



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

March 2004

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Remember – The Valley Flyers General Club Meeting is Tuesday, March 23rd at the Encino Community Center

Once again, thanks to all the club members for coming and participating in last month's meeting. I had several good laughs right along with everyone else. "Video Vic" has new and exciting ways of getting his point across. If you don't know what I am talking about... come to the next meeting on Tuesday, March 23rd and find out. I know I am going to be there with baited breath to see what Vic has planned.

Good luck with your (sunny) days of flying!
Harv

Board Member Letters

From the President's Desk
By Harvey Elmes

Today, as I'm writing (and not flying) it is another "sunny California" day...but as all of you know, lately we have had **lousy** weather for flying. At the AT-6 race, though I have to admit, we were pretty lucky. All around the basin it was raining, but at the field we only had about fifteen minutes of actual rain. We completed five rounds in two hours, everyone pitched in to clean up and then went to lunch together. Thank you again to all who came out to fly and help.



For those who don't know, the Van Nuys Airport tower has an automatic weather report that can be easily accessed by calling **(818) 780-4993**. Even though the airport is only two miles away from the field, flying conditions can differ. During a race at the basin, we were flying left-hand patterns and the "big guys" out of Van Nuys were alternating between left and right, two miles can make a difference.

[Editor's Note: See **ATIS Primer** in the "Tail Feathers" section of this issue for an explanation of the information provided in this call. – Editor.]

Mark your calendars for these upcoming club events! First the LA Jet Rally will be Saturday, March 27th and Sunday, March 28th. Our first Q-500 race of the year will be held on Saturday, April 17th and Sunday, April 18th. Please try to set aside one or both days to officiate with us.

We are going to try a Valley Flyer store on the web site. Now jackets, shirts, hats and badges can be ordered via the web on a secured line (this will keep your credit card information safe). Our thanks goes out to Patrick Ashour who made this possible. We appreciate all his hard work! Now, shopping has never been so easy and aren't we just too sophisticated?!

Membership Report
By Bob Smith

The Valley Flyer's would like to introduce the following new members:

Jim Albert	Kenneth "Russ" Faith
John Dewit	Donald Lloyd

Welcome aboard and enjoy the stay!

If you are a new Valley Flyer member and did not provide an AMA number, please remember to give me that information as soon as it is available to you. I can be reached at bob@valleyflyers.com, by phone: (661) 298-2614 or my mailing address 26639 Purple Martin Court, Canyon Country, CA 91351.

We are currently at a count of **115 members for 2004**. If you have not renewed by the end of March, you will be removed from our roster and Newsletter mailing list, if applicable.

Sincerely, Bob Smith
Membership Director 2004

Valley Flyers ~ Board of Directors - 2004

President	Harvey Elmes	661-252-0367	helmes@thevine.net
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Opinions expressed in "The Valley Flyer" do not necessarily reflect those of the SFVRCF.

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 may 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 midnight Saturday after 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. Contact the Membership Director for more information.

Safety Views

By George Finch, Safety Officer

SAFETY VIEWS

By George Finch, Safety Officer



A Tim with two Timmys watching shouted "dead stick" and attempted to make a downwind landing. The combination of unfavorable wind, too much altitude, failure to slow down and poor planning resulted in a plane going much too fast headed for the north weeds. Not wishing to spend the next half hour extricating pointy objects from his socks, Tim made a right angle left turn to the west and attempted to land in the park flyer area. To Casual Observer, the landing looked like a possible shed dentor. Then two electric fliers/targets started to walk to their electronless park flier laying dead north of the sheds.

Casual Observer did a future time projection and estimated that the dead stick and the electric fliers were going to be at a point of intersection. With the dead stick silently approaching just out of the peripheral vision of the soon to be victims, Casual shouted, "heads up" allowing the one with the slower reflexes to use his shin to protect the one with faster reflexes, who jumped out of the way. When things are going bad, you are having a brain fade, the aviation gods are plotting against you, etc., you still should treat the west edge of the runway as a solid wall that is not to be crossed. Tim did not. In addition, Tim's Timmy observers stood mute when "danger" should have been bouncing from corner to corner in their apparently empty heads. There is no point to observers, if all they do is look dumbly without advising the pilot of an impending mess.

Electric Tim was flying his glow-engined plane from the far north pilot pad, but over the heads of other pilots (see west wall discussion above). Tim was advised as to a proper flight pattern but never caught on. Back in the pits, the pilots from other pads were putting the finishing touches on their thirteen-loop noose when he finally came in and caught their rather pointed remarks. I have seen other Electric Tims that don't understand that the park flier area is for one pound or less planes, not all electric and no matter whether the plane is a legal park flier or not, they never should fly over the heads of other pilots.

