



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

January 2003

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One of the area's we are having difficulty with is getting help with the food stand during events. If any of you is willing to help please let us know.

I hope to see you all at the next general meeting.

Treasurer's Report

By Matt Carroll

Account Balances as of 12/31/2002

Checking	\$6,524.35
Savings	\$2,636.14
Total	\$9,160.49

Program Director

By Ricc Bieber

Can you believe it, that another year is upon us? I would wish a healthy and prosperous year to each and every one of you, and may no plane touch the ground other than gear first!



The Holiday Party on December 14 was a very good success, and even a couple of surprises. I have received comments on how good the food was this time--even improved over last year. Would it be premature to tell you to mark your calendars now? December 13, 2003! The more the merrier.

IMS is coming up on the weekend of January 18th at the Pasadena Center. If you haven't made up your mind on whether or not to attend, may I take the opportunity to poke you in the ribs to get you there? If nothing else, it's a good chance to see new product and get some great deals on stuff you are just gonna need at some time or other. The displays are neat, too!

This month's meeting is My Current Project Nite. I know that all of you are in the midst of some building project, so bring it in! Having a problem? Bring it in! Just want to show off? Bring it in! Wife threw you out of the living room and want to make some space in your car? Bring it in! Everybody is always curious about your project, so bring it in.

That's it for now. See you at the meeting!

Board of Directors - 2003		
President	Barry Leavengood	bl10@aol.com
Vice President	Greg Horwitz	gshorwitz@aol.com
Secretary	Stan Gordon	srgordon@pacbell.net
Treasurer	Matt Carroll	matc@phatnoise.com
Events	Ron Nelson	rnelson@eng.lacity.org
Programs	Ricc Bieber	riccipoo@aol.com
Membership/Newsletter Editor	Dianna Myers	dianna@lostridge.com
Safety Officer/Training Coordinator	George Finch	gwinch@aol.com
Helicopters	Mitch Kahn	mknla@juno.com
Jets	Rob Janiger	rob4988@cs.com

Board Member Letters

President's Corner

By Barry Leavengood

2003 is here and we are in full swing. I hope you all had a wonderful holiday season. The club Christmas party was the last event of 2002 and Ricc did his usual fine job. George Finch was awarded the Reed Packard award for 2002. For those who don't know the Reed Packard award is awarded each year to a club member who provided outstanding club service.

We will be continuing with field upgrades this year. The new rules and flight areas will be posted soon. That will complete the reallocation of airspace. The field seems to be busier and busier on the weekends and the reallocation will provide segregation of the various aircraft types. The pits will be striped and marked in an attempt to provide better control. Additional tables and hopefully shelters will be constructed to support the new helicopter area. We will come up with better facilities for the park flyer area of the field.

The first event of 2003 will be a Q40/Q500/APRA race Feb 2nd. As usual we need all the club support we can get. I am pleased to report more and more club members are competing in the various events.

Dianna Myers is now in charge of both the news letter and membership. By combining these two functions she will be able to get the news letter out in a more timely manner as well as maintain a clean and up to date membership list. We are always looking for special articles for the news letter so if any of you want to submit a technical article or recount some event please feel free.

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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.

Membership Report

By Dianna Myers

New members

The Valley Flyers are pleased to welcome the following new members!

Abigail Furgol	James L. McCoy	Jason Pakfar
Jeff Bernstein	Mike Cosley	Mike Epstein
Paul Frazier	Ramon Jose Robles	Rodney Friedman
Scott Sweet	Thomas J. Colette	William Barrett

I would like to take this time to remind everyone who has not already renewed that membership for 2003 was due on 12/31/2002. At the end of January anyone who has not renewed will no longer receive the benefits of membership, including the 10% discount from local participating shops, flight instruction, and receiving the newsletter.

Safety Views

By George Finch

Well, the Tims of the world didn't hibernate the last couple of months, as the following I received from Bob, George and Richard show.



