



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

May 2003

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**Remember the
Valley Flyers General Meeting
is Tuesday May 27TH at the
Encino Community Center.**

**This month's event is the
R.O.G.**

it is exciting. George Finch was the CD and I assisted. This was be a good event and added a fair amount of change to the Valley Flyers coffers.

Dianna finished the 2003 schedule signs and the first half of the schedule has been posted. Everyone should take a look at the schedule, either the signs at the field or the web site so you know when the field is closed for events.

The new rules and flying space allocation signs are ready for final OK by Recreation and Parks. Once approved it should be only a couple of weeks before they are posted. As soon as the signs are up we will allocate pit areas then move on to improvements for the helicopter and park flyer areas.

Till Next Time

Board Member Letters

President's Corner

By Barry Leavengood

The event season is well under way now. The Jet Rally, held a couple of weeks ago, turned out well. Bob, Matt, Rob, Dianna and a host of other Valley Flyers made the event a pleasure to attend. I was there both Saturday and Sunday mornings and heard no complaints from anyone, great job guys. The turn out was something in the nationhood of 25 which is exactly where Bob and crew wanted it. This event is not meant to compete with the huge "National" jet rallies. We really don't have the facilities to support that size event so we do an event designed to attract mostly local fliers. The Valley Flyers did the food for the Jet Rally and it was a great success both from the quality of the food and revenue points of view. Unfortunately Matt lost his beautiful F-4 on Sunday. I'm sure he and Dianna are still in mourning. The event added about \$1,000.00 to the Valley Flyers bank account.

Sonia and I along with Richard Dragin and Gene Sidwell attended a Trainer, T-6, Aircruiser and Slo-Quicke race at Whittier Narrows this last weekend. We all, except maybe Gene as both his planes crashed, had a great time and held up the Valley Flyers honor with a 1st and 2nd in T-6 and a 1st in Slo-Quicke. These events are lots of fun and low pressure. We have one more of them scheduled later in the year and if you want to have a blast come out and join the fun.

We are privileged to have been asked to put on one of what is regarded as the premier race in the country the JR Gold Cup. The only class flown is Q40 which is the fastest of all the AMA 40 size racing classes. These planes attain speeds in the mid 180 mph range while racing. We race them four at a time around a closed pylon course and

Treasurer's Report

By Matt Carroll

Account Balances as of 4/30/2003

Checking	\$4,684.51
Savings	\$2,647.67
Total	\$7,332.18

Board of Directors - 2003

President	Barry Leavengood	bl10@aol.com
Vice President	Greg Horwitz	gshorwitz@aol.com
Treasurer	Matt Carroll	mattc@phatnoise.com
Events	Ron Nelson	rnelson@earthlink.net
Programs	Ricc Bieber	riccipoo@aol.com
Membership/Newsletter Editor	Dianna Myers	d.myers@valleyflyers.com
Safety Officer/Training Coordinator	George Finch	gwfinch@aol.com
Helicopters	Mitch Kahn	mknla@juno.com
Jets	Rob Janiger	rob4988@cs.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

OK - It's here! The ROG! May 27th at 7:30 P.M. at the usual meeting place. Come at 6:30 for pizza and sodas, \$5.00 per person.

Bring aircraft for the following categories:

- 1) Peck Flea or equivalent, distance and duration.
- 2) Scale, distance and duration.
- 3) Open class, distance and duration.
- 4) Best of Show, public choice.



Now, to be perfectly clear, ROG means 'Rise Off Ground'. All aircraft are to be powered by rubber bands. No Co2. No fly power. No moth power. No baking soda and vinegar. Only rubber bands. This also does not include flubber as a power source; so don't even think of it!

Bring the kids and your friends, as this is a good fun event. See you there, and bring your appetite, too. Yes, Bob, we have pizzas with anchovies!

Membership Report

By Dianna Myers

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

New Member Name(s)

Abigail Furgol	Brian Kerr	Daniel Ziliak
James Shaffer	Mike Cirona	Norbert Lalley
Tony Di Leo		William Barrett

Safety Views

By George Finch

Well, I got an E-mail from a Tim that asked when he could use the big car track on the West side of the parking lot to run his cars (the U-Control circles). Of course the answer is never! If you see cars being run, do your best to run them off. Some cars are on 27 MHz, which causes a frequency conflict with cheaper park flyers. Also, it is not totally unknown that the unknowing occasionally use 72 MHz instead of 75 MHz. Be sure to be strident if you see someone using a transmitter with a stick assembly. By the way, soon, if not already, there will be a flag post at the north end for the 27 MHz frequencies.