Fearless Leader responded to a Tim in the pits that asked for help getting the noisy part of a tail dragger started. After checking the normal things, the problem was found to be a faulty glow plug, which was replaced. Fearless then acted as observer for another Member who nosed over on landing. Member, after carrying his beast to what he thought was a safe location, bent over to inspect it for damage. Fearless then noticed the same tail dragger was headed at Member. Fearless yelled and Member was saved when the taildragger swerved further heading right at Fearless! Now Fearless has not been known as twinkle toes for many years, but he managed to get out of the way even though Tim never reduced the power. A combination of grass and a circular path finally stopped the taildragger without eviscerating anyone.

Two obvious errors. When your plane gets out of sorts on takeoff, don't let your macho image of yourself prevent you from aborting the takeoff, and secondly, if you make sure the wheels of your taildragger are toed in (front of wheels point inward) your taildragger is less likely to do a ground tango. Fearless also rediscovered that no good turn goes unpunished.

Normally, I avoid Sundays both to miss the zoo the Field becomes and because my Frau believes that Sundays are my day to plant and weed. Anyhow, I got talked into giving some instruction on the first good flying Sunday that had happened for almost a month. It was a glorious day: the helis were twirling, the park fliers were flitting, two turbines were slashing through the other 15 or so planes that were up, (not only were all the north pads full, all the spaces between them were also full) and only one other person was on my student's frequency. My student's father commented he was amazed at the cooperation between pilots that allowed all the above to happen. In fact, I write about Tims, but they are actually very few out of

the total population that uses the Basin. Then as I am driving out, I notice a couple of Flagless Tims trying to fly a toy R/C airplane at the north dirt road, "because we don't want to bother anyone".

George Finch,
SAFETY, EVERYONE'S RESPONSIBILITY

NOTICE: RACING PRACTICE

Dennis Moran has arranged for both long and short course racing practice at Whittier from 2:30 to 5:00 both Saturday and Sunday the last weekends in January and February. If enough people show up, he will run a practice with the pylons up both days of every last weekend of the month for the whole year. AMA required. T-6, Trainer, Air Cruiser, Slo-Quickie, Q-40, and 424 and 428 Quickie.

Rotors and Motors

By Mike Trudell

Greetings from the world of fling-wingers!

A friend of mine recently told me regarding helicopters, "Don't you know? Purple parts make the helicopter fly better!" Well, sometimes.

Once in a while, a new pilot appears with his heli dripping with the latest in anodized greatness, and is hovering tail-in tank after tank. There is nothing wrong with getting the most performance out of the machine. Just as long as there is not an overwhelming sense of loss and discouragement if (when) it goes in. As a pilot who has flown a lot on stock plastic machines, there is always something the machine can teach me. Just remember, it's not the color of the metal, but the color of the exhaust that counts!



Micro helicopters. They are multiplying faster than anyone can keep count! I have been asked many times about the utility of these helis, and my answers have usually been the same. Many of us (myself included) have fallen into the "cute little helicopter" syndrome, punctuated with a couple of myths to go with them. They include: "it must be easy to fly, since it's so small..." or "it must not be very expensive, since it's so small. What attracts people to these, is the not very intimidating size.

Most of the micros that are out there are the fixed pitch variety. Ikarus of Germany led the charge by producing the first successful micro helicopter, the Piccolo, for the U.S. market in the summer of 2000. Soon following was MS Composit of the Czech Republic with the Hornet. Later, both companies started producing either a collective pitch version of their kits, or collective conversion kits to update the fixed pitch models. And finally, several hobby stores, some right in the San Fernando Valley, have scores of these machines ready for you to take home. What could be harder than to learn about helicopters with these mini dragonflies?

The good news about the entry-level micro helicopters is checking out the hobby without committing big bucks in the process and the ability to learn at home. It's even easier to get a micro helicopter and radio kit for most people rather than look up an experienced RC helicopter instructor and get some dual instruction for a fee (usually less expensive than a Hummingbird and radio). They're also pretty strong

for their size, since not much power is going through them. I learned on the Piccolo how to hover tail-in and nose-in when I first started but it just wouldn't fly well in forward flight. The bad news is that they use up their utility very quickly. Many, many Piccolos and Hummingbirds find their way on the pages of eBay, selling for a lot less than what was originally paid for. Almost all of them (except those few still in the box) have had some damage history, making it daunting for the neophyte helicopter pilot, already challenged by this alien new world, and is now having to fix an unknown, new creation, sometimes without instruction or manuals. I am always very happy to set up new folks in anything they have, including micros, but what is seen is very much like Solomon writing in the Ecclesiastical sense that "all of this has been done before..."

