



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

June 2003

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**Remember the
Valley Flyers General Meeting
is Tuesday June 24TH at the
Encino Community Center.**

Membership Report

By Dianna Myers

The Valley Flyers are please to welcome the following new members. Special thanks to Mitch and the Helicopter guys for their support of the club.

New Member Name(s)

Allan Thomas	Bob Scott
Brian Urpin	Bruce Bayer
Chorks Cejze	Chris Tylo
Daniel Martine Bresler	Darrell Pitts
Eugene Chin	Greg Gregorian
Jason Burg	Jason Hicks
Jason Shumway	Jeff Anderson
Mark Hanson	Marvyn Clement
Michael Trudell	Mike Smith
Rick T Cincis	Sean Nelson
Steve Lassavzky	William Ubolin

Board Member Letters

Treasurer's Report

By Matt Carroll

Account Balances as of 5/31/2003

Checking	\$4,507.66
Savings	\$2,647.67
Total	\$7,155.33

Current membership stands at 126 active members.

Safety Views

By George Finch



As reported to me, Terrible Tim is back in the news. First by showing his skill in breaking the rules by taking off his latest Dago Red from the west end of the center taxiway while standing in the pits, and secondly engaging in an impromptu game of airplane tag which he started when he felt that someone was flying too close to him after making a couple of runway wingtip scraping passes, but best of all, trying to drive off a full size helicopter. How, you may ask? Imagine a whirling package of mechanical parts

Banners	Harry Pettit Tech Mgr.
Show Cards	
Plastic	
Truck Lettering	Sign City
Sand Blast	(818) 781-6132
Magnetic Signs	(818) 781-6132 Fax
	14640 Vose St.
	Van Nuys, Ca. 91405

Board of Directors - 2003		
President	Barry Leavengood	bl10@aol.com
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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.

housing potential human remains behind some thin Plexiglas armor passing over the field at about 300 feet, to which Terrible took offense. He then showed his displeasure with the chopper by performing an abrupt pull up in front of and just beyond the rotor blades with the overpowered Dago to give those riding along a good view of the Dago's planform and cockpit. He then chased the helicopter until it was out of the area. We have heard nothing from the FAA, so apparently the chopper people were just glad to escape.

I remember when I worked with the MDC (Hughes) Helicopter Co., that the structures guys were concerned about an Apache rotor blade surviving a 50 caliber round, and a GI surviving a close tail encounter (many hours in the water tower getting the NOTAR right), but we never worried about a Hughes 500E rotor blade being able to withstand a blow from a 10 pound model going 150 mph. After all, the blades are just bent sheet metal with a surprisingly few ribs spaced along them.

I am beginning to believe that if we can't get him banned by Recreation and Parks, the clubs that fly at the Basin and the Foundation should consider joint legal action against him, since nothing else works. I, for one, have done the sift the ground for burnt flesh bit, and bag the crispy critters once too often in my youth, and don't want to have to do it again. I am looking for all the eyewitnesses that I can find, so if you are one or know of one who was an eyewitness, please provide names.

One of our members had an interesting discussion with the local authorities about the bounds of the airplane flying area after flying beyond Woodley during a high-speed approach. Check the drawing on the new signs (once up) and stay inside the access road, Woodley Avenue and Burbank Blvd.

SAFETY, EVERYONE'S RESPONSIBILITY

Rotors and Motors

By Mitch Kahn

The May 10th "Mini-Classic" happened this past month. It was a one-day Funfly and that is a first for helicopters at the Basin. We have hosted a half a dozen heli events and, so far, they have attracted about one hundred registered pilots apiece. I had some of the most fun, however, at this past one with only 35 pilots.



It was carefully kept small by keeping it to just one day. For other events, folks come from all over the country plus 3 or 4 other countries as well. My biggest desire was to have the local guys, the ones who very often fly here already, come and have the field to themselves for a day. The weather was perfect and the turnout was enjoyable. And with my *encouragement*, I signed up 21 of the 35 registrants to the Valley Flyers.