Well Tim got lucky. He asked for help before flying a Right Flyer for the first time. He had been given the ARF in the box, but he testified that no instructions had been provided. The globs of glue on the elevator hinges looked strange so I put a little pressure on the elevator, and off it came. I think he used rubber cement. Then, I tried the ailerons and found they were not glued in at all. Off came the wing and I found that the rudder servo was adjusted so no matter which way the servo turned, the rudder went only one way. Moral, if you are going to help someone, do a complete inspection.

SAFETY, EVERYONE'S RESPONSIBILITY

Training

By George Finch, Acting Training Coordinator

Kudos to both Ron Nelson and Dave Hendrex. Ron assembled a Right Flier .60 as a club trainer and Dave checked out a donated EZ low wing ARF that the Club will use as an advanced trainer for any member who wants to try a tail dragger that will spin, before purchasing the second airplane. The EZ was donated as a complete setup, but the transmitter is PCM and does not have a trainer cord connection. Also, the K&B .28 Sportsman on it needs more nitro than the normal 15%, as it is a little weak. By the time you have read this, Dave and I will have worked out a trainer box setup for it.

I was happy to see that students are "paying back" by working the club events. If you haven't, the Howard Reed Memorial Races (two days, two races) are coming up. Ron and Barry, the CDs, will be looking for help. Howard literally expired doing what he enjoyed, racing. If you want to hear the whole story first hand, try to catch Jay Replogle when he isn't busy.

Rotors and Motors

By Mitch Kahn



The days at the field this past month have been pretty incredible. There have been no big mishaps with helis that I am aware, and it seems that every day I have been there this month, we have had great flying and good times. Just about every weekend there has been a bbq and worktables just full of helicopters. Don't get me wrong, there have been accidents uncounted and piles of broken parts, it's just that everybody has been having fun also.

There has been a steady stream of new faces with new equipment, old faces with new equipment along with the regular's standbys. We still see a majority of Raptors on any given day, but there are also many others as well, along with a fair number of exotics. I have not traveled extensively to heli fields around the country, but I cannot imagine the variety and numbers that show up and fly on a regular basis at Apollo at too many other places. There are Bergens in several flavors, a good showing of Miniature Aircraft Furies, JetCat Turbines (several are flying here regularly), a Heinslet 3-D NT, an occasional Vario or 2; there was even a Kyosho Caliber, some beautiful older TSK's and Kalts (Max), a variety of interesting electrics (Hornets, Logos, Mosquitos, and a Joker), a nice Freya or two, and on and on. Apollo has become a dynamic and interesting place to fly, and it is attracting dynamic and interesting people and equipment.

On May 10th San Fernando Valley Flyer Helicopter Squadron had the 3-D "Mini-Classic". It is a One Day Helicopter Event. The Helis have the field all day Saturday and into the night for night flying. There will be a camping permit Friday night for those who want to arrive before, and a camping permit for Saturday night for those who want to stay after.

Being a one-day event will keep the size limited. At the last Big "Classic" we had pilots from France, Australia, Mexico and all around the country. I don't expect that kind of turn out for this one day, and this is actually preferable for this event. I am hoping to encourage our local pilots mostly, the ones that are here on any given Saturday or Sunday. It is these pilots who should form a core of members into the helicopter segment of the Valley Flyers, and it is here I am going to solidify the issue.

The event will cost \$15 (AMA required of course), only \$5 if you are a current VF member, or it will be free if you sign up for VF membership

on the spot (\$20 in May). I am specifically looking to get the guys to join the club, so they feel that what they are taking part in is cohesive and directed. We can make changes as we see fit as a group. We can set the pit area up properly as a group. We can take care of problems at the field as a group. I encourage anyone in the extended local area to attend, of course, but it is primarily designed for those who fly here regularly.

Once again, I am putting out a plea for someone to write a guest article. Anything about helis or the Basin or anything related. I am talking to YOU. Write a paragraph about a project or a skill or maneuver you are working on, something you saw or would like to see. Support for the club is many fold, and keeping enthusiasm up is one of them. Try to contribute in this way. Send anything to mknla@juno.com and I will forward it along.