In the end, if you like helicopters and are excited by learning something new, chances are that you'd be happy with any of the new, modern collective pitch models, .30 size or larger. Larger electric helicopters are also a very viable possibility for the newcomer, however, for equivalent performance, one needs to spend more initially to get going. Our field is not a noise sensitive area and is plenty capable to handle the needs of glow helicopters and their pilots (or heli pilots and their helicopters!)

If you're not sure about the commitment, but want to try it out and have the ability to fly at home, by all means try out any of the inexpensive fixed pitch helicopters. They are more demanding to fly, but are not very intimidating and are pretty robust. Hitting a wall or the ground usually never breaks it (unlike the larger ones), and you can be back in the air after straightening the paddles or applying some CA glue somewhere. The accomplishment felt by making a gentle pirouette in your front yard is a great feeling.

As a service to the helicopter members of the Valley Flyers, you may see me and make appointments for buddy-box training, to get you on your way. Advanced training is available for a fee. Setup and flight training is also available for a fee to non-Valley Flyers members.

See you there!

Jet Report

By Rob Janiger, Director of Jets

After a long absence here I am again, I hope that I have something interesting to say. We are getting ready to leave for Florida jets, then Tucson, a new meet in Northern California, Best in the West at Prado, and Dixie Jets in Utah.

A new bunch of guys have chosen to travel to some of these meets so we will hear some new points of view and feedback on the Jets that are introduced at these events.

There has been an increase in new jet pilots at the basin welcome to Ron, and Greg, they are both doing real well, the learning curve can be steep at times but they both have proven it's not insurmountable. There have also been many others who are talking about their first Jets so I'm sure we will be welcoming many more pilots soon. Remember Safety is paramount so don't hesitate to ask for help on any level, installation, flight techniques, range checking, making sure that right is right-left is left Etc. We want to see everyone be successful.

I have been flying a KingCat it's a great airplane with excellent aerodynamics allowing a spectacular speed range of 26 to 200 MPH (with a P120). It's a Pre-Painted fully engineered ARF that went together in just a couple of weeks. Speaking of ARFs, A few new planes are available now: F-15, Grippen, F-18, Viper, KingCat, Mango, and at least 3 versions of the Eurofighter.

An item that anyone using kerosene or gasoline at the field needs to be aware of is that these fuels **RUIN** the asphalt that we paid so much for. Please try not to spill, and if you do spill please clean up after yourself. That's it for now.

Valley Flyers Meetings Minutes

January Club Meeting Minutes

By Ken Wright
February 24, 2004

The meeting was called to order by President Harvey Elmes at 7:30 p.m. who also led in the flag salute. MIA board members Rob Janiger; Mike Trudell and Bill Bolin.



A motion was recognized and seconded to accept the prior board and general meeting minutes.

Treasure's report: **Balance of \$4,363.05.**

Ron Brawders report: \$3 for badges; \$60 for jackets; \$14 for t-shirts; and \$9.50 for hats.

Harv did a report on the sign issues. We bought a program for \$69 so we can submit the signs to the sign department for the parks and recs. Bob Smith will be the caretaker of the program. A member suggested putting a copy of the new signs at the front gate. This will be reviewed at the board meeting.

Dave Hendrex commented on the race last Saturday. We had a large turn out of workers.

OLD BUSINESS:

Harv reported on the wheel chair access to the pilot stations and the care area at the north end of the field as you enter.

NEW BUSINESS:

The LA Jets Rally 2-day event will be March 27th and 28th. The Boy scouts would like to partner up on running the snack stand for our events and would also like flight demos/training and ground school.

Video Vic did a presentation on some basic flight maneuvers.



Vic showed several video clips of model aerobatics being performed.

February Show and Tell

Clint and Debbie: Hanger 9 Corsair with a Saito FA100



Gene with an electric powered Pico Tiger Moth.

Bob showing an RCM Funster.
It is a 1982 design and has a Saito 56 four stroke.



The Raffle Goodies:



Meeting adjourned at 9:00 p.m.

Harv brought a World Models Chipmunk with a Magnum 91 four stroke.



Board Meeting Minutes

Board Meeting Minutes of March 2, 2004

By Ken Wright

Meeting called to order at 7:24 p.m. by Harvey Elmes.

In Attendance: Harvey Elmes, Ken Wright, Ron Brawders, Bob Smith, George Finch, Bill Bolin, Victor Schneidau, Ed Gappell, Patrick Ashour and Dave Hendrex. Absent: Sam Gengo, Rob Janiger, Mike Trudell and Steve Garrison.

