



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

March 2003

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airplanes with only three or four others in the air instead of seventeen. We even supply pizza so you can keep our fat index up. All disciplines are invited to attend. Flyers and information for all these events will be in the newsletter and on the Web Site.

As you can see from the foregoing we are trying to address the interests of all types of flyers, from hard-core racers to casual sports flyers. By providing a controlled, insurance protected environment for the various groups to fly I believe the Valley Flyers are contributing to the betterment of our club and sport. I hope you all see your way clear to attend one or more of these events.

Till Next Time

Treasurer's Report

By Matt Carroll

Account Balances as of 2/28/2003

Checking	\$4,044.36
Savings	\$2,642.78
<u>Total</u>	<u>\$6,687.14</u>

Board Member Letters

President's Corner

By Barry Leavengood

Here it is March and things are in full swing. The next Valley Flyers event is the Jet Rally on March 29th and 30th. The CD for this event is Bob Wilcox and I'm sure he will do a bang up job. We have a large number of jet pilots in the club and this event gives them a chance to strut their stuff. Due to field limitations we do not expect a huge turnout but there will be more than enough to fill both days of flying. These models are technical masterpieces and this event gives those of us who fly other disciplines a chance to see the nitty gritty details. So come on out and have a great time.

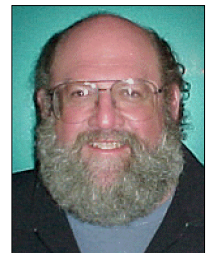
Following the Jet Rally will be JR Gold Cup Quarter Forty Race on April 12th and 13th. This race is part of the premier racing series sponsored by JR and Powermaster. Some of the best racing pilots in the world will be competing in the event so if you want to see non-stop action and excitement come on out and watch or help run the event.

Next up will be a one-day Helicopter Fun Fly held May 10th. This will be an informal fun fly put on primarily to support the local helicopter contingent. Mitch Kahn will be running it so you know it will be good. There is even some talk about extending the event into the evening for some spectacular night flying. I don't know if this will happen this time but if it does its something to see. The final event I'm going to address is the Pizza/Fun Fly/Swap Meet on May 25th. Greg Horwitz will be putting this one on and if past experience is any judge it will be great. The Fun Fly provides a controlled environment instead of the usual weekend "zoo". It gives flyers a chance to fly their "good"

Program Director

By Ricc Bieber

I have a lot of information here, so please try and keep up! If you missed it the first time, you can always go back and try again.



First, at the end of this month, we have the Jet Rally, March 28-30. WE NEED HELP! Part of the money the club uses for give-aways comes from the success of our functions, and this depends on you! The more we make, the more we have to spend. Simple math. We need people to work at various places on the field, not the least of which is the food concession. Please contact the event CD for direction.

April 11-12 brings us the JR Gold event. Once again, PARTICIPATION! The more the merrier, not to mention easier on everybody. Even 2 or 3 hours can make a difference. And we will have the food concession. Keeping it simple, makin' some dough.

We would all like to thank Ralph Herman for stepping up at the last

Board of Directors - 2003		
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Treasurer	Matt Carroll	mattc@phatnoise.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.

minute to be our program at the February general meeting. He did a great job, and we look forward to his continued participation.

March meeting is Matt month. Matt Carroll is our continuing education instructor on aerodynamics. Should be interesting for old and new members alike.

April will see Scott Sweet (for sure, this time!) as the battery maven. Ralph gave us a good overview; this will be more technical, and very informative.

OK, guys. It's that time again. ROG (Rise Off Ground) is coming to town! May is the month. Meeting is the place. Pizza is the meal. Fun is the evening. You need to be there. Consider this your first warning, and make your plans accordingly! I will pester you for the next couple of months. Be afraid. Be very, very afraid.

That's all for now. See you at the races!

Membership Report

By Dianna Myers

This month we didn't get any new members, but we did have several renewals. It is important to remember that membership in the AMA is a prerequisite for all Valley Flyers members. We have had several people join or renew their membership in the Valley Flyers who have either not joined or renewed their membership in the AMA. There about a 30 day grace period in which I try to contact the members, after which their membership is voided, until the AMA is made current.

