



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

May 2004

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**Remember – The Valley Flyers General
Club Meeting is Tuesday,
May 25th at the Encino Community
Center**

Membership Report By Bob Smith

The Valley Flyers welcomes the following new members:

Ron Derhacopian
Joseph Elyashev

Bruce Faber
Jon Payne

Board Member Letters

From the President's Desk
By Harvey Elmes



This is an appeal for your help. June 26th and 27th is the annual **Howard Reed Memorial Race**. The club has always supported this event, which typically generates around \$2000 for the club. These are the funds that are used for field improvements, various club functions as well as the monthly raffle prizes. If we can't increase the club kitty from events then we have no other avenue for income.

It takes 18 officials each day to run the event in an efficient and professional manner. As of this writing we are short 10 officials on Saturday and 12 for Sunday. If we can't get to the correct number of club officials by the June 2 Valley Flyers Board meeting we may end up canceling the race. This decision will be made to save the club the embarrassment that occurred at the last race when the CD had to enlist the help of spectators out of the grandstands to fill positions in order to keep the race running.

If you have never worked an event and are concerned that you don't know what to do, you will get the training and assistance you need. Working together at these events is a great way to get to know the other members.

If you didn't sign up at the last meeting and wanted to, or your calendar has opened up to support the event e-mail or call either Barry Leavengood 818-998-4564 bl10@aol.com or myself 661-252-0367 helmes@thevine.net.

If not you, Who?

Regards, Harv

Welcome aboard!

As of April month end, the membership count stands at 131 members.

Bob Smith
Membership Director 2004

Valley Flyers ~ Board of Directors - 2004			
President	Harvey Elmes	661-252-0367	helmes@thevine.net
Vice President	Ron Brawders	805-582-2934	ronanddebra@aol.com
Treasurer	Steve Garrison	818-832-4580	sgarriso@earthlink.net
Safety Officer & Training Director	George Finch	310-459-1577	gwfinch@aol.com
Programs Director	Video Vic	818-503-4697	videovic10@yahoo.com
Event Director	Dave Hendrex	323-758-2935	dha@valleyflyers.com
Helicopter Director	Mike Trudell	818-991-3967	mikeflyz@aol.com
Jet Director	Robert Janiger	818-905-0659	rob4988@cs.com
Membership Director	Bob Smith	661-298-2614	bob@valleyflyers.com
Secretary	Ken Wright	661-252-0509	kwright60687@netzero.net
Field Manager	Bill Bolin	818-361-7569	cockatoo@earthlink.net
Hospitality Meetings	Ed Gappell	818-349-9907	gappell@earthlink.net
Web Master	Patrick Ashour	818-482-9166	patrick_ashour@yahoo.com
Newsletter Editor	Sam Gengo	310-318-1049	sam@valleyflyers.com

Editor's Note: The Electronic version of this, the May issue of The Valley Flyer is in lieu of skipping the May issue all together. Read the details of how the May newsletter was almost never born in "**What?– No Newsletter?**" in this issue. If you have Internet access and are currently receiving a hardcopy through the US Mail, consider viewing / printing it online. You may usually pick up a hard copy at the club meetings. This will save the club mailing and postage costs.

Safety Views

By George Finch, Safety Officer

Well, in case you didn't hear, the last 2-day pylon race was a financial success and a safety disaster. Normally, Tim's do not show up on race day, but they did.



In one case, a Caller Tim took some criticism about an uneven cadence from his pilot poorly, and just walked away, leaving the racer with no caller and no help on landing. When you agree to be a caller or a safety observer, you are stuck no matter what personally happens between you and the pilot. You are there to help assure that the field is as safe as possible even if the pilot mentions your unmarried parents, that on occasion, your mother has been known to bark at the moon, or that you appreciate a loving parent.

One racer failed to watch out while walking out the taxiway, just as another pilot was landing a Q-40. Q-40s have almost no control when they are about to land, so a spinner punctured shin was the result. Whenever you walk from the pits to the runway, you are walking into a greater danger zone with every step, so look out. Errant planes land along the taxiway and you don't want to be the acting arresting cable.