Harvey Elmes – Treasurer’s Report: balance of \$4,902.37. AT6 race netted -\$3.75. Coverage of insurance at public fields: Harv talked to Carl Maloney and the coverage is the same for private and public fields so long as you are member of the AMA. Membership in AMA at a sanctioned event begins immediately by joining a club is 48 hours after receipt of paper work. Attendance at board meetings: note that a board member may be removed for non-participation. A club member brought up the issue of having signage at the front gate. We are removing the current signs due to graffiti issues.

Ron Brawders – we will go with the polo shirts instead of t-shirts due to the size order. We have two dozen hats on order.

Bob Smith – discussed a member’s donation to the club. We currently have 114 members. Bob was able to print the field signs and will forward them to Harv.

George Finch – We need more flight instructors, especially for during the week.

Video Vic – Brought in samples of event pins.

Patrick Ashour – If we find useful links send them to him. For upcoming events flyers can be posted. Will add a section for club sales items. More exciting automated items will be coming soon.

Dave Hendrex: Jet rally is coming up. Dave needs a little more information before the sanctions will be sent to the CDs.

Meeting was adjourned at 8:31 PM

Event Reports

What's Happening?

By Dave Hendrex

The Club Racing opener was a race against the weather, and we won. Five rounds of AT-6, Slow Quickie, and Trainer classes were completed before Mother Nature decided to cleanse the air with life nurturing rain. The only Aircruiser at the race decided not to make it an automatic 20-point day in fairness to the other competitors who failed to show up. Although the schedule was pushed by the pit boss, everyone seemed to enjoy the action.

The sound of hot burning, hard turning turbines are on the horizon. The LA Jets Rally will held on March 27 and 28 and Bob Wilcox has, as usual, promised to put on a good show.

Effective March 1st, there have been some specification changes regarding turbine powered models that will allow larger aircraft to be flown at sanctioned meets. These include elimination of the thrust to weight rule, raising the total thrust limit to 45 pounds for single engine, and 50 pounds for multi engine installations. The requirement for the use of speed limiters has been dropped in favor of a "gentleman's agreement" to not exceed 200 MPH (CHUCKLE).

Pilots must now receive their turbine waiver by demonstrating their flight proficiency to two turbine waiver holders, one of whom must be a turbine CD, and annually qualify to renew their waiver by "logging" twenty observed flights during the previous 24 month period. Pilots must submit their paperwork to AMA prior to December 15, 2005 in order to remain current, or they will have to re-qualify for their waiver. These new requirements will hopefully separate the wheat from the chaff and generally improve safety at the flying fields.

April 16 through 18 will be the first "real" racing event at the basin. George Finch will be the CD for this session of Go Fast, Turn Left, and arrive back where you started. Quarter 40, Quickie 500, and APRA Sportsman Quickie will be the order of the day. Race officials will be fed and provided with portable shade (we tried to provide portable sunshine in February, but the extension cord was too short).

Break out the sunscreen and your shades and support the club events. Remember that without membership support there would be few benefits to enjoy during the year.

EVENTS FOR 2004

By Bob Smith

There are a number of new members that need to be aware of our year-end official's drawing. The short of it is that if you work or 'officiate' at a Valley Flyer sponsored event, the CD will provide me with your name. For each event or occurrence of participation as an official you will be given credit (in the form of tickets maintained by me and entered into a drawing) for an end of year or November drawing for R/C related gifts.

These gifts range from ARFs, engines, radios, kits, accessories etc. etc.

So... It would behoove you to participate as an official in many of the events coming up this year. Typically there will be fliers advertising upcoming events and signup sheets at the general meeting. Don't worry about experience. Most of the tasks are very easy and onsite (at the field) training is provided! Questions? See the CD of an event or me.

Sincerely, Bob Smith

Next Upcoming Valley Flyer Events at the Apollo XI Field are:

- LA Jets – March 27th and 28th
CD Bob Wilcox – See full-page flyer in this issue.
- Q40/Q500/APRA/AMA Pylon Races – April 17th and 18th
CD George Finch (310) 459-1577 gwfinch@aol.com

Classifieds

For Sale: Magnum XL 4 Stroke .91 AR Engine

Brand-New in box. Never run nor used.
Retail price = \$190. Asking price = **\$100**.
Please call Stan Gordon at **818-781-4118** if interested.

For Sale: Super Chipmunk 100 inch span, Fiberglass fuse and cowl, covered and painted. Sheeted foam wing and tail. G-62 with electric Ign and servos. Never flown **\$875.00** Call Chris Hoyer 818-621-5997

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, George Finch, or Harvey Elmes.

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.

Video Vic is looking for people to host or be a part of a video on building and all forms of modeling. These videos will be shown on cable TV. Video Vic may be contacted at 818-424-8900 for details.

Wanted: Digital Photographs of planes, pilots, and model aircraft of all types. Send in your photos and we'll print them right here on the pages of [The Valley Flyer](#).