Turbine Tim, after tearing up the sky and getting his \$10,000 jet down on the grass short only one piece (a wheel), had a brain fade. Ecstatic about greasing it in on with only one main landing gear, he slid down his antenna and started toward his jet with the intention of shutting it down, an intention not shared by the jet. The turbine went to full power, and the jet did a neat right turn and headed toward a group of nervous folk in the pits. Turbine Tim managed to get enough signals through to make a full recovery prior to sucking up or hitting anything. Remember, the flight is not over until the plane is safely stopped in the pits. Then the check list should be: turn off engine, turn off receiver, turn off transmitter (a collapsed antenna stresses your transmitters output amplifier), collapse the antenna, and remove your frequency flag.

Tims with an IQ about the same as the displacement of the engines I normally fly (in cc's) engaged two of LA's finest in a spirited conversation. Seems the men in blue were sent to the field after a report of model flying at over 1000 ft. The IQ Tims argued that the report was wrong, and they were perfectly within their rights flying that high so long as they didn't endanger a full size airplane. Luckily for the Tims, the cops warned them to keep it lower and left without inviting them to continue the conversation at a more secure location. Apparently there are Tims out there whose purpose in life is to get the field closed.

Chopper Tim figured that if no one was in the pits on his frequency, then it was OK to "pull the pin" and put up one of his own. It is too bad that Chopper Tim had to screw around with his bird, because he never got off the ground before an irate member, who was flying from out on the flight line and had just gathered up the remains of his shot down bird, called his error to his attention. Seems after asking how much? Chopper Tim just walked away without as much as an apology.

If you haven't heard, Whittier had a serious accident. Seems a park flyer pilot apparently walked out into the helicopter area, oblivious to any danger, and a .30 size "chopper" with wood blades hit him in the face! First report is that no eyes were lost, but lots of stitches and a considerable hospital stay were in order. Can you imagine what would have happened if the heli had been a .60 size with carbon fiber blades? The park rangers would have had to use dogs to get all the meat off the grass! That thought reminded me of an accident at my

long time employer's when a couple of astronaut Tims in a T-38 tried to make a circling approach below minimums and hit a manufacturing building. The result was helmets, retaining their normal cargo, rolling across the parking lot and a couple of other brave lads going to the moon in their place. Even though we have lost some parking spots, in part because of the U-Control move, the chances of such an accident now happening at the Basin are greatly reduced since the new separation between helicopters and airplane pilots is in effect. However, the heli pilots seem to be flying from random locations in the new area. Do we need a heli flight line to keep pilots separated from their machines? Let me know what you think.

After a hiatus, Terrible Tim is back. He took his YS overpowered Dago Red out for some excitement by flying right at the pilots on the flight line at between 5 and 10 feet, and then making sharp high speed left turns sometimes down the runway, scraping wing tips for fun and occasionally shortening his propeller and sometimes over the other pilots heads. He continued to fly even though a thundercloud was sending flashes just on the other side of the freeway. Those of us in the pits took a poll, and the vote favored the lightening. I understand that after the storm had passed, he did a second act with a Q40, only he added inverted passes to his inventory of flight line terrors. There appears to be no way to stop him, but if he ever hurts someone, I for one will testify that recklessness disregard rather than accident or simple negligence was involved. That way he can enjoy the hospitality of the State of California for a time. My advice is to start treating him like a leper (everything you can think of up to and including walking ahead of him shouting, "unclean, unclean"), and for the sake of your families, clear the flight line when he is getting ready to fly.

Wrong Way Tim decided that since the wind from the North had died down, he would takeoff to the South, despite the fact that five other pilots were flying a right hand pattern from the South end of the runway. After just missing a midair, Wrong Way found his brain and ailerons were working equally well. The plane careened between the South end pilots and firmly panted itself in the fence. Wrong Way's comment was the fence should be taken down because it had damaged his airplane! The incident points out another reason for only changing directions by agreement when everyone is down. Chance of midairs is an obvious reason, but remember when you decide to fly from the North when everyone else is flying from the South, that most underexperienced pilots veer left on takeoff, and that is where you are standing!