Somehow a starter got misplaced, so a racer's caller had to wait until he could borrow one from another whose plane was started. In the rush to start the engine, the caller stopped the engine with his finger. Two stitches later, the leaking had been reduced to an acceptable level. Remember, accidents are most likely when you deviate from normal procedures and rush.

Elsewhere in the newsletter is a list from the Internet of Li-Po battery fires, and a picture of what happens to a Li-Po at about 180 C. The greatest cause seems to be setting the charger for more cells than are present. Although Li-Po's have been used by the electric guys, the weight savings they present are making them popular with the pattern guys, the 3D guys, and as the price comes down, the sport guys. The price is coming down because Li-Po's are being used in new cell phones. So far they have proved to be safe as cell phones have a very smart circuit that prevents damaging currents. However, expect that soon, someone will get burned up in a traffic accident because his cell phone Li-Po got crushed and shorted out. With Li-Po's in aircraft, you can expect more crash fires so a fire extinguisher might be a smart thing to have at hand.

SAFETY, EVERYONE'S RESPONSIBILITY

Treasurer's Report, May 3, 2004

by Steve Garrison, Treasurer

Our account balances as of May 3, 2004 are:

Checking	\$3,658.91
Savings	<u>2,656.99</u>
Total	\$6,315.90

The Jet Rally had a net profit of \$450.00. Thank you to Robert Wilcox for putting on a great show.

The April Q-500/Q-40 race had a net profit of \$1,918.12. Thank you to George Finch for running a successful event, and thank you to everyone who helped.

Please keep in mind that our bank charges a \$21.00 service fee on returned checks. This cost is the responsibility of the person whose check is returned.

What... No Newsletter?

By Sam Gengo, Newsletter Editor

As I was sitting in a small un-private business center in a hotel lobby in Colombo, Sri Lanka, I thought how distant my routine and life back here in California seemed. Though I was connected through the ability to read emails from board members and those of you that sent emails (Thank you!), I was missing the face-to-face contact in the meetings, the flying, and the opportunity to drive out to the basin on any given day and hang out at the field.

The idea of putting together the newsletter while working on assignment from a country half-way around the world was pretty impractical. Though I had originally said, "Sorry, I'll be out of town..." I actually entertained the idea. But paying by the hour for a relatively slow internet connection, 25 cents a sheet to print (on A4 paper), and the fact that delivered mail usually takes 2-3 weeks to get from the island to the states, it was deemed impractical and impossible to assemble, print, and mail the newsletter from overseas.

Harvey and Ken did a fine job last month of putting the finishing touches on the April 04 newsletter (Thanks guys!) and printing/mailling it off when I had to leave for my trip just before the newsletter went to print. So I sent off a formal request to the board that someone please take the newsletter duties for May as well. After so many volunteers offered and fought for the opportunity to take the newsletter tasks for May, Harv saw a power struggle resulting from every board member vying for the coveted Editorial spot.

Hence, in order to protect my well-paying job (my contract has my pay double each month!) and to keep peace and harmony among the board members, Harvey motioned to skip the May newsletter altogether! I quickly seconded it via email and, even though the remaining board voted "nay," each one wanting to take the job over completely, we over-ruled the decision using a little known piece of loophole in the Club Bylaws that allows us to do just that when a board member is working on a tropical island and the temperature is into triple digits.

Yes, this is, in fact, a volunteer organization and it is supposed to be "fun" and not a committed amount of work during the recovery week home from busy trips to hot far away places. After soaking in a bit of guilt and thinking that since I did finish travels slightly earlier than planned, I thought there was no reason to skip the May newsletter altogether.

Also, survival instinct tells me that if we skip this month, June will be even more daunting and that would mean more work at that time, and more printing, heavier mailing, and more stamps. Also, importantly for you, the "news" value of the information would be greatly diminished.