Send digital photos or text submissions to sam@valleyflyers.com

To run an ad in the Valley Flyer Classifieds please submit your ad via e-mail to sam@valleyflyers.com. Ads must be submitted before the first Tuesday of the month.

Tail Feathers

Foundation News

By George Finch, Chairman

The Foundation received some very nice donations during the last month. John Wolf provided a lot of new-in-the-box kits and ARFs plus odds and ends that will assist the Valley Flyers training program. Paige Dunlap donated two new-in-the-box trainer ARFs and a student's dad donated \$300 cash.

If you have a kit or ARF that looked good in the hobby shop, but now you realize that you will never build it, don't bother with Ebay or the cheapskates at the Field, donate it to the Foundation and take a tax deduction. The Foundation uses the donations to fund field improvements and assist with model aviation education projects in the local area. Any of the Foundation Board Members would be happy to take your donation. Besides myself, the Foundation Board includes: Barry Leavengood, president, Bob Smith, vice president, Greg Horwitz, treasurer and Bob Joyce, secretary.

The Foundation's members are nominated by the Valley Flyers at the May meeting and elected for a five-year term by the Valley Flyers Board. A Foundation member must be a member in good standing of the Valley Flyers, the Giant Scale Squadron, the Black Sheep Squadron, or the Circle Burners.

Valley Flyers Web Site – A Good Thing Getting Better

By Sam Gengo

If you haven't been to the Valley Flyers web site recently, check out some of the changes that members have suggested and Patrick Ashour has incorporated. In the previous issue, we mentioned the weather and RC Universe links that have both been incorporated on the previously lonely (but useful propeller calculator) link on the "Links" page.

Look for plain-text links at the bottom of the pages to enable quicker hyperlinking for you dial up folks and will even work with non-Java enabled browsers. Look for Video Vic to schedule yours truly at an upcoming club meeting to present an informative overview of using the web, email, and many Internet tips and tricks. A demonstration-based presentation that could not only make accessing your newsletters easier and quicker, but expand the utility of this thing we call the Internet, and how it relates to model aviation.

How would you, as a club member, like a Valley Flyers email address to access from your home computer, even if you do not currently have Internet access from your home? ...For Free! I will show you how to obtain an email address that you can use from virtually any city in the world, even if you don't own a computer. We could even set up some email accounts that night as a part of the presentation for those of you in the club who may have "computer-phobia" or haven't yet discovered how easy accessing the internet can be. The power-users won't want to miss that meeting either, as I will provide some "advanced tips" as well as some techniques that you may borrow to bring your otherwise net-uninitiated friends and relatives up to the twenty first century. I plan to make the evening interactive so you can share **your** experience with the members.

A Few Quick Tips: Google is one of the most popular search engines on the net. Simple home page www.google.com – type in your search words or phrases and hit enter or "Google Search" to get a list of hits. Click [Preferences](#) link to the right. Set filtering on sexual content to suit your situation, show more hits per screen saving time clicking the next "o" to view more than only 10 hits, check the "Results Window" box for allowing you to follow a link in a separate window while maintaining your hit list.

Try this: Type in your phone number including area code into the Google search window. Are you listed in 411? If so, there you are on the Web! Type in an N-Number of a full scale aircraft. You may use N48776 if you don't know any off the top of your head. Click the first link in the results and that is the Cessna 152 that I soloed in.

Need a word defined? Simply type **define:** before the word in the search bar. Example: Typing, **define: aileron** into the search bar results in: French (little wing). Control surface that commands bank angle and roll rate. www.rcmicroflight.com/library/glossary.asp

Type in 1461/4 and the resulting calculation will be the number of days in a year that you can access, literally, a world of information on any subject thinkable!

As of 2004, no one search engine searches much more than about 20% of the web, so you may want to perform searches using a couple of different search sites. Some examples are MSN, AltaVista, Excite, and Yahoo!'s search engine, search.yahoo.com which is different than its portal pages at www.yahoo.com that contains only sites that have been indexed and categorized via submissions to Yahoo!

Need directions or maps to, or of, any United States destination? Try mapblast.com or mapquest.com. Visiting Europe? Give map24.com's interactive zooming/panning maps of just about anywhere European a test drive... I'm sure you will find it to be both useful and enjoyable!

I look forward to getting some of you who thought you would never use a computer to wonder how you ever got along without one. Please feel free to try some of the above tips and email me with questions or tips of your own.

– Sam sam@valleyflyers.com

A Special Thanks To Video Vic For Allowing our guests from the Sri Lanka Air Force to try their hand at R/C Flying with his own trainer 60. In their week-long visit to the States for training classes, I just *had* to bring the six of them out the Sepulveda Basin for a look at Apollo XI Field at least one of their free weekend days. It was the "Sunday Zoo" that George referred to in his article this month. All of them got to try out the buddy box and they got a great feel for a nice and crowded field day including some Giant Scale aircraft, aerobatics, warbirds galore, and a good showing of jets as well.