We do have a group of people who fly helis here, and now it does seem as if the heli guys are seeing the use of being part of the club. The Valley Flyers is the organization that helps Apollo Field work. It is a club that is looking out for the interests of modelers who fly here *whether they are members or not*. Those who are members, however, are the ones who's voice is more easily heard. I have been rallying support for things helicopter for more than the last two years. I appreciate the help from heli pilots, and others, for all the good things at the Basin. I do also really appreciate the sign-ups from this event. They help me justify to the club, the improvements I am and have been initiating.

Special thanks, for this event to Jay Lowery, who came out first thing and helped with registration. Thanks to Scott Sweet for his behind the

scenes help as the liaison with the board in getting the paperwork in order, and Barry and everyone else of course. Also, at the event, thanks tons to Mike Epstein and Jeff Anderson for dealing with the BBQ; baby back ribs, etc. amazing. And thanks to Scott at Zoom's Hobbies for donating tee-shirts and a \$50 gift certificate to the cause. Tee-shirts, by the way, went to 6 completely random people.

The gift certificate went to an out of town participant who was a casualty of a too friendly frequency arrangement. It seems as if two individuals went back and forth leaving one persons card in the slot. An easy to make mistake was made, and an avoidable crash occurred. Dumb thumbs don't count, and I felt this was a worthwhile cause.

This was a lot of fun. Let's keep the enthusiasm for the club going throughout the year. There are good things going because of us, either directly or indirectly. Help and participate where you can, but always enjoy.

LA Jets

By Robert Janiger

Another month and its time for a newsletter article, here we go.

First some manufacturer's news, BVM has flown his "Kingcat" and is raving about its performance. It is an enlarged Bobcat that is highly prefabricated in the manner of a Composite-ARF kit. Power should be a P160 or P120, and cost is supposed to be very favorable, I suspect we will be seeing a lot of these in the next few months.

JetCAT USA will be getting P70s very soon, and has a steady stream of 80s, 120s, and 160s, so it is easy to get engines at this time. However be aware that the Dollar is not as strong as it was, or the Euro is stronger, however you want to see it, so prices will reflect the unfavorable exchange rate.

Back to the Field, there is a lot of jet activity and its great to see. This past Sunday there were 6 jets at the field, and at one time 4 were flying together it was a good show. The pilots are doing a great job with their planes, and demonstrating a high skill level.

I flew at the Pizza Fun Fly and got reprimanded by the park ranger for flying over Woodley Ave. This is a good reminder of our boundaries-Basically we must stay inside the semi-circle created by the bike path, along Woodley & Burbank, and NO flying over the golf course. I will state this again- do not cross over the bike path or the Golf course and we will all be fine.

That's it for now.

From the Editor

By Dianna Myers

Another month is upon us, and I would like to take the time to thank those who have consistently submitted articles on time for the newsletter.

A great big thank you to Bob Smith who submits more content for the newsletter than anyone else.

Thank you to George Finch and Mitch Kahn for their article submissions.

Thank you to Rob Janiger, who doesn't use his computer much but has been very good about getting articles to me, as attachments even.

Thank you to Matt Carroll who has submitted a huge article on hinging.

I would also like to note that the new field signs are completely laid out, and were submitted to the board for approval at the June meeting. It is my understanding that Barry is trying to get the Los Angeles Department of Recreation and Parks to pay for the making of the signs.

The deadline for article submission is, and has been all year, midnight on the first Tuesday of the month (yes this coincides with the board meeting, giving everyone one less date to remember). Any article(s) received after the deadline may be used or the article(s) may be held over until the next newsletter (at the editor's discretion).

Members Corner

A Hinging How To

By Matt Carroll

I am hinging a Yellow Aircraft Stingray wing. This is slightly unusual, as the elevons are already partially removed and feature a precut gap. Normally the gap is carefully measured and cut, in this case I kind of had to make it up as I went along. Anyway, since I use Robart large hinge points, I need full depth penetration of the hinge to get maximum shear strength. So first I route out some holes in the foam and insert hard balsa plugs, sanded to fit against the skins as best as I can without warping the skins. I glue these in with white glue or epoxy. I put matching plugs into the elevons as well.