Safety Views

By George Finch

Well, another Turbine Tim, known for flying beautiful Tweet twin turbines (try saying that fast three times), lost a scale Macchi turbine ARF over in the Woodley median and did some brush and pine tree clearance before the fire trucks arrived. That ARF is known to have a weak tail structure.



Instructor Tim (not a Valley Flyer) apparently forgot to ask his student, "Where is the throttle?" before pushing the trainer button. Anyhow, the result was a short high-speed taxi from the back of the pits to the wing of a previously spotless 35% Extra, where a large chunk of the underside of the Extra's wing was removed by the trainer's prop. Expletives were uttered, but no physical violence between humans occurred. Something for instructors and would be instructors to understand is that the instructor is the pilot in command at all times, so handover to the student should only be accomplished when the safety of other aircraft is assured. Personally, I always ask about throttle position and only turn a plane over to a student in the pits after the student has shown substantial skill.

Some interesting fess ups occurred at the February general meeting. One I had never thought of was that Nylon bolts can get brittle and that over tightening them can result in cracks between the head and the threaded shaft. Seems one of our members lost an Air Cruiser during the last race when the wing bolts sheared their heads.

Cheap Lithium-ion batteries are now available which provide a huge capacity without much weight. I am dealing with some 41 Amp/hour (41,000 mAh) cells (which are not normally cheap) for one of my down the road projects. My recommendation is use the proper constant voltage charger, but treat them like a lit firecracker whose fuse you

can't see. If you can, put them in a secure enclosure when charging them and always wear some sort of eye protection when you are around them. Also make sure there is no way for them to short out. They contain a large amount of energy to start fires with. Also, Lithium is very caustic, and if it gets in your eyes, it is highly likely that you will have to make a trip to Guide Dogs for the Blind to pick out a pooch. My brother uses them at his company, and a technician put a Li-ion pack on the wrong charger. He had just left the room when the explosion occurred. It made a mess, but at least no one was injured. Better yet, use only the Lithium polymer batteries, that if severely abused may pop like the bubbles of bubble pack, but not explode.

Thanks to Scoot for the next one, seems a Twirley Tim somehow lost part of the landing gear of his .90 powered heli. Twirley Tim 2 not wishing for Twirley Tim 1 to go through what he believed was needless repair and expense, decided to pluck it out of the air. Tim 2 got under the hovering beastie and grabbed hold, thinking he could support it as the rotors slowed down. Somewhere Tim 2 forgot the laws of physics having to do with gyroscopes because he inputted a pitch force to the chopper and the chopper rolled. As the spinning blades were now approaching his waist where he has something he values greatly, he grabbed what he could to stop the roll, ending up with his hands tightly gripping a very hot muffler. Cold water was quickly applied to his hands, but he still ended up with very painful second-degree burns to them. Someone suggested that he was apparently trying for a Darwin Award (for stupid people that remove themselves from the gene pool) because about a year ago, he tried the same thing and ended up getting blade whooped on his back. Guys, I don't care whether you are flying \$15,000 worth of turbines, or 1000 hours of work, there is no time in our hobby when you should risk personal injury to save an air vehicle.

I usually write about screw-ups, but I have to say something about the Saturday before the Giant Scale Fun Fly was close to blown out. That Saturday was a glorious day, blue sky with occasional puffy clouds, temperature in the 70's and just enough wind from the South so that no one was confused about which way to land. Park fliers at the north end away from the flight line and within the field boundaries, and the heli guys were even removing their flags when they were finished flying at the South end without being asked. Jason flew his huge yellow CAP for the first time (its awesome in the air), a bunch of turbine fliers were safely flying one at a time, and even Terrible Tim seemed to have gotten the word and was not scaring the peedle out of those on the flight line. There was a crash every so often, but not by a Tim as far as I could tell. Makes me think that the Tims are getting "the word". Sorry, I am told that the following Monday, he was terrorizing the flight line, so his flying probably depends on how much medication he has taken.