The picture below shows them with Video Vic sporting his Valley Flyers shirt along with the pilot of a nicely scratch-built park flyer that they found to be as impressive as the big planes.



Thank you to everyone who welcomed them as they roamed the pits in awe for an experience they will never forget. And thanks, Clint and Debbie, for the pepperoni pizza, they enjoyed the American-Italian treat quite well! – Sam

ATIS Primer

By Sam Gengo

Since Harvey provided the automated weather phone number on page one of this issue, I thought that this month would be a good time to do a piece on just what kind of information to expect from that phone number and how to better understand/utilize its information. The number Harv refers to is **(818) 780-4993** for the ATIS (Automated Terminal Information Service) for Van Nuys (VNY) airport.

Many larger airports have an ATIS broadcast on the Air Traffic Band (VNY is 118.45 MHz) and most offer the ability to call up the continuous-loop recording by phone. You don't speak with anyone, as the recording does all the talking. You do the listening, and may find it helpful to jot down the data, looking at it after you hang up since the information often whizzes by rather quickly. After the loop repeats two or three times, the recording may, as a courtesy to other pilots trying to call in, simply hang up.

The recorded loop is usually under a minute in length. If you know what to listen for in what order, it contains a lot of very useful data to help plan your day, or provide the knowledge for better decision-making. i.e. Do I pack my airplane and drive out to the field or stay home and finish sanding my leading edges? Give the number a try, and with the help of the key explanations below, have fun deciphering the code.

Here is, verbatim, an example of a typical Van Nuys ATIS. The uninitiated caller may still wonder if the field conditions at the basin are worthy of a drive. Read through the points below. After a bit of practice, the calls will be both a quick and informative way to gather near-real-time data to paint a clear (or cloudy) picture of what is happening at the field.

"Van Nuys airport information Juliet, two one five zero Zulu. Wind: One five zero at one two. Visibility eight. Sky clear. Temperature two four, dew point one two. Altimeter two niner niner two. ILS Runway one six right approach in use, landing runways one six. Notice to Airmen, use caution for construction equipment on taktway Golf. Advise on initial contact, you have Juliet."

Breaking this paragraph down into useful information about the flying conditions at Apollo XI:

- **Information Juliet:** The report is updated once each hour. Each new update of the day is given an Alphabet identifier using the standard aviation phonetic alphabet. If you hear the same identifier that you heard earlier that day, you know that you already have that information and do not need to listen to it again. Occasionally, airport operations or weather will change significantly enough to warrant a more frequent update. The letter will progress to the next one in alphabetic order each time the ATIS is changed. Next report would be information Kilo, then Lima and so on.

- **2150 Zulu:** This is the 24 hour-format time stamp in Zulu time. You may be more familiar with the term, GMT. Typically Van Nuys updates their ATIS at approximately 10 minutes before each hour. Calling any time around the top of the hour should get you the latest information on the recording.

- **Wind:** One five zero at one two. Possibly the most useful data, this, the surface wind direction and speed. The example indication of 150 at 12 means the wind is coming from the compass direction of 150 degrees at 12 knots (a bit over 13 miles per hour). The compass headings progress clockwise with North at zero (or 360) and South at 180 degrees. So, in this example, the wind is blowing out of the south-east favoring our typical left hand pattern since this would have us landing into the wind as we made an approach from the north (golf course) end.

You may notice that most numerical data given in aviation-speak is read as individual digits for clarity. In other words, while a layperson might say, "Runway sixteen R," an aviator would say, "Runway one six right."

The **direction** the wind is coming from is very important as well as the speed. If the wind is coming from a more northerly direction, say, "zero two zero" (020 degrees – north-northeast) then taking off into the wind and following a standard traffic pattern may involve taking off from the south end of the Apollo XI runway and making the dreaded **RIGHT-HAND TURNS!** So when you hear the wind is from a northerly direction, come on out and practice those unusual maneuvers and reference points. If the wind speed is, say, above 40 knots, go fly a kite... A big kite!

- **Visibility:** If the visibility is stated at, "one half mile, fog, haze" then it may be suitable only for Control Line or possibly RC Helicopter pilots. If the visibility is more than 5 miles, sky conditions are usually given as "clear." Less than that, the next section may be quite involved with words such as broken or scattered (less cloudy than broken) cloud coverage given at several altitudes above sea level. Note: VNY is at 800 feet above Mean Sea Level and Apollo XI is slightly lower.