With the meeting currently less than a week away and I haven't even started looking at this month's contributions yet, let alone assemble them and put them into print, a hardcopy mailing in time to arrive before the club meeting would be highly improbable. So as a compromise, this month's May issue of The Valley Flyer will be... (drum roll, please)... Electronic only!

This will temporarily effect about half of the club members as a majority of you get your newsletters via the Internet only already. I will try to "Go to Print" with some hardcopies by Tuesday's meeting time and the goal will be to have about 20 hardcopies available to members that wish to have a hardcopy that attend the May meeting.

If you are reading this newsletter any time before the Tuesday meeting, please call anyone that you know in the club to remind them of the meeting as that is one of the purposes of the newsletter. If well all call a few people that we know, we will eventually (hopefully by Tuesday) remind the vast majority of the club.

Eventually, it would be nice to see the vast majority of the members receiving the newsletter via electronic form in lieu of mailing. I have always brought some color hardcopies to the meetings for those of you who prefer to read a sheet of paper (like I do) instead of a computer screen. Here are some things to consider when opting for the paper copy to be mailed to your door.

Advantage: You get a hard copy of the newsletter to read days (usually) in advance of the meeting and it travels right to your home.

Disadvantages:

- You could read it online days *before* the mail arrives. And print out the articles you want to have in paper form.
- You get a newsletter that has been folded in half. On what may be *your* picture!
- Cost to Club:** Postage: 60 cents for each mailing. Envelope: 3 cents. Paper and Printing (at 6 sheets double-sided average): 32 cents approx. Total: 95 cents per month. This is close to \$11 per member per year or about to 45% of your annual dues. Not counting time and effort to procure supplies, staple and fold packets, stuff and lick envelopes, and hit the post office.

So, if you would like to help the club, are currently receiving the flyer through the US Mail, have web-based access, and would like to switch to electronic version of the newsletter please send me an email saying that you no longer need the paper copy to be sent to your physical address, and we will add your email address to the monthly distribution with our sincere Thanks.

Remember that a nice, smooth, unfolded hardcopy may usually be picked up at the club meetings. The postage saving is the most significant!

Thank you for your understanding and cooperation!

Regards,
– Sam Gengo

EVENT OFFICIALS REPORTS

Bob Wilcox reported the following individuals as officials for the March 2004 Jet Rally: Bob Wilcox CD, Ricc Bieber, Rob Green, David Tarlau, Bob Tarlau, Daniel Stevens, Gary Stevens, Harvey Elmes, Damian Bolin, Bill Bolin and Dave Hendrex.

Dave Hendrex reported the following as officials for the T6/Slow Quickie/Trainer race: Dave Hendrex CD, Patty Miller, Casey Miller, Bob Tarlau, David Tarlau, Gary Stevens, Daniel Stevens, Sam Gengo, George Finch, Harvey Elmes, Video Vic, Richard Dragin, Jacques Toselli, Art Major and Ricc Bieber.

Last but not least (as far as events) the event officials for the 2-day Q500 event were as follows: Saturday: Harvey Elmes, George Finch, Don Lloyd, Dave Hendrex, Chuck Gould, Fred Roberts, Ken Wright, Sam Gengo, Jacques Toselli, Gene Sidwell, Bob Adams, Bob Wiikari, Ed Chizma, Jerry Jarvis, Omar Rankine, Casey Miller (Whittier), Ken Yasui, Willie Gardner and Bob Smith.

Sunday: Harvey Elmes, George Finch, Fred Roberts, Ken Wright, Sam Gengo, Jacques Toselli, Gene Sidwell, Ed Chizma, Ken Yasui, Bob Wiikari, Dennis Moran, Mike Lederer (racer), Jerry Jarvis, Russ Faith, Willie Gardner, Steve Garrison, Ken Wright, Emil Tarbinian and Bob Smith. The Usual Suspects!

If you were an official at any of the above events and didn't see your name, please email or call me with the information, so that you can get credit.