SAFETY, EVERYONE'S RESPONSIBILITY

Rotors and Motors

By Mitch Kahn

I have an incident to report that occurred last Saturday. It is a collection of problems that joined together in an almost disastrous way - a perfect storm, if you will. I first want to state that I am seeing a growing positive attitude within the helicopter group. It is not because of this incident, I think good sentiment has been growing anyway, but a number of the usual suspects took part, or witnessed it, and perhaps it helped to reinforce some things for each of us.



We started with a busy Saturday morning. A competent and experienced pilot brought out a remarkable and unusual new helicopter. One tank of fuel started breaking in the motor, and a second one test hovered it for the first time. It was beautiful and

amazing and it attracted all of the attention. Big problem number one: one side of the landing gear vibrated loose. It is designed to shear off in a crash and they are not through bolted. Regardless, there is an expensive, brand new helicopter that cannot land. I moved further away as 5 or 6 people flocked to his side. Someone brought out a box that he was going to try to half land on. The box collapsed and the attempt was aborted. The next thing I saw horrified me; one of the guys walked out and was obviously going to try to grab it by the base. I was too far away to get there so I was a witness and not a participant.

I want to pause to talk about river rapids. I haven't done much, but I have been on rafting trips 4 or 5 times. I am no expert by any means, but the guides are a wealth of information. Individual rapids are rated on a scale of 1 – 5 for level of difficulty, with 5 being the most difficult. We began to realize that some of the rapids we were running seemed to be rated higher than others even though they seemed to us to be easier to run. The guides said they were rated not only by difficulty, but also by consequence. Some rapids have relatively easy paths through them, but if you miss that easy path, you were thrown into a dangerous area. Also some rapids were more remote than others, and if it went bad, the nearest place to be airlifted out was still days down river etc. In other words, some rapids have higher consequence than others.

The consequence of what was about to take place was enormous. If things went bad, it could easily go really bad. And the alternate was a manageable loss of some equipment. I won't list the reasonable options (hindsight being 20/20) because I know that fuel was getting lower and the path was already chosen. Big problem number 2: as soon as the "catcher" touched the remaining carbon skid, the radio reacted badly. From my vantage point the engine raced, and it was claimed that the other channels started glitching. Big problem number 3: the exhaust on this heli runs down the entire length of the bottom, which was grabbed next. Perhaps it should have been let go, perhaps it could have still gotten better; remember, there were carbon fiber blades rotating inches from everywhere and your hand was burning. A moment later it was over. The helicopter was thrown violently into the ground where things were still spinning and breaking and still way too close to too many people. Both hands were fairly badly burned requiring an emergency room visit, and certainly weeks, or more of discomfort.

It was a bad call. It was a very bad call. It is also one that is all too easily made, and is made in this hobby too often – the desire to save equipment over risk of injury. I do think lessons were learned, and I hope that we adjust ourselves accordingly. Just keep in mind the consequences of some of the things we do; keep them in mind at least as well as by what might be gained, if we "get away with it". This is the greatest of hobbies for me, as it is for most of us. Don't allow the risks to have the odds skewed any more in their favor than they reasonably need to be.

I am glad it didn't get any worse than it did. I am glad the medical damage will be recoverable. Please be careful and deliberately conscientious. Also, if someone else is doing something that could be done safer, please point it out to that person. We are the best people to maintain safety where we fly.

(Sidebar)

Coming up quickly is the May 10th FunFly. People are starting to like the idea. I think most of the guys who are here on any given busy weekend will be interested in joining the VF 3-D Squadron (I think that is what we are still calling ourselves). It does seem as if there is a cohesive helicopter group forming. I believe we can make a worthwhile satellite club of the Valley Flyers.

I also want to extend a large note of thanks to Scott Sweet. Scott has been sitting in for me at the General Club meetings and, very importantly, the Board meetings. With my evening work schedule I

cannot make any of these, and having Scott there is a tremendous service to the club and the helicopter guys in particular. Thanks Scott.

LA Jets (Article 1)

By Robert Janiger

Hello, My name is Rob Janiger, I am your new Jet Director.

And now for some ancient history- I have been flying at the basin since 1968 when Colby Evett taught me to fly R/C. I built and flew free flight before that; airplanes have always been a consuming interest of mine.



