tip of the month: when making the Mr. Lee® high speed, low warbird passes in the landing direction, try a flight path over the grass east of the runway instead of over the runway. It makes it easy to find the midair pieces (see cocklebur and pointy weed seed comments above) and chances are the engine will have only minor damage.

FLASH, the "hole" got another when Harlen Gould did a belly flop on his transmitter after stepping in the hole and his Aspire ARF expired straight in. Mind the "hole" when north of the north taxiway.

Again, 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.

SAFETY, EVERYONE'S RESPONSIBILITY

Public Relations

By Gus Piangerelli

I will be bringing Valley Flyers T-Shirts to our next meeting to sell. The board is also thinking up incentive give-a-ways for show and tell participants as well.

I am always trying to encourage members, and the like, to bring their projects or any type of information related to our interests and share with everyone at the meetings (isn't that what it's all about folks). I would like to continue to have the more experienced members of the club, such as kit builders, pilots, contest directors, instructors, Giant Scale, etc. to give lectures or show off new (or old projects) to newer folks. Remember, there are many aspects to our club that apply such as Heli's, Electric and Park Fliers so on and so on that many of our members are interested in.

I have contacted the Daily News to promote our events in their monthly calendar. I have also contacted Mr. Mike Greenshields (product manager for Hobby People) to possibly come and introduce us to new products (he is very supportive of our club, is a super nice guy, and has been very involved with us in the past as well). I would also like to mention one of our club members and instructor extraordinaire (I know cause he taught me how to fly RC) Mr. George Finch, who broke a few records in Baker California this past weekend.

Finally, a quick philosophical interjection, as most of you well know (and for those that don't) the Valley Flyer Board represents members as a whole, and is always open to suggestions/comments/ideas from members and adjunct basin flying groups as well.

Remember our main priority is SAFETY FOR ALL, and to have fun with our hobby/sport...

Happy, safe, and enjoyable flying/hovering/thermaling etc.

Rotors and Motors

By Mitch Kahn

The Hirobo Cup 2002 was just held here this past weekend May 3,4 and 5th. While off to a shaky start in planning, it wound up being a great event at our field.



We had a total of about 75 pilots, and there was amazing flying all weekend long. The talent in attendance was phenomenal and there was great flying at the flight line the entire time.

Folks came from the larger local area – San Diego, Vegas, etc. and a number of people traveled long distances to get here. In addition there was a good showing from our local pilots. It looked like you were all having a ball.

Thanks to Barry who started things off Friday morning. And thanks to Dianna and Dabbling who helped through the weekend. It was Dabbling on the PA (he is better at it and enjoys it lots more than I do) and Dianna with impound help and everything else that made it work. And the Hirobo guys helped when they could.

There are a few things about this event we should all note:

First: This was the first event that had the ½ day Friday. I am very interested in getting feedback about this but it seemed to go very well... at least quite well enough. It so happened that heli traffic was light Friday morning and no one seemed put out by sharing the field with fixed wing aircraft. The fixed wing pilots appreciated the opportunity to fly till noon with everyone reasonably happy with the compromise.

Second: We had a very good show of just a few vendors. MTA Hobbies was there with their wide variety and low show prices. Also there were three newcomers. Ace, while not a vendor, had a booth set up with their line of helis nicely on display – welcome Greg. Allan from Rotor Graphics had a new line of heli graphics. And Zooms Hobbies must have had their entire store at the field all three days. Kudos to Scott. Not only did he have tons of parts with him but he also set up three G-2 simulators to run all day for the entire event. It was above and beyond the call and it really did add much to the event. Thanks.

Third: Changing gears.

This event was held, in many ways against the wishes and purposes of The Valley Flyers.

Much of this began when a former member of the board took it upon himself to cancel this event due to disagreement over the half day Friday. A cascade of events followed leaving Jeff Green – the Hirobo representative upset because he had already spent funds on advertising and planning.

After much discussion it was decided to hold the event. The purpose of the Valley Flyer's is to further the hobby of R/C modeling. Since the model helicopter community was, at this point looking forward to it, we wanted to support this.

Last year this event was held much like any other Fun Fly I have attended; the event was open to all, noontime demos were held showcasing manufacturer's helis and their pilots, and raffle prizes were donated by various manufacturers and hobby shops. We decided the cost to each pilot as well as the cost of raffle tickets and whether it was pilots only or open to the public.

This year's event was different. While this event was open to all, noontime demos were not allowed – other manufacturers could not be

highlighted; the cost of the event was set and raffle tickets were fixed; in addition, the only prizes for the raffle were to be Hirobo products supplied by Hirobo.