Careless Tim came up to me and asked how I thought the wing dowels on his Ultra Stic 60 had broken. Seems the Stic had started flying "funny" so he landed it. One of the wing dowels had sheared almost all the way through and its socket in the leading edge was now an oval. I couldn't figure out how such could happen until he mentioned that the other dowel had been loose for some time. What had happened was the undamaged dowel had slid back until it no longer engaged the fuselage and the other couldn't take the whole load of snap maneuvers. Guys, none of us have the money or time to deal with crashes resulting from known structurally unsound airplanes being flown, although I must admit, wings lost in flight are entertaining to watch as they float down, so long as it is someone else's wing.

After years of radio trouble free flying, I had a weekend were I got "hit" while flying three different radio systems on different frequencies. For some reason, the south end beyond the fence seemed to be a Bermuda Triangle. Two hits just bounced the airplanes, but one rolled the Club's new RCM Trainer 90°. Anyone else having problems?

SAFETY, EVERYONE'S RESPONSIBILITY

Rotors and Motors

By Mitch Kahn

It's the New Year, and the days are getting longer. Just a couple of weeks ago, it was too dark to fly at 4-4:30pm, but now, last flight can be closer to 5. Who said we are removed from nature?



I had been on the East coast for two weeks recently, and I visited a local flying field on Long Island near my mom's house. It was snowy and cold (low 20's cold, not southern CA 50's cold); I am beginning to think all modelers are insane. One of the guys flying there knew the Basin from the 70's. We chatted about flying and fields all the while stamping our feet trying to keep the blood flowing. I didn't bring a helicopter, but this summer when I visit I probably will.

Closer to home, things are looking pretty good. It's not perfect, but the South side is accommodating the helis and pilots reasonably well. We've got more room to fly and we are further from the rest of the activity – two big things. There are also a bunch of new tables to use. Thanks to Mike from Flame Enterprises for not only donating the material for two complete tables, but also for delivering them to my house and then picking the finished product up and bringing them to the field. Also thanks to The Giant Scale club for building three more tables for the field, and to Alan (Giant Scale fame) and others for helping with assembly. All of a sudden, we've got tables.

Next on the agenda is to move the fencing around the heli pits. It seems that for very little effort and money, we should be able to move the fencing so that the heli pits can wind up under the two nice trees near the restrooms. It's a process, but I would like to make sure we have shade by this spring. This seems a natural and easy way to do it.

I had a fine time this past Saturday flying. Seems like just about everyone I knew was at the field, and a barbeque was cranked up at lunchtime. It was a stunning day and the air was clear. My only problem was that I brought all three of my Raptors to fly, a 30, 50 and my 70; it took me almost an hour cleaning and packing them up at the end of the day. I can stop whenever I want to.

The schedule for next year is being hammered out. The Labor Day 3-D Classic is in place, and we are talking about what to do to begin the season. I am hoping to have perhaps a "mini-classic" in early May. Something not very involved. Something specifically geared for local and relatively local pilots only. Perhaps it could even be a one-day event; say a Saturday with camping and night flying. This way we can indulge the fact that Saturday is the big day at any event anyway without closing the field all weekend. Also I would look to have a dramatic discount for VF members. I think I might be able to finally strong-arm the local guys into joining this year. I'm thinking \$15 for the day, but free if they join on the spot. Just an idea, but I am looking forward to the stern looks I get to give if they consider not joining.

And don't forget the Vegas Funfly, at the end of the month. From the famous line from the movie "Swingers": Vegas baby, Vegas!

From the Editor

By Dianna Myers

Welcome to 2003. First I would like to apologize for the lateness of this newsletter. If I am lucky it will get to everyone before the Tuesday General meeting.

Articles for the newsletter

It would really be nice to see some articles from our members. I am 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.

To The Editor

2002 Official's Give Away

By Bob Smith

The 2002 year end official's give away has been concluded. I enjoyed seeing the many smiling faces of those members receiving gifts on behalf of the board members! This year was particularly gratifying, seeing members previously being almost overlooked, getting their names called early, allowing them to pick the 'cream of the crop' in prizes!

I hope everyone enjoyed our celebration!