Matt Carroll, Colby Evett, Rob Janiger

The advent of the model Gas Turbine engine has kicked my modeling activity into afterburner, creating a great deal of joy and a certain amount of frustration (they are models after all).

We are seeing quite a few new Jet modelers at the field lately, and generally the high standards of safety, construction, and field courtesy, that are necessary with these high performance models are being upheld.

That being said - I do feel the need to mention that because our Jet models draw attention as an easily definable group separated from the larger modeling community, this means we have to strive to set a noteworthy example of both safety and courtesy. In addition most models at the basin are easily confined to the available airspace, with the Jets we need to be very aware of our boundaries and altitude.

Stepping off the soapbox- it sure is great to be able to see this planes fly on a regular basis, and the spectators really seem to enjoy them also.

A few of us are getting ready to go to the "Jets over Florida" meet. I hope we have better weather this year, last year we had to fly in the rain (it wasn't great for our transmitters), we've got it great here in California.

If anyone has any questions or needs help with their Jet please don't hesitate to ask, I'll do my best to be helpful, as I'm sure all the Jet pilots would.

The L.A. Jet rally is March 29th & 30th.

LA Jets (Article 2)

By Robert Janiger

Hello again, I've got a few topics this time, Jets over Florida, Schedule of upcoming jet events, Jet crashes, and tips for the good health of your Turbine.

Here is a partial list of events: Tucson Jet Rally- March 14-16, L.A. Jets-March 29th & 30th, Best in The West- April10-13 (Prado Airpark), Dixie Jet Rally-St George Utah, Morgan Hill- August, Texas Jets-Lubbock, Mississippi Afterburners, Greater Southwest Jet Fly Texas, Montana Jets, Whidby Island, Fresno Jets- September, Superman, Metropolis IL- October, Mesa Arizona- November. I realize this list is incomplete. I will make corrections when I get the correct info. As it stands it can help your planning for 2003.

Florida Jets 2003 The Bar was great. Oh and we did some flying too. Representing the Valley Flyers, Matt Carroll, Jason Somes, Bob Wilcox, Sung Kim, And Rob Janiger. Sung won 2 awards with his Dragonfly congratulations to him and Henry. Jason was able to sweet talk Frank Tiano into letting him fly the Turbine Heli. He got a lot of great flights on it, as well as many sorties with BV's Bobcat. Matt made some spectacular passes with his Phantom, and believe me the crowd noticed. I got in a lot of good flights including some visibility testing. Bob was way to busy to even think about flying; actually I think we've lost him to Helis.

And now those Crashes. In the last three weeks 2 jets have been totaled, one resulting in a rather large fire in the median on Woodley Ave – This was a loss of control, cause unknown. This is a very alarming scenario, and we should all strive to make sure it doesn't happen again. Everyone that flies Jets at the basin is lucky that no one got hurt. The other incident was an airframe failure (due to a manufacture's defect), now this is second hand info- I wasn't there but I'm told it was a real spectacle. My condolences to these 2 pilots.

Turbine longevity - Use a FOD screen it works, I recently did some maintenance on a motor that had 200 plus runs on it with a FOD screen in place and the compressor wheel along with the balance were perfect. This is not the case a great percentage of the time without the screen; often a small piece of debris damages the compressor wheel, throwing it out of balance resulting in ruined bearings, and an expensive repair bill for a new compressor, new bearings, and a lengthy rebalance. Also don't crash- listen to your friends at the field if they notice something on your plane that doesn't look right. A fresh perspective is sometimes needed to notice a problem. The same applies while flying, listen to your spotter they are there to help you.

That's all for now.

From the Editor

By Dianna Myers

Two big projects are finally getting going. The first is the making of the Apollo XI facility schedule signs. The schedule has finally been finalized and approved. I have completed the layout for the first set (January through June). This layout will be going to the sign printer mid-week.

The second big project is the airspace reallocation and rules signs. This is a very large and visible sign so it needs to be very professional. The illustrations for the airspace are being completed. And once the illustration is complete the final layout will be done with the illustration positioned and the rules attached and the entire thing formatted to fit the sign space. I expect this process to take about two weeks to complete, before the signs can be sent to the sign makers.