All of these stipulations were based on verbal agreements that occurred soon after last year's event. These agreements were never made available to the current board. In fact, we had no idea of financial arrangements until Friday morning – THE MORNING OF THE EVENT. I was told \$1600 was required to cover expenses before the club saw a dime. This essentially made the raffle prizes paid for by the first 64 paid pilots.

I feel it is important to inform the members of the club. There were too few benefits with too many tradeoffs hosting an event in this way. I see no advantage in allowing a sponsor to decide how we are allowed to run our events. For me, Fun Flies are to encourage and nurture the hobby. This means they should be open to all, and manufacturer reps should be encouraged to attend and demo their skills; our raffle should have as wide a variety as possible of hobby related prizes, and we set the price for tickets and who can buy them.

The Valley Flyers support this hobby by supporting and helping to maintain Apollo Field. This is a great club with a singularly great asset, and one that should not be squandered for mostly commercial gain. I look forward to summer of flying and a season of events. I especially look forward to our Labor Day weekend Heli Classic; mark it on your calendars. Send your wives/girlfriends/significant others out of town. It will be big, it will be fun, and it will be OURS.

Event Reports

2002 California Marathon

By George Finch

The Valley Flyers were represented successfully at the 2002 California Marathon held at Baker CA. The Trouble Makers Team of Valley Flyers Dale Utterback, Willie Gardner, Marv Zauss and Gil Gfeiner went 120.8 miles in the 64 ounces of fuel event and the Pack Rat I Team including past presidents Ron Clem and Ralph Rosen went 162.6 miles. The Pack Rat II Team including George Finch, as builder and pilot, had a pump failure so the engine quit on takeoff. The modified Seamaster then snap rolled from about 20 feet up and was totaled. The winners with 312.3 miles was the Santa Barbara Club. For the first year, there was an electric event where the maximum weight was limited to 12 pounds. The winner went 11 miles. Next year the maximum weight will be 11 pounds.

The Trouble Makers took first in the two cycle glow 50 mile fuel economy event using 15.81 ounces of fuel. Pack Rat II took first in 4 cycle glow using 7.14 ounces and first in 2 cycle diesel using 9.18 ounces. Ralph Rosen was Pack Rat II's co-pilot for the 2 cycle diesel event. Marv Zauss has posted pictures of the annual event on the Giant Scale web site.

Plan on joining us next year for a great weekend. It was Ralph's first time, and next year he is coming with a competitive plane.

New FAI World Record

By George Finch

On 4 May 2002, the Pack Rat team of George Finch, Ron Clem and Don Westergren set a new FAI World's Record of 42.345 miles for out and back declared straight line distance with a piston powered land model plane. The route of the record was 25 miles to just beyond the top of the hill on the Kelbaker Road east from the Baker Dry Lake and

back. George and Ron are past presidents of the Valley Flyers and Don is a semi-retired rocket engineer from San Diego. The Contest Director for the record attempt was Ralph Rosen, another Valley Flyers ex-president, and the two observers were Boyd Hjalverson from the Palomar R/C Club and Erick Knotts from the Corona R/C Club.

The plane was a Sig Senior Kadet, built and donated by Ken Wright after he learned to fly with it. The Kadet was powered by an Irvine .40 diesel using a Conley (Perry) pump and a 10 x 10 APC propeller. The Irvine was modified by drilling a #60 hole into the chamber above the contrapiston, by substituting a socket head bolt for the compression adjust screw, threading a Nylon insert jam nut on the screw to assure that the compression screw did not back out during the flight and putting a pressure tap for the pump through the back plate. The radio system included: a Hitec Prism transmitter with a piggyback 2800 mah NiCd battery pack; a Hitec Supreme receiver using Hitec HS-300 servos for rudder and elevator and a HS-81 servo for the throttle; and a 1400 mah NiCd receiver battery pack fabricated from a discounted car pack. Hitec radios have been used for all of the Pack Rat Team's world record attempts because of their proven reliability. The engine was run on Aerodyne diesel fuel because the purest ingredients available are used in its formulation and Al Heinrick who makes Aerodyne fuel was willing to take an early lunch and sell us a fresh gallon on our way to Baker. The fuel can was chilled in an ice bath to reduce ether evaporation in the hot desert environment. The plane was modified to have a 58 ounce fuel capacity using two DuBro tanks, although only about 30 ounces were loaded on board. The takeoff weight was 8 pounds.

The Team's record is the first out and back record set since the FAI established that category. The attempt was intentionally short and set with available components with the hope that others would see how easy out and back records are to set. Of course, the Team's next land plane out and back attempt is planned for over 800 miles.

To The Editor

Monthly Drawing News Update!