I have not yet trimmed the plugs flush, but I will and then fit a 1/8th hard balsa cap over the trailing edge. This is not really as thick a cap as I would like, but again I am trying to work within the confines of the precut gap. Glue the cap on with white glue (I use Pica Gluit exclusively, it sands

very easily). Again, the elevon is not shown here but is capped in an identical manner. It does not matter how wide the cap is as we plane the excess off later.

OK now the glue has dried, and I have carefully planed down the caps. I have marked where the plugs are as you can see. (good idea to do this before you glue the caps on!!)



I now mark the centerline of the trailing edge cap and the elevon with this tool from Great Planes. This is an important step so get the line as accurate as you can.

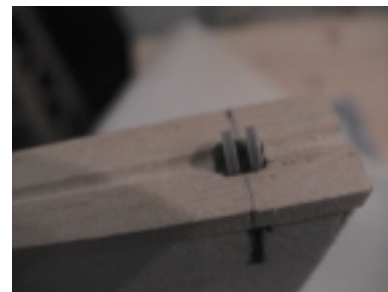
Now you need to mark corresponding hinge point lines across the trailing edge of the wing and the leading edge of the elevon. I use a square and try to get these accurate. If you have a little mismatch you can fix it later, but it is easier if you try to keep the error out as you go along.



Now I drill the hinge point holes with the Robart Hinge Point drill jig (not shown but really necessary to get this right). After I drill these holes I look at how accurate (or inaccurate) they are and transfer the holes to the elevon to match. That inside hole is a real treat, I leave it to

the reader to figure out how to drill that one.

This picture shows a couple of steps. First, I use a BVM Permagrait round file (excellent tools BTW, I have every tool he makes) to file a trough into the leading edge of the elevon. It is easier to do this now, before the hinges are installed. The trough needs to be deep enough for 1/2 of a yellow inner nyrod to lie into. Then I square up the hole, this time with a square permagrait file, to let the hinge drop in for enough.



Trial fit 1/2 of the hinge (you can actually buy the hinge points from Robart without the pins installed, or just cut them with a pair of small dykes). This shows how deep the hinges will need to go in. The hinge line itself is coincident with the edge of the elevon, BTW.

Now dry fit all of the hinges. It is a good idea to set the orientation of the "tang" in some consistent way so you will not get it mixed up later. Anyway, with a piece of .055 music wire, line up the hinges. Almost no matter how careful you were while drilling, you will need to use those files to get the holes tweaked so that this pin is straight.



Now I rig a hole for the hinge wire to go through the wing root (in some cases the pin will need to go through the tip as a torque rod will be in the way on the root). Now I check the alignment of the elevon to the wing all around the perimeter, again opening up the hinge holes as needed to

get things lined up. Once it looks good I slob in the Aeropoxy, plenty of it. Some oozes out but that is good as it helps stabilize the exposed part of the trailing edge side of the hinge. This is a VERY critical step, so I usually line up the entire perimeter top and bottom with alignment sticks (little bamboo cocktail forks). I put tape on both sides of the gap and then CA the sticks to the tape.

After the glue dries you get a chance to see the kind of extreme throws that you can get with this technique. It is good now to establish how much throw you need to you can check your clearances as the process continues.



I use a cheap set of digital calipers (a must-have in the shop) to check the alignment of this wire, all along its length. It should be even, and the wire itself should lay 1/2 way into the trough you dug out earlier.

This might look like overkill, but trust me it is key to making this system work. The errors tend to accumulate as you get further into it, and after a point you can get the errors out. Dig those hinge holes out as much as needed until you can get this to line up easily.