I've just mailed out gift certificates to Ron Brawdors, Stephen Brawdors, Danny Coe, Mike Cook, John Fisk, Harlan Gould, Dave Keith, Kirill Poliotilousky, Fred Roberts and George Rothman as a gift for their 'event official' support to the club during 2002. Sorry you couldn't make it to the meeting, but it is the club's way of saying an "extra" thank you for your support this past year. As for Ed Chizma, I have your chosen gift. Please email or call me (flynbs@pacbell.net or 661-298-2614) with your delivery instructions.

I forgot to mention during the presentation, these gifts CANNOT be exchanged at their point of origin, The Hobby House. During the course of time that I'm selecting gifts, the store's inventory is being replenished. If items were returned for some form of credit (reduced from the list price because the club is not charged list) Jay's inventory would become inflated with duplicate items. Hence, the 'no return' policy.

Thank you again for your support, Bob Smith

One Contest Director's Observations

By Bob Smith, Contest Director

As a reminder to the club's CD's, in my Contest Director and event official experience, it is very important to acknowledge the members that conduct our events. All of our CD's and support staff say thank you to the officials at the conclusion of our events. I still however occasionally see the ever-present lack of respect given to our 'event officials'. My personal experience occurred about 20 years ago, when as a pylon #2 judge, I was over ruled on a called cut by the CD, who, regardless of his terrific powers of sight, could not see a 12" cut, that I observed while standing directly in harms way, right under the pylon pole! After walking directly of the course, it took 10 years of my non-support before I returned to Formula I racing as a judge. Maybe to

that CD, the pilot's placing was more important than my continued support. But, that was the consequence of their overriding judgment.

The point being, as a CD, I would never over-rule an official's judgment or put an event official in a compromising set of working circumstances, especially when they have indicated the circumstances exist. Your job as a Contest Director, is to insure safety and make the staff as comfortable as possible, while performing their duties. So... when you hear your staff say that "this is their last event working as a judge or starter, it's likely that 'your' conduct as a CD has taken something away from the club, resulting in the loss of a hard to replace resource.

I hope these 'event officials' will reconsider their decision and reply with "this is the last event I work for you as the CD". Fire the manager not the employees!

Preventive Maintenance

By Bob Smith, Reed Packard Award recipient

I was charging my radio system on the SIG Rascal .40 when I observed the fast charge completing at what appeared to be a very short time frame, about 3 minutes. I checked the battery on an expanded scale meter and it was just barely in the green. Suspicious of the results, I took the 4.8-volt battery out of the aircraft and charged it 'directly' with the same charging system. It was complete in about 12 minutes. The evidence seemed to lead me to a conclusion that the switch harness and charging receptacle in the aircraft were malfunctioning. I removed them and installed another 4.8-volt battery. After charging overnight, the battery read well into the green area on the meter. Moral of the story; it's not always the battery that is bad; sometimes it's the harness itself!

You might have noticed I said 4.8-volt battery. My philosophy or standard is that some .60 and all lower powered aircraft will function well with the 4 cell pack. Anything above that engine size and I always go to 5 cell packs. The amperage will vary, depending on the type of servos being utilized, the number of servos and the length of the servo leads. If you have not tried it, please do so. You can save that expensive engine and aircraft from a possible crash.

I have had 5 cell packs start to go south, yet still fly the aircraft safely. It will fly differently! You will notice a slight degradation in responsiveness in the aircraft but you still can recover. The degradation can also be observed while range checking. Yes, I said RANGE CHECKING. It sounds old fashion, but you will save aircraft if you perform this procedure for at least 100 feet away from your aircraft as a pre-flight routine. It is ideal to have someone else observe the functions of the surfaces while you walk away and perform the check. From a distance you can observe your surfaces moving but you won't see any slight chattering that could be occurring!

So, if you're flying an aircraft with an engine larger than a .60, consider the 5-cell pack!

Reed Packard Award 2002

By Bob Smith

While attending the Valley Flyer holiday party, I had the pleasure of seeing George Finch receive the 2002 Reed Packard award! The award is equivalent to a 'Modeler of the Year' award but was given the title Reed Packard around 1983. Since I have been around the club environment for a while, I had the pleasure of befriending Reed many years ago. His home and modeling environment was open to those he befriended.