On a different subject matter, Jerry Jarvis and Dave Hendrex volunteered to complete the trainers donated by Paige Dunlap for the Valley Flyers training program. When they have completed the aircraft, they will receive 2 credits each towards the event officials year-end count! More than two days will be expended on assembling the aircraft but it's the clubs way of saying "thank you for your support"!

The event official's database will be updated to reflect your participation. More points for that big drawing!

Speaking of the big drawing. In case you haven't heard, Jay Replogle's Hobby House will be closing its doors this coming July! Hopefully we can get some goodies while the getting is still good! If you want to take advantage of your 10% discount better hop to it soon!

HELP WANTED HELP WANTED HELP WANTED HELP WANTED

The club needs volunteers for running the Q500 race event matrix and scoring software. The next Q500 event is June 26th and 27th. I'm available for training support on this DOS based product. Potential volunteers should be DOS literate. Please call me at (661) 298-2614 or email me at bob@valleyflyers.com if you are interested!

Thank you all for your support.

Bob Smith
Event Official Recorder

Valley Flyers Meetings Minutes

April Club Meeting Minutes

By Ken Wright

April 27, 2004 The meeting was called to order by President Harvey Elmes at 7:30 p.m. who also led in the flag salute. A motion was recognized and seconded to accept the prior board and general meeting minutes.

OLD BUSINESS:

"Signs" information from the quarterly park users meeting - The R&P can do letters but not the artwork. The signs are out to independent contractors to bid for both the art by itself or the whole project.

Handicapped pilot pads – The cost to do a walkway behind the pilot pads to the taxiways will cost 40-60K. It was decided to connect the first two pilot pads either side of the walkway. A total of six pads will be identified as handicapped. There will be the standard insignia for the Handicapped with lettering stating that the pads can be used for other pilots. However, if a handicapped comes out and there is another pad available, the pilot will move to the open pad. If all five pads are in use when the handicapped comes out he will wait on the taxiway until one of the designated pads becomes available.

Drawings were submitted for shade structures in the electric area.

There was a discussion with the U controllers over the use of the Helicopter pit area. The U controllers had an event this weekend and they wanted the area returned the way it was. Bottom line is: They have six events and the remainder of the year when it is not closed by other R/C events the area will remain the same with a gate cut

through from the side walk so public people can sit in the shade area and watch the events.

Correction for the calendar: The Holiday party will be on the 18th of December not the 11th. It appears that the reservation was made but got into the schedule wrong. The 2005 party will be on the 3rd of December.

George Finch reported on the last race. We had several accidents. There were 62 racers on Saturday and 72 on Sunday grossing approximately \$2,300.

NEW BUSINESS:

Bill will put up two more signs and a frequency post. One sign will be the same as in the pit area reminding the pilots that frequency use is limited to 15 minutes. One sign in the helicopter area and one in the electric area. The second sign will be erected on a pole by the sheds. It will read "Electric area beyond this point". Electric and park flyers and powered gliders only. Flight direction north to south only. Bill is going to build a frequency pole with tubes for the 6 channels for the 27 MHz flyers. This is our attempt until the field signs come to pass to get the electrics to stop flying over the taxiways and pits.

Up and coming events that need support

May 5 "Check Date" there is a mid scale event at the Canyon Crosswinds. No plane with a wingspan larger than 80 inches, or a biplane larger than 60 inches.

May 13th demo for the boy scouts. Harv, David and Bob Tarlau will present.

May 16th, Sunday is the Hobby People engine clinic and safe fly. Harv would like to have a total of eight guys to sign up to pull half-day sessions. We need two for the transmitter impound and two as flight line safety officers. This way the guys work in the morning can fly in the afternoon. The scouts will be running the snack bar. We will need training ships and instructors so we can fly the scouts and their dads for their first exposure to flying.