Articles for the newsletter

Again, 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

February Valley Flyers Giveaway Results

By Bob Smith

\$25 Hobby House gift certificate	-	Jim Shaffer
A6 Intruder shirt	-	Dan Ziliak
Trainer ARF	-	Dan Ziliak
Brown push rods	-	Dave Hendrex
Dubro Servo arms	-	Jacques Toselli
Dubro Servo arms	-	Paige Dunlap
Servo arm drill set	-	Paige Dunlap
Fuel pump	-	Dave Hendrex
Fuel pump	-	Gene Sidwell
Hobby Lite	-	Dan Ziliak
Motor Mount	-	Dan Ziliak

Looks like it was Dan Ziliak's evening!

If you have any suggestions or requests for the monthly giveaway, feel free to email me at flynbs@pacbell.net or contact me by phone 661-298-2614.

Information for New Members

By Bob Smith

You might have noticed a few articles from me regarding naming the members that supported the club in the most recent field events.

There is a little more involved than listing the names in the newsletter. I also track the names and number of times the member participates in working as a club official and CD. Around November of the current year, I'll make tickets for all the instances that you have participated as an official. These tickets are then used in a drawing for aircraft and helicopter prizes. The more tickets you have the better chance of obtaining a nice gift. The limit is one gift per member after a complimentary gift is given out to everyone that worked as an official. So, there you have it. By the way, the monthly give away along with the annual version have gifts provided at cost to the club by The Hobby House.

And one more reminder; take your Valley Flyer membership card with you when visiting the Hobby House to get your 10% discount!

Check That ARF

By Barry Leavengood

I had an enlightening and scary experience at the last Slo-Quicke race. During an early morning trim flight Sonia, my wife and caller, noticed a "funny noise" coming from the plane. I, of course, thought nothing of it and didn't bother to check anything. The thing flew ok so what's to check? The first heat came around and off we go. Rounding the first pylon I almost crashed and things went downhill from there. After about a lap I pulled up and chopped the throttle, as the plane was almost unflyable. While trying to land it took all the right everything I had to keep it from spinning in to the left. Now I decided to check it, you can imagine what Sonia had to say, but could find nothing wrong except the rudder trim switch on the xmitter was bumped over to the left. Thinking that must be it we went out for the next round. Same thing again only worse. Came back after a really shaky landing and another zero for the round and figured it had to be the wing servo right? Changed it out went out for a test flight only to

find it was worse than ever. Really mystified now I started tearing the plane apart looking for something broken. I just happened to notice a wrinkle in the covering along the leading edge of the left wing. Upon closer inspection the covering on the left wing had separated at the seam along the leading edge and apparently was ballooning up when the plane got to any speed at all. Kind of like attaching a parachute to the left wing tip. I made a temporary repair with race tape and that completely cured the problem. In ending this funny now but not so funny then story I guess the morale is listen to your significant other once in a while and spend a little extra time checking your latest ARF because some times the quality ain't so good.

Overlooked but Not Forgotten

By Bob Smith

I received an email the other day from Bill Langham letting me know he had worked at the February 2nd race. You're in Bill. Thanks for the update.

Reading the newsletter has once again proved to be advantageous!

Based on the February newsletter, we had Valley Flyer support for the trainer race on February 15th. According to Barry Leavengood, Dave Hendrex, Video Vic, Harvey Elmes, Sam Gengo, Tom Gabor, Mitch Kahn, Travis Flynn, Jason Somes, Matt Carroll, Sonia Leavengood and George Finch were the officials. If you are not listed let me know, preferably by email at flynbs@pacbell.net. Credit given!

Valley Flyers Meetings Minutes

General Meeting

February 25, 2003
by Gregory Horwitz

7:30 PM meeting called to order by our President, Barry Leavengood, who also led us in the pledge of allegiance.

New members and guests were introduced and welcomed to the club. The fence at the Heli end of the field will be moved so as to include one of the gates for easier access to the Heli area.

The long awaited rules for the flight field will be published soon.

There is a Heli fun fly scheduled for May 10.