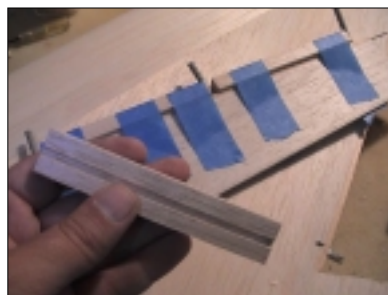
Now its time to make the elevon leading edge cap. Get some oversized medium balsa, and groove it, either with hand tools, or with a router.

I use one of these from Dremel. Can never have enough tools!



Now I glue the hinges in with BVM Aeropoxy. I carefully clean any glue that got into the hinge "tang", then I insert the pin, triple check the alignment, and set it aside to dry undisturbed. After it is dry you can go ahead and CA in the guide tubes as shown here.

Now I insert the other side of each hinge point, and start trying to work it into the hinge holes in the trailing edge of the wing. This step can be tricky, so have some patience. It is also hard to do with a highly swept trailing edge. The Stingray is not too bad in the respect. I use a short hinge wire for this step, just long enough to engage all of the hinge pins.



Cut sections of the routed leading edge cap to fit between the hinges. Install some extra hinge points with the hinge pin in order to check clearances. Glue them on with Gluit and tape them down.

After the glue dries use the razor plane to bring the edges down even with the elevon. I use a little black plastic planer, Model Master I think. Maybe BV sells it now?



Lay the 1/64th ply cap on the hinge gap, and move the elevon up and down to get an idea of what kind of cap clearance you are going to need. I usually end up about 3/32 back from the hinge line. Mark a line all around the cap where it touches the wing.



Now I mark the semi circle that is defined at the center by the hinge pin and the outer edges of the elevon trailing edge. Try to get this accurate. Sometimes I make a little template out of polyply, but here I just drew them on using a paper template.

I use this Dremel freehand router for the next step. I guess you could also use a sanding block with a strip of 80 grit on it, but I have not tried that.



Now PRACTICE on some scrap balsa, and set the router depth so that the cap will fit flush in the pocket formed by the router. Now get up your nerve and route out the pocket you drew in the previous step.

Now I clamp a long Permagrit sanding block to the bench (after clearing enough junk) and start cutting down the radius of the leading edge. Take your time and check the end template marks often. This step does involve some pretty handy craftsmanship so take your time.



This is what it should look like. Clean up any loose balsa or rough areas with Permagrit files



When you are done it should slide back into the hinge points, and move freely over the whole range of motion. You will probably have to keep sanding a bit to get it to move freely, but be careful, the wood is hard to put back. The more sweep the trailing edge the harder it will be to get

Glue one cap on at a time. I use the Gluit, and tape the cap in place to dry with the elevon installed. This is what the bottom looks like just before gluing on the cap.



the surface in and out, so be patient.

Now for the cuffs. I have used .014 carbon fiber plate for this before, but this time I tried plain old 1/64 ply wood. Cut pieces 1/2 inch wide, about 1 inch longer than the span of the elevon.



Here it goes just before the glue dries.

Go back and fill any gaps with Model Magic.



If you did it right you should have a tight gap with as much throw as you want.

Good luck, try it



ROG Club Meeting Event

By Bob Smith for Bob Adams

Best of Show went to Ron Brawders and his Nesmith Cougar, which looks familiar to the Wittman Tailwind, of racing fame.

Duration Class - Peck Polymer

- 1st – Steve Garrison
- 2nd – Sam Gengo
- 3rd – Mike Germansky

Distance Class – Peck Polymer

- 1st – Ron Brawders
- 2nd – Gene Sidwell
- 3rd – Evan Germansky

Duration Class – Duration

- 1st – Robert Brawders
- 2nd – Jason Somes
- 3rd – Travis Flynn

Distance Class – Scale

- 1st – Ron Brawders
- 2nd – Jason Somes
- 3rd – Travis Flynn

Duration Class – Open

- 1st – Steve Garrison
- 2nd – Sam Gengo
- 3rd – Robert Brawders

Distance Class – Open

- 1st – Travis Flynn
- 2nd – George Finch
- 3rd – Omar Rankine

Thank you to Ricc Bieber and Bob Adams for officiating the event!