LA Jets

By Robert Janiger

OK, now for some news; there have been a few Jet rallies since the last column, LA Jets, Tucson, Best in The West, and Dixie Jets. I got to fly at these events and had some fun, and unfortunately broke some airplanes. The Valley Flyers had almost all of their Jet pilots turn out for LA jets, but it was a sad showing at the other events. Its great to fly at other fields, get a chance to see a variety of other aircraft as well as meet other Jet pilots, and see old friends.

Most of you were at LA Jets so you got see some great flying, only one crash Matt 's F4 Phantom.

Tucson was really beautiful with moderate to heavy winds as a storm was on its way. The field has its challenges as the runway while long enough is very narrow; at times it felt like trying to land on a ribbon. Jason, Bob, Matt, Dianna, Brandon, and myself from the Valley Flyers were there. The flying was really exceptional, however a few pilots crashed while trying to land on the narrow runway during the strongest crosswinds, it was a challenge.

Best in the West was a superbly organized event by Mike Sinareki from Hitec. I got to fly on Thursday and Friday when my MB 339 shed its left wing while in flight, it broke apart pretty thoroughly when it hit the ground. I had to work so I missed Saturday and Sunday. The usual suspects represented the V.F. Jason, Matt, Bob, me. See I told you it was time that more of you go to these events.

Dixie Jets in St George Utah is a truly outstanding place to fly. The field is an old full size runway set on top of a mesa. The weather was not that great with strong afternoon winds, we had to shut down early on Saturday. But not before I crashed my Hotspot. From the V.F. we had Bob, Spencer, and Myself.

Just so it wasn't for nothing- I got the Best Crash award at both Best in the West and at Dixie Jets. Wow that hurts.

From the Editor

By Dianna Myers

As you know in April 2003 no newsletter was published due to an overwhelming lack of support by the board and club in general. After putting out an email to the entire club I received 4 responses, only one of which was an article that could be used in the newsletter (see article To the Editor, in Members Corner).

The newsletter is for the members, to inform and help. It is high time the members take some initiative and start coming up with articles for the newsletter. This is the second time in 3 years that I have had to

forgo publishing of the newsletter due to no articles. It is also worth noting that no meeting minutes for either the Board Meetings or the General Meetings have been submitted for publication in months.

Wondering how to submit newsletter articles? Articles can be submitted via email d.myers@valleyflyers.com. The monthly deadline for newsletter articles is the first Tuesday of each month (this date coincides with the monthly board meeting). Articles received after the deadline will be held over until the next month a newsletter is published.

Members Corner

JR Gold 2003 at the Basin

By Bob Smith

On April 12th and 13th, the Valley Flyers hosted one of the JR Gold races for 2003. There were 29 entries and it is my understanding the club receives a contribution from JR et al of \$1500 from the entry fee pool for hosting the event. Not bad for one and a half days work!

We pulled it of (11 rounds) in good style with a little help from our San Gabriel neighbors, Terry Williams and Denis Moran. The list of additional officials is as follows:

George Finch (CD), Barry Leavengood (Administrator), Harvey Elmes (starter for 9 rounds on 1st day), Michael Germansky (starter for second day), Ken Wright (starter's assistant), Fred Roberts (pit boss), Sam Gengo, Bob Adams, Robert Minsk, Jim Moorehead, Jim McGinnis, Dave Hendrex, Sonia Leavengood, Christine Gonzales (Leavengood guest), Carly Leavengood. Ricc Bieber and Greg Horwitz (food service), Willie Gardner, Jacques Toselli, Bob Nichols, Derek Espinosa, Ernie Comstock, Gene Sidwell, Ron Brawdars, Steve Garrison, Joe Cox, Bob Smith and the Killibrew's sourced pylon one judging on the last day, after Doug lost his aircraft during the 1st day of flying. For those of you who worked, you have received one or two days credit (based on number of days you appeared) for the 2003-year end drawing.

Horizon, JR and Powermaster fuel were the sponsors of the event. Horizon donated a few dozen \$40 gift certificates for the official's drawing and Powermaster donated fuel fro the event and 20 RACE OFFICIAL sharp looking black hats. The majority of officials went home with some form of gift over the two-day event.