Scott Sweet will be taking over as Helicopter director from Mitch Kahn, who's work responsibilities prevent him from continuing.

The February Q-500 race was cancelled due to extremely high winds.

The February Trainer/T-6 race was a good event with 28 pilots flying in 4 classes. There will be an article in the newsletter.

The Giant Scale Squadron has an event on March 15. Marv Zauss, the event CD, invited all to attend. Just remember the airplane must have an 80" wingspan (or 60" if a Biplane).

Bob Wilcox will be the CD for the Jet Rally scheduled for March 29 & 30.

The JR Gold race is scheduled for April 11,12 & 13. Horizon will provide prizes for the course officials.

Matt Carroll represented the Valley Flyers at the "Florida Jets" event. He was joined by other VF members including Bob Wilcox and Jason Somes.

Paige brought to the attention of those present the fabulous job Dianna has done with the membership. And the very professional membership package sent to all the members.

The program for the evening was Ralph Herman, who gave us a very informative presentation about the latest battery technology.

Show and Tell followed with:

Ricc Bieber brought his nearly completed Sig Kadet Senior.

Jason Somes brought a HUGE 43% Cap 232

Bob Smith showed us the floats he has been working on for his first venture into float flying.

Jay Replogle brought in two new electric models

Barry Leavengood had a Predator, which he uses for the Slow Quickie races

Chuck Thompson brought in a modified Balsa USA Enforcer, he also made some adjustments to the Super Tiger engine to make it run backwards as a pusher with a conventional prop.
Bob Adams concluded the meeting with the Raffle

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

Apollo XI Facility Schedule

Date	Club	Event	Contest Director		
FEBRUARY					
15	Saturday	VF	T-6/Cruiser/Trainer Race	Barry Leavengood	(818) 998-4564 bl10@aol.com
MARCH					
16	Sunday	GS	Fly In	Marv Zauss	(818) 768-0855 mzauss@earthlink.net
29	Saturday	VF	Jet Rally	Bob Wilcox	(818) 203-4923 bgwc@earthlink.net
30	Sunday				
APRIL					
11 ½ Day	Friday	VF	JR Gold Races	George Finch	(310)459-1577 gwfinch@aol.com
12	Saturday				
13	Sunday				
MAY					
10	Saturday	VF	Heli Fun Fly	Mitch Kahn	(818) 708-9725 mknla@juno.com
25	Sunday	VF	Fun/Fly/Pizza/Swap Meet	Greg Horwitz	(818) 609-7633 gshorwitz@aol.com
JUNE					
7 ½ Day	Saturday	VF	H. Reed Q40/Q500/APRA	Barry Leavengood	(818) 998-4564 bl10@aol.com
8	Sunday			Ron Nelson	(818) 845-9739 rnelson@earthlink.net
29	Sunday	VF	Fun Fly/Engine Clinic	Harvey Elmes	(661) 298-2614 helmes@thevine.net
JULY					
13	Sunday	GS	Fun Fly	Dave Hendrex	(323) 758-2935
26	Saturday	VF	T-6/Cruiser/Trainer Race	Chris Hoyer	(818) 709-1551
AUGUST					
10	Sunday	VF	Q40/Q500/APRA	Chris Hoyer	(818) 709-1551
11	Monday	VF	Camp Encino	Harvey Elmes	(661) 252-1477 helmes@thevine.net
29 ½ Day	Friday	VF	Helicopter Classic	Mitch Kahn	(818) 708-9725 mknla@juno.com
30	Saturday				
31	Sunday				
SEPTEMBER					
21	Sunday	GS	Fun Fly	John Curran	(818) 701-9663 fly300s@aol.com
OCTOBER					
5	Sunday	GS	BBQ		
26	Sunday	VF	Fun Fly/BBQ	Bob Smith	(661) 298-2614 flynbs@pacbell.net
NOVEMBER					
9	Sunday	BS	Electric Fun Fly		
23	Sunday	VF	Q40/Q500/APRA	George Finch	(310) 459-1577 gwfinch@aol.com
DECEMBER					
7	Sunday	GS	Toys-for-Tots	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 will be closed before noon if a significant number of event participants are present and ready to fly. The exception to this is Pylon racing in which case the field will always be open for sport flying during the practice day morning.