May 2003 Club Give-Away Results

By Bob Smith

PIZZAZZ ARF	-	Jim Shaffer
YS motor oil	-	James Moch
R/C Volt Meter	-	Jim Shaffer
Marvel After Run Oil	-	Ron Garrison
Push Rods	-	Jim Shaffer
Dust Masks	-	Hans Zwicky
Glue Cady	-	Jacques Toselli

Do you have a suggestion for the monthly giveaway? E-mail Bob Smith at flynbs@pacbell.net with your suggestions and I'll see what can be done to implement your request. Keep in mind; the budget is \$150.00 for the event!

Jay and His Helicopter – Chapter Two

By Jay Lowery

Since the last article I wrote concerning this subject I think it (it being the heli) still had training wheels and was in full control of the situation. I'm happy to report, that after many broken parts and frayed nerves, I have removed the training wheels and I have partial control of IT.

Now having partial control of a model heli is like having partial control of ones bowels. Either way there are times you find yourself in deep stuff. As far as replaced parts I think there is one bolt on the front end that has only been replaced one time. Everything else has been replaced multiple times. I think if I sat down and figured it out I have probably had ten new helicopters by just rebuilding this one (don't repeat this to my wife). She keeps telling me I shouldn't let those other guys fly my helicopter. I now have no hearing in my right ear at all and I can only hear bombs and small children through the left. So if you see me and say something and I don't reply or say something that has nothing to do with the subject matter Just remember Jay flies helicopters...

I will give you an example of a typical week in my helicopter life. I go out to fly with a couple of friends. Everything is going fine when all of a sudden tail rotor takes charge of the tail and makes a couple of violent spins to the left. (Partial control sets in) Friend say's that brand of shaker generator isn't moving the Johnson pin fast enough. So after a broken set of rotor blades and few other parts I go to my hobby shop of choice. I always love to see the smile on His face when I come it with heli. in hand. Any way I tell him this brand of a thingamajig isn't moving the Johnson rod fast enough and the tail spins. So I get a new super high-speed Wizes bang replacement part. I install it, my new blades, and various bent spindles. Back to the field! Knowing that I have solved the problem. Of Course IT doesn't know that I have solved the problem. I get it in the air and this new wiz bang part is so fast that I couldn't even tell which way it was spinning. Flipped over breaking my new rotor blades and bending my new spindles, and causing me to lose what control I had of myself.

My hobby shop of choice is closed (seems he has made enough to take a vacation since I started flying heli's.) So off to another hobby shop for parts. I carry my crippled bird in and explain the problem to them. They look the thing over and give their recommendations for repairs. They tell me that I can't use that shaker generator with that Johnson rod because it does not generate enough vibration. So I needed to buy this brand and it comes with its own matched shaker generator. And they will set it up for me. After finding the thing had broken its clutch too they had this new super duper wiz bang replacement that I have to have. (Now we have heard that one before. Right?) So after

spending about the same amount the Helicopter cost me to start with I am assured that is going to solve all my problems.

I am to meet this Helicopter guru at the field the next morning for this free set up. (Stay with me now this is just the first couple days of the week)

I show up at allotted time and no guru. I figure I will give a little test to see if any of this stuff I just installed is helping. I had two other friends there with me, neither of which are heli pilots, Asking me a bunch of questions that I can't answer or hear. But they were able to distract me enough that I forgot to turn the receiver switch on. The Heli started up and idled great until I set it down and released the rotor blades. That's when I found out I didn't have control of anything. This thing went into El Polo Loco dance of death. As I watched it beat itself to death bending and shattering new parts. I guess there was nothing else that could break so it stopped.