- **Sky conditions:** You are listening for words such as "fog" or "rain" for RC flying. Full-scale pilots are interested in the tops of the cloud layers and visibility at various levels of flight.

- **Temperature / Dewpoint:** Given in degrees Celsius. An easy reference point to remember is 28°C=82°F. If the temperature-dewpoint spread is less than about 3 degrees, fog or mist is extremely likely to occur near the ground.

- **Altimeter:** This is the Barometric Pressure in inches of mercury. Standard at sea level is 29.92 inches but the decimal point is not read in the ATIS. Listen for a change in figure from one update to the next. A lowering of this reading may indicate bad weather to come.

- **ILS Runway 16 Right approach in use:** Runways at airports are numbered to the nearest 10° of magnetic compass direction that you would follow to approach that runway. At Van Nuys, the runways are either 16 (read as, "one six") if the more prevalent wind conditions are present and traffic lands from north to south. Or Runway 34 ("three four") if the tower "turns the traffic around" and has aircraft land and takeoff towards the north. If the "Big Guys" are landing toward the north, then most likely, we should be as well. Another indication that "right-hand traffic pattern practice opportunity" exists at Apollo XI.

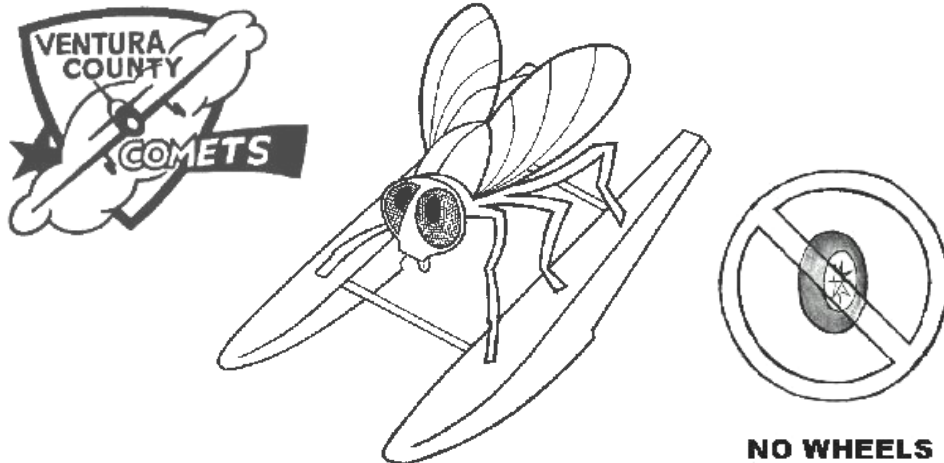
- **Notice(s) To Airmen:** This information is not of much use to RC pilots unless a notice advises pilots to contact Flight-Watch or Flight Service for hazardous weather information. In this case, you may want to check with the weather forecast or click the "Links" button on the Valley Flyers web site to see if conditions may have you running to your car with your transmitter tucked under your jacket.

I hope you find these explanations useful in extracting the plethora of vital weather data reported in these short calls. It is useful to know that the items are usually spouted off in the order I have shown. Knowing what to expect is half the battle of absorbing the information.

Feel free to take advantage of this aid to finding the conditions near the field by phone. If the line is busy, just call back in a minute or so. For LAX airport the voice is computer generated and rather amusing to listen to: 310-MGM-BAYS or 310-646-2297. A bit longer in length so the weather is a smaller part of the whole, but interesting to hear.

Until next month, "...read back only your call sign and transponder code unless you have a question."

Happy Landings,
– Sam



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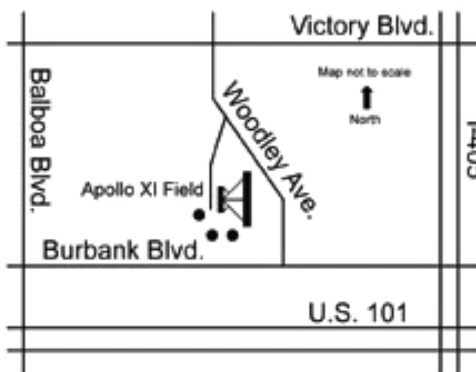
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2004

2004 Schedule of Events

Club Meetings

Club meetings are held on the 4th Tuesday of each month at 7:30 PM.

Please bring a few extra dollars for refreshments and raffle tickets.



2004 Club Meeting Schedule

January	27 th	July	27 th
February	24 th	August	24 th
March	23rd	September	28 th
April	27 th	October	26 th
May	25 th	November	23 rd
June	22 nd	December	11 th (Holiday Party)

Board Meetings

Board meetings are held on the first Tuesday of each month.