On behalf of the Valley Flyers, thanks goes to all of you who supported the event!

How to do it

By George Finch

I had a problem finding a fuel tank that would fit in a Kadet Senior and hold at least 64 ounces of diesel fuel for the California Marathon held at Baker every year. Rules are load 64 ounces of fuel, take off the Baker dry lake, and fly over the mountain to Kelso, up the road a bit and back until something quits. Furthest flight wins. The largest commercial tank I could find was 50 ounces and I didn't want to pressurize a couple of tanks hoping I could get all of the fuel out of them. Then one day I was asked by my wife to use her Food Saver to package Costco meat for our freezer in portions that we could consume in a single meal.

Seems the Food Saver machine sucks the air out of a bag made from a tube of thermoplastic sheet and then heat seals the end. A trip to Evett's to get bulkhead feed through and Busy Bee Hardware to get neoprene washers and I was ready. To make a Food Saver tank, I

heat sealed one end of the tube and then measured how long the tank needed to be and cut the tube off the roll. I trapped the sheet material between two sheets of plywood and drilled holes through the plywood and the bag at the proper locations, so I ended up with clean round holes in the sheet. I then installed the bulkhead feed throughs in the holes with a neoprene washer trapped on each side of the sheet and heat sealed the open end. I needed three connections to the bag because of the fuel system I use in my distance airplanes, but a double bag and two feed throughs with an extra washer between bags would form a cheap Terra type bladder tank.

I filled a test tank with model diesel fuel, a nasty mixture of either, kerosene, amyl nitrate and 70 weight lubrication oil, put diesel resistant tubing on each of the feed throughs, sealed the tubing with sheet metal screws and left the assembly in the sun in my side yard for a month. At the end of the month, the tank looked like the day I filled it, so I threw it off my balcony onto the street, with no ill effect.

To install in the Kadet, walled off the servos with balsa sheet and cushioned the remaining cabin with the EPP plastic sheet that comes wrapped around a Magnum engine. The whole setup weighs almost nothing, especially relative to the soldered copper tanks Ron Clem makes, that I have used in the past. I suppose in a hard crash, the bag will break, but then so have the Sullivans and Ron's copper wonders.

Unfortunately, a federal district judge changed his mind on the Thursday before Baker and set a trial for one of my clients the Tuesday after Baker, so I had to miss it for the first time in a number of years.

Tips from RCM Magazine

By Bob Smith

I was reading the May 2003 RCM magazine and ran across a few interesting tips that I thought I would pass on to you.

(1) While reading the Clarence Lee Engine Clinic section, Clarence mentioned that he recommended Marvel Mystery oil as an after run additive for all RC engines. I found this interesting that I shared appreciation of the same product. I had also mentioned to Harvey Elmes (VF club member) that I was having difficulty in locating it in my usual sources (Rite Aid, Sav-On and many auto stores). So much so, I went online and found the Marvel Mystery Oil web page and ordered a gallon, which included shipping charges of course. The day after placing the order, I realized I had not gone to the Kragen auto store to see if they carried the product. Sure enough, they did. So now I have a quart and a gallon supply!

Anyway, the more important point is to stress the use of 'after run' oil at the end of each flying session. Additionally, for those of us that store engines, a liberal and periodic reapplication of after run oil will preserve your engines for years to come. In my recent overhaul of my stored engines, I found pulling the glow plug, applying a liberal dose of oil and then running the motor up with a few turns from your starter really loosens up the bearings and other internal parts! At the end of each flying session, usually after the final cleaning at home, I will pull the glow plug, apply a liberal amount of Marvel oil into the upper cylinder and into the carburetor intake. I'll subsequently turn the motor over by hand until all the oil appears to have been distributed throughout the engine. I'll use a paper towel to cover the glow plug outlet, were some of the oil will extricate itself from the engine. Then button it up and put a few more drops in the carb. Some pilots prefer to run all the fuel out of the engine by applying the glow igniter to the plug, pulling the fuel line from the carb and starting the engine. This will remove all internal fuel. Then the after run oil is applied. I don't practice this method but the choice is there for you.

Now after all of that is said and done, there is a warning! When you are preparing to start your engine during the next flying session, if the prop won't turn over by hand, you'll need to clear out the excess oil. Otherwise you can damage your engine from hydraulic lock, when the starter is applied!