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TURBINE POWERED HELICOPTERS ARE WELCOME!

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TWO DAYS

SATURDAY & SUNDAY
MARCH 29TH & 30TH

9AM TO 4PM
\$30 PILOT ENTRY FEE
TURBINE FUEL AVAILABLE

APOLLO XI FIELD

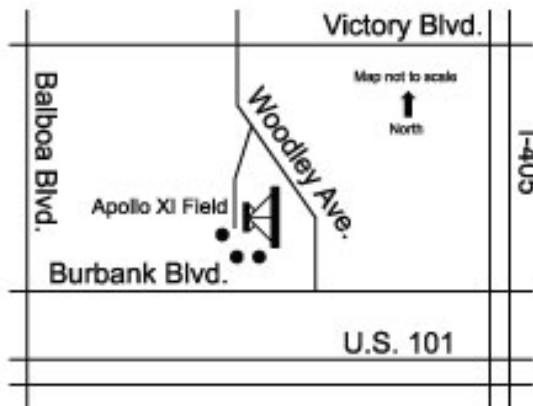
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PRODUCT DEMONSTRATIONS




2003

JR GOLD CUP 2003 LA

APRIL 12TH & 13TH AT THE BASIN

HOSTED BY THE SANFERNANDO VALLEY FLYERS

- AMA and NMPRA membership required.
- Hardhats required.
- Transmitter in pound strictly enforced.
- APC props will be randomly checked for legality.
- Registration no later than 4:00pm Friday.
- Planes weighed after each heat.
- Freq are based on earliest post mark.
- Trophies to 5th and fast time.
- Four per frequency.
- Food stand will be open 

CD: George Finch (310) 315-8234 gwfinch@aol.com
 Race Admin: Barry Leavengood (818) 998-4564 bl10@aol.com
 Field Directions at valleyflyers.com

Entry Fee
\$70.00

Airtel Plaza Hotels
 7277 Van Nuys Ave.
 Van Nuys, CA 91406
 (818) 997-7676
 \$149.00 + Tax

Motel 6
 15711 Roscoe Blvd
 Sepulveda, Ca 91343
 PH (818) 894-9341
 \$67.25 + Tax

Best Western (Carriage Inn)
 5525 N. Sepulveda Blvd
 Sherman Oaks, CA 91411
 (818) 787-2300
 \$81.00 AARP/\$85.00 AAA

Heritage Motel
 15485 Ventura Blvd.
 Sherman Oaks, CA
 PH (818) 981-0500
 \$59.00 + Tax

Days Inn
 19170 Ventura Blvd
 Tarzana, CA 91356
 PH (818) 345-9410
 \$99.00+Tax

St George Motor Inn.
 19454 Ventura Blvd
 Tarzana, CA 91356
 (818) 345-6911
 \$68.00 + Tax

**FUEL SUPPLIED BY
 POWERMASTER**



Entry Form

Name: _____ Date: _____

Channel: _____ AMA #: _____ NMPRA #: _____

Make checks out to The Valley Flyers. Mail to Barry Leavengood, 10855 Remmet Av, Chatsworth, CA. 91311

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.60 ARF**

ARF

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May 1st**



Improved!

New features:

one-piece flaps, barn door ailerons, wood wing tips, painted F/G cowl, airfoil shaped stab!

Specs:

Wingspan: 66.5 inches
Wing Area: 830 sq.in.
Length Overall: 52.5 in.
Weight: 8.0 to 9.3 lbs
Wing Loading:
22-25 oz./sq.ft.

Function: A/E/R/T/F

Equipment needed:

Radio: 5 ch. w/6 servos
Engine: 61-81 2-stroke
or 66-81 4-stroke

Item No. 125822

ONLY

159⁹⁹

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No. 211315
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**Yellowjacket
.15
R/C Engine**

**SAVE
\$10.00**
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FUEL**

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Regularly 2.99 ea.

**6 R/C
Long
Glow Plugs**

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**Blue Max
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R/C Airplane**

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Harness**

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Launcher**

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