One of the services Reed provided to our club was a black and white picture cover to our newsletter each and every month. It was usually a picture of a member receiving the 'Modeler of the Month' award for their completed aircraft project. Sometimes there were group shots of everyone that participated in that month's meeting, in bringing in their completed projects. Also, in those times, we would have a once a year 'flying' meeting at the field and Reed would take a wide angle shot of everyone in attendance. One of Reed's signatures was a picture of his dog Sidney towing his aircraft back to the pit area! Many of the events held at the basin were photographed by Reed and are still available for your viewing pleasure today! They will be available for your viewing pleasure at the next meeting!

Again, congratulations George!

FAI Record

By George Finch

FAI has ratified the following Class F (Aeromodels) record:

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Claim number 7386 :
 Sub-class F3A (Seaplane, piston motor)
 F3: Radio controlled flight Category
 Type of record : N°151: Distance to goal and return
 Course/location : Lake Elsinore, CA (USA)
 Performance : 60.2 km
 Aeromodeller : George W. FINCH (USA)
 Crew : Ronald C. CLEM, Donald WESTERGREN
 Date : 20.06.2002
 Previous record: new

=====

FAI congratulates the aeromodellers on their splendid achievement.

Valley Flyers Meetings Minutes

General Meeting

November 26, 2002

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

Old Business

State of the Field – The Dept. of Recreation and Parks will be making the new signs. Dianna Myers will be doing the artwork.

We have been asked and will provide pilots to fly a Blimp around the arena at all CSUN basketball games.

Nominations and the new board are:

President Barry Levengood
 Vice President Greg Howitz
 Secretary Chris Hoyer
 Treasurer Matt Carroll
 Events Ron Nelson
 Programs Ricc Bieber
 Membership Dianna Myers
 Safety Officer Geo Finch
 Helicopters Mitch Kahn
 Jets Rob Janaker
 Newsletter Dianna Myers
 Hospitality Danny Coe

George Finch – the Quickee / Q-40 was a great race, a good time was had by all. \$ 700 was made.

New Business

Ricc Bieber spoke on the Holiday Party, which will be held at the University Club at CSUN the 14 of Dec at 6: 00 PM. There will be food, raffle, gift exchange, and food donations for those not as fortunate.

Show and Tell

Lanceair 360
Paydirt 60
Stool Kit (seat and plane holder)
Fourstar 40
Electric park flyer

There was the annual Workers raffle where all those who help at the various events were rewarded with some kind of hobby prize.

Raffle

Baseball Hat was won by Bill Langham
Baseball Hat was won by Jeff Sandler
Baseball Hat was won by Bruce Snider
Baseball Hat was won by Sam Gengo
Hi-Tec Charge Cable was won by Dave Hendrex
Video was won by Dave Hendrex
Solo Airplane Kit was won by Jeff Sandle
Arf Floats was won by Jeff Sandle
Epoxy was won by Jeff Sandle
Insta-set was won by Jeff Sandle
Motor mount was won by Jacques Toselli
Motor mount was won by Chuck Thompson
Voltmeter was won by Gene Sidwell

Meeting was adjourned at 9:30 PM

Board Meeting

December 3, 2002
By Stan Gordon

The Vice President Greg Howitz called the meeting to order at 7:30 P.M.

George Finch

Would like to buy two new radios for the training program. Cost approx \$250. Motion passed.
The teaching trainers are to take care of and maintain the training airplanes.

Matt Carroll

There is a balance of approx \$8,000 by the end of this year.

Ricc Bieber

Need more partygoers for the Holiday party Dec 14th.

Ron Nelson

Schedule has been sent out to all the CD's on the computer. There will be a CD's meeting coming up. Time and place TBD.

Next Board meeting will be held in Jan 2003

Meeting was adjourned at 8:10 PM

Classifieds

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.

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 George Finch.

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.

2003 Schedule

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

2003 Schedule

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

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)
Evet's Model Shop Colby Evett	1636 Ocean Park Blvd., Santa Monica CA 90405 (Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun Closed)	(310) 452-2720
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
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



Sunday Feb 2 nd, 2003 at Sepulveda Basin.