Back to new hobby shop and buy the same parts I had bought the day before. I could tell these guys are starting to like me already. I install new parts blindfolded, (another trick I've learned to do with helicopters). Everything ready checked and rechecked. I am going to start it in the back yard just to see if it will run properly with both radio and receiver in the on position. Will not run. Pulled engine and checked fuel lines. Can't find anything wrong. Still will not run. Decided to clean and adjust carb. When I went to remove the carb. The screw that should have been holding it on was missing causing a Large hole below carb allowing it to go super lean on the mixture. Replaced missing screw with locktite. Back to the back yard to run engine. When I turned on my TX It is beeping like crazy. When I check the screen the computer has dumped everything I had programmed into it. Now this time I really lost control.

So after four days into this week I still am unable to fly the heli as my radio had to be shipped in for recalibration and alimnet.

You think you have had a bad week! I don't think so.

I can't see how you guys can fly fixed wing planes and not be bored out of your gourds. I think everyone should have at least one helicopter in there modeling life. I will promise there is never a dull moment.

Even though I expressed this story in a fun and funny (I hope) manner it is never the less true. Only names have been left out for my own protection. I only hope that you are having as much fun as I am.

April General Meeting Highlights

Pictures by Ken Wright

Ken took these pictures at the 4/22/2003 general meeting. Unfortunately do to an e-mail snafu we didn't receive them in time for the May newsletter. Some names have been changed to protect the identities of the innocent.



The Rabble

The Raffle



Harvey & Greg

Bob Smith

Wake Up

Sam Gengo

Harvey Elmes

Tony Di Leo

A Deer in the Headlights

Matt Carroll

Whittier June 2003 Race

By George Finch

Slo Quickie, T-6, Air Cruiser & Trainer Race

Four Valley Flyers took part in the racing put on by the San Gabriel Club, the first day of June and came away with three 1st Places, a 2nd Place and three Fast Times. Except for Trainer, generally the day went without incident, while Trainer was pure carnage with only two planes flyable by the last of five rounds. Ron Clem over rolled his brand new ThunderTiger Mark II Trainer on the first pylon 1 he tried to turn around and stuffed it.

Richard Dragin took second in T-6 by winning a flyoff, and Barry Leavengood took first and fast time. Barry repeated in Slo Quickie.

I took 1st in Trainer and had the fast time by about 15 seconds (who says writing the rules doesn't help). Whittier uses Valley Flyers Trainer rules except they use an RPM limit of 13,500 instead of the 13,000 RPM limit in effect at Valley Flyers races.

The Valley Flyers next race is SATURDAY July 26th for *Slo Quickies, T-6s, Air Cruisers & Trainers* so if you don't have a dedicated race plane, dust off your .40 size trainer and come race. You will have lots of fun and may not have to worry about storing the oil soaked beauty anymore. Remember Trainer racing is designed so that anyone who can turn left, can race.

2003 VF Trainer Race RULES AND REGULATIONS

AIRCRAFT:

The aircraft must be a high wing tricycle gear "stock" ARF trainer intended for .40 size engines. The following modifications may be made:

1. The wings may be bolted on.
2. The trainer may be recovered so long as it is still recognizable as an ARF trainer.
3. The engine mount and the hardware used to attach the engine mount may be non-stock.
4. An antenna tube may be used.
5. Repair of previous crash damage is allowed

REQUIRED EQUIPMENT:

6. The fuel tank need not be stock, but must have at least the fuel capacity of the original tank.
7. 3 wheels at least as large as the original wheels. No tire modification is allowed.
8. Any engine either two or four cycle may be used. A muffler must be attached.
9. Propeller APC or Master Airscrew 10 X 6 must be used for the race.
10. Spinner or AMA safety nut must be installed.
11. Be able to stop the engine by radio control or demonstrate an idle slow enough that an unrestrained aircraft does not move.
12. Have separate controls of all three axes and the engine of the aircraft.
13. Pilots AMA number must be on the right wing minimum 1 in. high, or on an AMA sticker affixed to the inside of the aircraft. Washable poster paint may be used to temporarily apply numbers or change the color schemes of like aircraft.