Did I mention the reason to use after run oil is to prevent rust? Enough said.

(2) The Jerry Smith, For What It's Worth section seems to be presented in a more polished form this month and had some very good suggestions, so you might want to check it out. The one portion that stood out for me was the suggested use of Polyurethane by Minwax over the covering seams of your aircraft. The article suggests a Q-tip for applying the product. I also plan on using it on the stripping tape. Stripping tape seems to always lift from the covering due to oil spray and cleaning the aircraft. Minwax products can be located in your better hardware stores, Home Depot, Lowes etc.

(3) While preparing my O.S. 1.08 engine for its next assignment, the Dragon Lady ARC, I pulled the back plate and cylinder head for an inspection. The automatic transmission fluid I had applied for storage (remember I was out of Marvel Mystery oil) seemed to leave a rubbery like particle substance on the rear bearing. The motor was not turning over as smoothly as I would have liked. I ordered a set of new bearings from Boca Bearings and upon their arrival prepared the engine for removal of the old bearings. However, I couldn't get the rear bearing out using my conventional method of heating the case and bearing at around 350 degrees and taping it out with a dowel. After some online research, I ended up shipping the striped down engine along with the new bearings to Hobby Services in Illinois. After about 8-10 days I received the motor back. The charge was \$15 for service and about \$7 for shipping. Did I mention I dropped the engine while attempting the bearing removal and broke a cylinder fin? Somewhat of a disservice to an engine that's about 20 years old. Anyway, check them out not only for warranty work but also for normal maintenance that you can't seem to perform yourself.

Bearings <http://www.bocabearings.com>

Engine Service <http://www.hobbyservices.com>

Jet Rally Officials

By Bob Smith (event tracker)

Bob Wilcox submitted the following names for event official status for the March Valley Flyer Jet Rally. If you don't appear here, please email me at flynbs@pacbell.net or call me at (661) 298-2614 and I'll see that you get credit.

Saturday: Bob Wilcox, Matt Carroll, Dianna Myers, Video Vic, Barry Leavengood, Sam Gengo, Dave Hendrix, Jacques Toselli and Bob Green.

Sunday: Bob Wilcox, Matt Carroll, Dianna Myers, Video Vic, George Finch, Sam Gengo, Gary Stevens, Daniel Stevens, Jacques Toselli, Ben Wolf and Bob Green.

Again, thank you for your support!

To the Editor

By Ron Clem, President 1975

I am very sorry that I haven't followed through with my promise of an article. You have a legitimate right to be incensed! I could follow this statement with 1/2 page of excuses, but I didn't want to do that, and you don't want to hear it. I have been in your shoes, gathering

articles, saving scraps of newsworthy dollops to get into the "next" newsletter, which is always just around the corner. As a Newsletter Editor the year before I was President of the Valley Flyers, I know too well the "ropes" of holding office. Fortunately, I had a good strong Board when I was there, which made my job a lot easier.

Yes, I sympathize, and empathize with good folks like you, trying to arrange snippets of good information to lazy modelers who could care less about a model clubs' publication. Care less, that is, until "their" newsletter is a day late, or the subject matter they are interested in isn't included in the latest issue of Sweat & Care.

I have done a slow burn many times at being taken to task for writing about a subject matter of complicated content. Yet, the person doing the complaining has never bothered to write an article, to help at a contest, or do anything productive to help our Club be a better organization! When you think of it, it's a miracle that we have the Leadership we do, willing to stand up at Club meetings month after month, taking the jabs and snide remarks that go along with the job. Yet, they continue to be willing to immerse themselves in matters that take them away from their families, their time, and yes, even their money. As we all know, time is money- no one knows for sure how much of your time is left in the Bank.

So, I turn to you, members of a Grand old model airplane club, now in it's 45th year, and I ask: WHEN- will you help at a model function? WHEN- will you contribute an article for the newsletter? WHEN- will you do anything at all to help the Club grow? Will you just leave it to the "other guy", or will you pitch in and help shoulder the load? Be grateful for the Leadership our Club has. Be thankful for the hours our Newsletter Editor spends each month assembling, editing, and

following up on news as required. Your participation shouldn't stop when you send in your check with a membership application.