Registration 7:30 am to 8:30 am.

Practice beginning a 1:30 pm Saturday

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

3 per freq. per event.

Trophies to 3rd and fast time.

1st Heat 9:00 am.

NMPRA Points all classes.

Hard Hats Required.

Powermaster Fuel Supplied.

Proof of Current AMA required.

Additional information and field location on club web site <http://valleyflyers.com/>

Food Stand will be open



Contact: George Finch

[310] 458-1577 gwfinch@aol.com

Barry Leavengood

[818] 998-4564 bl10@aol.com



Hobby People®



Come In & See **THESE!**

Super Decathlon 1.20

Truly A Giant At 7'+ Span!

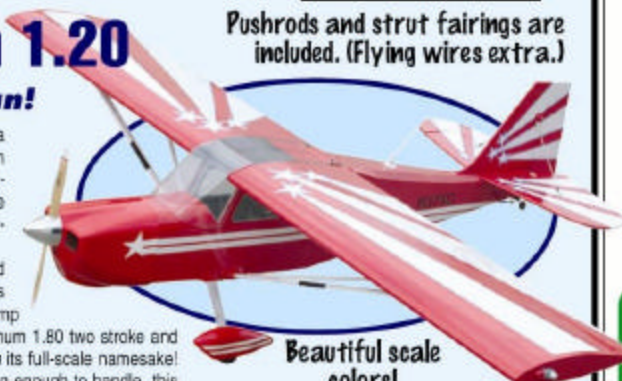
Now Sportsman Aviation has made available to you a large scale model of the Super Decathlon with a wingspan of over seven feet! This customized model is simply breathtaking in the air and just as beautiful on the ground. The accomplished Sunday flyer will feel very comfortable flying this model, and it is a real crowd pleaser.

Choose an engine like the Magnum 1.20 four stroke and make lasting impressions with wonderful, scale-like sounds

and scale-like speeds. Pump it up a little with a Magnum 1.80 two stroke and you can even out perform its full-scale namesake! This airplane is built strong enough to handle this kind of power, and it will handle many maneuvers that would make a full-scale pilot just a little envious! And while this model is not a "3D" aerobatic plane, sustained inverted flight, knife edges, and almost all other Tumaround Pattern maneuvers can be performed!

This Super Decathlon is a great way to break into large scale aircraft, yet experienced pilots will recognize and appreciate its superb hand built quality. We use only high quality balsa, real iron on covering, hand laid fiberglass for the cowling and wheel pants, custom made heavy duty aluminum landing gear, clear molded windows, and even a complete strut fairing and detail set. All this goes into every Super Decathlon.

Pushrods and strut fairings are included. (Flying wires extra.)



Beautiful scale colors!

Make the jump into large-scale model aviation with the Sportsman Aviation Super Decathlon!

HELP WANTED

While you are in our store checking out what's new, why not join our team!

Hobby People
is always
growing!

Yes, we have recently opened two new stores in the Inland Empire, but chain-wide, we are always looking for enthusiastic, knowledgeable hobby-lovin' people to come and join our great team! Openings available in management and retail sales. Contact your local Hobby People store manager.

Specs:

Wingspan: 86 in. (7.2 ft.)
Wing Area: 1,245 sq. in.
Length: 69 in.
Engine: 1.20-1.80 2-s,
1.20-1.80 4-s
Weight RTF: 13-17 lbs
Wing Loading: 24-32 oz/sq.ft.
Radio: 4 ch w/ 5 servos
No. 127570
299⁹⁹



Super Decathlon 370-EP

Electric Powered Park Scale™ Flying Takes A Giant Leap Forward!

Park Scale™ flying means never having to travel far away from your neighborhood to log some "stick time!" That schoolyard or park down the street might just be big enough for models like this one. This one's a real beauty! It's hand built from the lightest balsa and plastic materials, then hand covered in a real iron on covering. No. 128414, Only **\$64.99**

Specifications:

- Wingspan: 28.75 in.
- Wing area: 151 sq.in.
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