By Bob Smith, prize coordinator

I wanted to say "thank you" to all the members that participated in the April monthly 'give away' drawing. The take was approximately \$165.00+ dollars while the expense was \$144.00. As long as income is close to expenses we are doing OK in my book! Gene Sidwell was the big winner, selecting the new RV4 kit from Great Planes. Gene is a good builder and I look forward to seeing the finished product.

Bob Adams has finished his RV4 and it was test flown by Jay Replogle of the Hobby House. Bob has an O.S. LA .40 installed and both pilots have indicated that it is a ball to fly!

I try and select products that are useful in the 'shop' and recently introduced to the market. This includes both kits and ARFs. When an ARF is selected as a 'give away', the total contents of the pool of prizes are somewhat reduced, since the budget is set at \$150.00.

If you have some suggestions as to what to include in the give away, please feel free to e-mail me at flynbs@pacbell.net.

Valley Flyers Meetings Minutes

General Meeting

April 23, 2002
By Greg

The meeting was called to order by our President @ 7:30 P.M.

Following the pledge of allegiance a there was a brief if not lively discussion about the frequency flags.

It was mentioned that the water treatment project involving the creation of settlement ponds in the basin is going forward.

Nominations for the Valley Flyers Foundation board were accepted. They are George Finch and Harvey Elmes. The Board of the Valley Flyers will decide between the two.

The program was about getting the parts ready for a scratch-built model and was capably presented by a representative from Kit Cutters.

The meeting concluded with the normal raffle. The recipients and their prizes will be published in next month's newsletter.

Board Meeting

May 7, 2002
By Stan Gordon

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

Barry Leavengood

The Hirobo Cup Heli Event earned the club about \$515. The club will not support this event in the future.

The Frequency Control, we will go with what the club voted on at the last general meeting. The club will work on a flag design to satisfy everyone.

U-Control circle--- no news.

May 19th will be the Hobby Shack Safety Fun Fly at the field.
George Finch was re-elected Chairman of the Foundation.

George Finch

The Delta Dart program with Club Encino to be held at the community center.

There seems to be a water problem at the flight pads. Some of them on the north end are always wet and under water.

There is a hole at the north side of the north taxiway that should be looked into getting fixed.

Dianna Myers

She has new paper schedule signs for the field. All the board members present were requested to sign off on the schedule. This will be used as the master to make 9 signs to post at various places around the field.

Tom Peniston

Training is going well. More fuel is needed.

Stan Gordon

He asked what about Club Hats. The board voted against it.

The board will not increase the money spent on the raffle. We are just breaking even.

Matt Carroll

The club has netted \$1329 since the last meeting.

Ricc Bieber

There was no fun fly at the field because of other events at Woody Park. To a large crowd to get to the field.

The May meeting will be brief as that is our annual ROG Fun Fly Meeting.

Gus Piangerelli

He will be bringing the Club T-Shirts to the next meeting for the members to buy.

Meeting was adjourned at 8:40 PM

Classifieds

DREAM JOB!

Do you enjoy your job as much as you enjoy your hobby? If not, put your passion for modeling to work by joining our editorial team! Owing to our successful and expanding line of RC publications, we're looking for a creative, organized, quality-driven individual to work on Model Airplane News, Backyard Flyer, Radio Control Boat Modeler and RC MicroFlight. This full-time, southern-California-based position requires writing and editing experience and significant knowledge of the RC hobby. You must be able to work under deadline pressure and thrive in a results-oriented team environment.

We offer a competitive salary and excellent benefits, including a 401(K) plan. Send cover letter, resume and salary requirements to:

Manager, Human Resources, Air Age Publishing, 100 East Ridge, Ridgefield, CT 06877-4606 USA; fax (203) 431-3000; email resumes@airage.com.

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 – Some 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	21 st

OPEN TUES THRU SAT 10 AM TO 6:30 PM
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TONY NACCARATO

SUPPORT THE HOBBY SHOPS THAT SUPPORT YOUR CLUB!!

Evetts 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

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
 Q40 Long Course
 Q500 Off Course
 APRA Judging



Pylon Racing

Howard Reed Memorial Pylon Race

June 8th and 9th, 2002 at Sepulveda Basin.

Registration 7:30 am to 8:30 am.

Practice beginning a 1:30 pm Friday.

\$25 1st event, \$20 for second.

4 per freq. per event.

Trophies to 3rd and fast time.

Two one day races.

1st Heat 9:00 am.

NMPRA Points all classes.

Hard Hats Required.

Powermaster Fuel Supplied.

Proof of Current AMA required.

Q40: APC 7.4 x 8 Carbon Fiber filled props will be permitted. No modifications except balancing will be permitted to the APC props.

Barry Leavengood

[818] 998-4564 bl10@aol.com

Food Stand will be open





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805-445-1305

ORANGE
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Near Glassell St.
714-288-8170

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858-268-7997

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