<u>2004 Schedule</u>			
January	6 th	July	6 th
February	3 rd	August	3 rd
March	2 nd	September	7 th
April	6th	October	5 th
May	4 th	November	2 nd
June	1 st	December	7 th

Notice of Meetings for the Sepulveda Basin Users

17015 Burbank Blvd. at Balboa – in the Recreation Center
(818)756-8189

Meetings start at 7 PM on the following Tuesdays:

January	13 th
April	13th
July	13 th
October	12 th

The January meeting went very well and it gives the club a voice for the City Recreation and Parks for our flying field. For more information on attending a meeting, see Harvey or any of the Valley Flyer Board members.

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)
Evett'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 Repogle	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

Apollo XI Facility Schedule – 2004

Date	Club	Event	Contest Director (CD)
FEBRUARY			
21	SAT	VF	T-6 / AirCruiser / Slo Quickie / Trainer Pylon Race Dave Hendrex (323) 758-2935 dha@valleyflyers.com
MARCH			
14	SUN	GS	Fly In Marv Zauss (818) 768-0855 mzauss@earthlink.net
27	SAT	VF	L.A. Jets Rally Bob Wilcox (818) 203-4923 bgwc@earthlink.net
28	SUN		
APRIL			
16	FRI ½ Day	VF	Q40/Q500/APRA/AMA Pylon Races George Finch (310) 459-1577 gwfinch@aol.com
17	SAT		
18	SUN		
25	SUN	VCB	C/L Stunt Clinic – 2 Circles Ron Duly (818) 843-1748
MAY			
2	SAT	VF	Heli Fun Fly Mitch Kahn (818) 708-9725 mknla@juno.com
16	SUN	VF	Fun Fly/Engine Clinic Harvey Elmes (661) 252-0367 helmes@thevine.net
23	SUN	N/A	War Bird Race - Tentative No official CD yet
JUNE			
13	SUN	GSS	Giant Scale Fly In Dave Hendrex (323) 758-2935 dha@valleyflyers.com
25	FRI ½ Day	VF	Howard Reed Memorial Q40/Q500 / APRA/AMA Pylon Races Barry Leavengood / Chris Hoyer (818) 998-4564 bl10@aol.com
26	SAT		
27	SUN		
JULY			
24	SAT	VF	T-6 / AirCruiser / Slo Quickie / Trainer Pylon Race Chris Hoyer / Barry Leavengood (818) 621-5997 bl10@aol.com
AUGUST			
6	FRI ½ Day	VF	Q40/Q500 / APRA/AMA Pylon Races Chris Hoyer (818) 621-5997
7	SAT		
8	SUN		
10	TUESDAY	VF	Camp Encino Training Session Harvey Elmes (661) 252-0367 helmes@thevine.net
15	SUN	VCB	Carrier/P-40 Contest – 4 Circles Ron Duly (818) 843-1748
27	FRI	VF	Helicopter Classic Mitch Kahn (818) 708-9725 mknla@juno.com
28	SAT		
29	SUN		
SEPTEMBER			
12	SUN	GSS	Giant Scale Fly In John Curran (818) 701-9663 fly300s@aol.com
19	SUN	VCB	C/L Stunt Clinic – 2 circles Ron Duly (818) 843-1748
26	SUN	VF	Fun Fly Open
OCTOBER			
2 - 3	SAT SUN	VCB	Hi Johnson Mem C/L Stunt Contest – 4 Circles Ron Duly (818) 843-1748
10	SUN	BSS	All Electric Fun-Fly Tony Naccarato (818) 842-5062
24	SUN	VF	Valley Flyers Fun Fly / BBQ Bob Smith (661) 298-2614 flynbs@pacbell.net
NOVEMBER			
7	SUN	BSS	All Electric Fun-Fly Tony Naccarato (818) 842-5062 ---
19	FRI ½ Day	VF	Q40/Q500 / APRA/AMA Pylon Races Greg Horwitz (818) 609-7633 gshorwitz@aol.com
20	SAT		
21	SUN		
DECEMBER			
11	Sat Night	VF	Valley Flyers Holiday Party Vic Schneidau (818) 503-4697 videovic8@yahoo.com
12	SUN	GSS	Toys-for-Tots - Open to all sizes 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 may 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 the field will always be open for sport flying during the practice day morning.

AMA	Academy of Model Aeronautics	Official national body for model aviation in the United States
APRA	Arizona Pylon Racing Association	Quickie pylon racing rules committee
BSS	Black Sheep Squadron	Peanut scale, miniature, electric, and indoor aircraft
GSS	Giant Scale Squadron	Giant Scale flying club
VCB	Valley Circle Burners	Control Line (C/L) flying club – The 4 events do not effect runway activities.
VF	Valley Flyers	San Fernando Valley R/C flying club

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