To the stalwart members who have for years carried the load when others wouldn't...THANK YOU!

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 Repogle	(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 gwinch@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 gwinch@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.

Valley Flyers

Q40
Q500
APRA

Long Course
Off Course
Judging

Pylon Racing



Sat & Sun June 7th & 8th 2003 at Sepulveda Basin.

Registration 7:30 am to 8:30 am.

Practice beginning a 1:30 pm Friday

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

3 per freq. per event.

Trophies to 3rd and fast time.

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

1st Heat 9:00 am.

NMPRA Points all classes.

Hard Hats Required.

Powermaster Fuel Supplied.

Proof of Current AMA required.

Food Stand will
be open



Barry Leavengood
Chris Hoyer

[818] 998-4564 bl10@aol.com
[818] 621-5997



VALLEY FLYERS AND HOBBY PEOPLE



PRESENT THE FOURTH ANNUAL SAFE FLY ENGINE / ELECTRIC CLINIC

JUNE 29th, 8:00 A.M. TO 5:00 P.M.
LANDING FEE \$10.00
INCLUDES LUNCH

CD Harvey Elmes & Assistant CD Matt Carroll

The Valley Flyers in conjunction with Hobby People will be running a Safe Fly / Engine Clinic for Magnum two stroke and four stroke engines. This event will be an AMA sanctioned event. All event participants must have a 2003 AMA card or membership can be purchased the day of the event.

Safe Fly:

There will be transmitter impound, flight line supervision, and observers will be required while flying. A maximum of 15 transmitters will be in use. No more than 5 pilots will fly at a time; 5 on the taxiway and 5 for the engine clinic in the pits. The event will be open to club members and AMA members. Helicopters will be flying at the Heliport at the south end of the field. Electrics weighing under a pound will fly at the north end of the field parallel to the runway; electrics over a pound will fly on the main runway. The event will also allow for Q 500 racers to fly with hard hats at intervals during the day. Jets are also invited. Sorry Jet Helicopters will not be allowed at this event

Engine Clinic:

Hobby People will be at that event with displays showing the latest products. This show booth will be set up at 9 a.m.

Hobby People will give away a 91 XLS two stroke engine and wattage kit. To be eligible for the drawing a seminar must attended. The engine will include a gallon of the recommended Powermaster fuel, the recommended glow plug, and a propeller. The drawing will be held at 2 p.m., so everyone will have plenty of time to sign up at one of the two seminars.

10-10:30 a.m. Engine Clinic Seminar:

How to use Magnum Engines
Break-in Basics
Two Stroke vs. Four-Stroke
Tuning on the ground for flight
Using a tachometer to tune your four-stroke engine
Choosing Fuel Choosing Glow Plugs
Storage and basic maintenance

1-1:30 p.m. Wattage Electric Clinic:

Motor types
Care and handling of the batteries
Balancing
Converting an electric to a Half A engine

"Question and Answer" session following each seminar.

Each person who attends the seminar will receive a free Thunderbolt R/C Long glow plug.

During the day, Hobby People staff will be on hand to help the flyers with their engines. This help includes: troubleshooting, basic maintenance, repair, and tuning on Magnum Engines in their aircraft. After the each seminar and demonstrations, Hobby People will have some new prototype and standard aircraft to fly with Magnum engines. The Staff will answer any questions you might have on these aircraft and help you tune your engine. The Valley Flyer and Hobby People are looking forward to a relaxing fun-filled day of learning and flying. The Valley Flyers will provide the impound flight line and inspection with enough personnel so everyone will get a chance to go through the tune up and flying. If you do not want to go through the tune up procedure then come out and help as a host or as a volunteer. Field control and setup at 7:30 a.m. Event sign and clinic open at 8 a.m. and 8:45 am. There will be a landing fee of \$10.00 charged which will include lunch.

If you have any questions or want to pre-register for the event contact Harvey Elmes 661-251-3944 or e-mail helmes@thevine.net, Matt Carroll 805-398-2367 or e-mail mattc@phatnoise.com.

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Length Overall: 25 in.
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Wing Loading:
4-4.5 oz/sq.ft.
Equipment needed:
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cell, 270 mAh Ni-Cd, or
for more flight time, 6
cell, 800 54AAA Ni-MH
pack, charger

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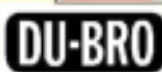
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