RACING:

1. The racing will be conducted on the same course and generally in the same manner as Air Cruiser races.
2. All aircraft will be checked for construction, and radio equipment installation during the safety check prior to racing. Bring your aircraft to the safety check with the wing off.
3. Aircraft will be launched in a manner to try to avoid ground collisions and may be launched anywhere behind the start finish line so long as safety is not compromised.
4. Winning aircraft of each heat will be required to restart at the flight line. With the engine at high throttle and high throttle trim, and the needle valve setting used for the race, the RPM will be checked. Any engine that turns more than 13,000 RPM will be disqualified from that heat and receive "0" points.
5. You may use any fuel of your choice. (No fuel will be supplied)
6. Anyone who has not previously flown a three pylon race from "on" the course will only be required to fly eight laps until that pilot has won a heat race where at least three planes finished without "cuts" or the Contest Director determines that the pilot will be competitive flying nine laps, at which point the pilot will fly nine laps for the rest of the race day.
7. Anyone who has not previously flown in a Formula I, Quickie, or Q-40 three pylon race from "on" the course will only be required to fly nine laps until that pilot has won a heat race where at least three planes finished without "cuts" or the Contest Director determines that the pilot will be competitive flying ten laps, at which point the pilot will fly ten laps for the rest of the race day..
8. Trainer boxes and instructor/callers may be used for landing and takeoff. However, if the instructor/caller is forced for safety reasons to "take over" during the race, the instructor/caller should return control of the aircraft to the racer as soon as possible or at least by the next pylon 1 or pylon 2.

9. Heats may be filled to assure that the most number of racers are in each heat, without regard to a previously determined matrix.
10. Different pilots may fly the same aircraft.

ANY AIRCRAFT NOT COMPLYING WITH ABOVE REQUIREMENTS MAY BE ALLOWED TO COMPETE AT THE DISCRETION OF THE CONTEST DIRECTOR, IF HE DETERMINES THAT THE NON-COMPLYING AIRCRAFT HAS NO SPEED ADVANTAGE OVER COMPLYING AIRCRAFT.

Valley Flyers Foundation

By George Finch

Nominations for a 5-year term as a member of the Valley Flyers Foundation will be open at the May general meeting of the Valley Flyer. To be a member of the Board of the Foundation, a person must be a member of a recognized club whose home field is at the Basin. Election of Board members is held at the June Valley Flyers Club Board meeting. The present office holder is planning to run for re-election.

The Valley Flyers Foundation is a conduit for those who wish to make tax-deductible bequests or contributions of money or auctionable model stuff to promote local model aviation, especially through improvements to the Apollo 11 Model Aircraft Field. If you want to make a donation or have questions, please contact Bob Smith, Bob Joyce, Greg Horwitz, Barry Leavengood, or George Finch who constitute the current Board of the Foundation. They serve at their own expense so all contributions go into modeling.

Valley Flyers Meetings Minutes**General Meeting**

Last submitted March 2003

Board Meeting

Last submitted in February 2003

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 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

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.

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.

Hobby People®

DISCOUNT HOBBY STORES

The selection you need.
The bargains you want.

CLUB MEMBER SPECIALS

NEW!

Ultimate 400 ARF
Available late May **WATTAGE**



Park Scale Biplane!
Includes Super 400 Cobalt motor!

Outstanding Features:

- All wood construction with real iron-on covering
- One-piece wings with bolt on, prefabricated struts
- Includes: molded canopy, painted cowl and wheel pants

Specs:

Wingspan: 29.75 in.
Wing Area: 300 sq. in.
Length Overall: 36.5 in.
Weight: 14-17 oz.
Wing Loading: 14-17 oz/sq. ft.

Equipment needed:

- Radio: 4 Channel micro radio system; ESC: 30-Amp speed control (C-30, No. 126486)
- Battery: 7-cell pack with CP13000CR cells
- Charger: PF-12 charger (No. 130108)

No. 128401
149⁹⁹

MONEY SAVING COUPONS - USE BEFORE 6/31/03

Hobby People. CLUB COUPON



No. 608684
Reg. 4.49 each

**12.5 x 3.75
FUN-FLY
PROPS**
No Minimum Buy

**SAVE
25%
3³⁷**

ONE COUPON PER CUSTOMER. OFFER EXPIRES JUNE 31, 2003

Hobby People. CLUB COUPON

MAGNUM
25% Off
tag price
No's. 237150-237160

**Aluminum
Spinners**

**25%
OFF**

ONE COUPON PER CUSTOMER. OFFER EXPIRES JUNE 31, 2003

Hobby People. CLUB COUPON

FULTS
25% Off
list price
No. 708000

**3.5" Nose
Gear HD
Dual Strut, .40**

**SAVE
25%
12⁷¹**

ONE COUPON PER CUSTOMER. OFFER EXPIRES JUNE 31, 2003

Hobby People. CLUB COUPON

Trexler
25% Off
list price

**Inflatable
TIRES**
All No's.

**25%
OFF**

ONE COUPON PER CUSTOMER. OFFER EXPIRES JUNE 31, 2003

Hobby People. CLUB COUPON

**SPORTSMAN
AVIATION**
No. 127530
Regularly 249.99

**WACO 60
ARF Biplane**

**SAVE
\$25.00
224⁹⁹**

ONE COUPON PER CUSTOMER. OFFER EXPIRES JUNE 31, 2003

Hobby People. CLUB COUPON

GREAT PLANES
No. 700290
Regularly 139.99

**Electro
Streak
ARF EP**

**SAVE
\$25.00
114⁹⁹**

ONE COUPON PER CUSTOMER. OFFER EXPIRES JUNE 31, 2003

20 Stores In So. California and Nevada!

CHINO HILLS
2971 Chino Avenue
In Rolling Ridge Plaza
909-384-0167

SANTA CLARITA
20555 Soledad Canyon #41
661-298-3300

FOUNTAIN VALLEY
18475 Pacific Street
405 Fwy, Euclid exit
714-964-8846

CAMARILLO
1775 E. Daily Drive, H
near Carmen Drive
805-445-1305

ORANGE
311 E. Katella Ave.
Near Glassell St.
714-288-8170

NEW REDLANDS
909-307-1185
835 Tri City Center Drive
I-10 at Alabama

2 NEW STORES!

ENCINO
5541 Balboa
Balboa at Burbank
818-995-1162

SAN DIEGO
4344 Convoy St.
South of Balboa
858-268-7999

**Las Vegas: 2610 S. Decatur Blvd.
(702) 871-6191**
Located at the corner of Decatur and W. Sahara

RIVERSIDE
10128 Indiana Ave.
Tyler Village Center
909-785-6773

EL CAJON
469 Broadway
At Ballantyne
619-444-6135

NEW MURRIETA
909-677-5816

26755 Jefferson Ave, I-15 between
Murrieta Hot Springs Rd & Winchester

PASADENA
270 North Hill Ave.
North Hill at Locust
626-568-0883

LA HABRA
1401 S. Beach Blvd.
Near Imperial
562-947-2574 714-994-5721

**Las Vegas: 5466 Boulder Hwy.
(702) 547-2204**
at E. Tropicana Avenue and Boulder

LAWDALE
16725 Hawthorne
Hawthorne & 168th
310-214-0244

LAKEWOOD
5449 South Street
South at Bellflower
562-804-2515

VISIT US ON THE INTERNET
www.hobbypeople.net

ESCONDIDO
358 W. El Norte Parkway
760-739-5888

WEST LOS ANGELES
10815 W. Pico Blvd.
Pico at Westwood
310-234-2425
FREE PARKING
Ample free parking
(with validation) in
garage behind store!

RANCHO CUCAMONGA
12458 Foothill Blvd.
Foothill at 15 Fwy.
909-463-0557

STORE HOURS: M-F: 10am-9pm, Sat: 10am-6pm, Sun: 10am-5pm

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