Sunday, May 23rd 11:00 a.m. to 4:00 p.m. is the Brentwood Science community fair. We have been asked to participate with the Giant Scale to display as many planes and personnel from the club. It will be a large area and lunch will be provided by the Brentwood organizers. You can bring family while you pull duty. They have rides and food courts.

June 5th, Saturday there is a salute to recreation booth, which starts at 11 a.m. to 6 p.m. It is located at Devonshire and Reseda.

June 26th and 27th we will have the Howard Reed Race. We need more officials!

Video Vic was shown appreciation from an "unknown" donator.

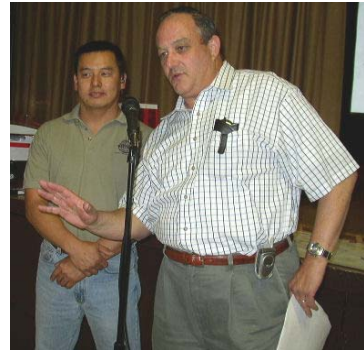


Gene Sidwell announced that there will be a P38 May 12th through 16th at Ontario, Chino air race.

Member of the Month –Paige Dunlap. Congratulations Paige and Thank You for your support and generosity to the Club!

April Show and Tell

Bob Tarlau and Sung Kim had a very cool jet video presentation. Sung



flew his A37 Dragon Fly with an onboard video camera. The jet weighed a modest 55 lbs and was powered by two Jet Cat P160s. Fox News filmed the event from the ground and air.



Rich Grimm and Walt Watson showed a video of a current Wright Brothers build. The plane will be powered by a 80hp VW engine and will be about 300 lbs heavier than the original (900lbs vs. 600lbs.)



Clint and Debbie with a Sig Kadet Senior.



Harv with his 3 channel Cessna 135 powered by a .15. and his .061 Cox Snapper.



George demonstrates how a trainer wing with virtually no dihedral can pose a challenge to control but that less dihedral is better in a trainer when you are not trying to learn by yourself.



Raffle



Meeting adjourned at 9:00 p.m.



Ricc shows a Judo biplane to be powered by a 52 4 stroke.

Board Meeting Minutes

Board Meeting Minutes of May 4, 2004

By Ken Wright

Meeting called to order at 7:30 p.m. by Harvey Elmes.

In Attendance: Harvey Elmes, Ron Brawdres, George Finch, Video Vic, Dave Hendrex, Bob Smith, Ken Wright, Bill Bolin and Ed Gappell. Absent: Sam Gengo, Patrick Ashour, Rob Janiger, Mike Trudell and Steve Garrison. Guests: Barry Leavengood and Dan Coe.

Harvey Elmes – the name Apollo Ave will be assigned to our road and all Emergency services are aware where we are located, i.e., Fire, Police and Hospitals.

The handicap walkways will start in September with gravel and by the end of Sept. black top will be poured for six pilot pads only.

Shade structures for the electric are will start in another month. The earth from the U-Control dried grass will be used to level the electric area for three shade structures and a small take-off area.

Bill built the six commercial frequency poles for the electric area that are about ready to install.

The AMA packets were received on Monday and given to Ken Knovack at the Parks and Recs. Ken is working on a strategy with us for an AMA field.

First aid kits for the start line and registration will be inventoried by Bill.

We think the range of 27 MHz is about 1,000 yards.

Newsletter – Sam is out of the country and we will skip the May newsletter. All of the outstanding general meeting and Board minutes will be reported in the June newsletter.

We had our first bad check and Steve and Bob are working on the issue.

The signs are still work in progress.

Travis Flynn has qualified for Team USA. ***A motion was carried to donate \$100 to Team USA.***

Because the jets for the most part are unable to fly in the designated airspace, the Parks and Recs is considering to ban them from the field. Harv is lobbying to determine if the violators are club or AMA members. We would like to prove that our club members **are** flying within the designated airspace.

The club's income from the food at the last event was 10% (\$18.70) of the total food profit.

Bob Smith – We are at about 130 members.

Video Vic – talked about the upcoming ROG. Perhaps we could get Don Butman to pre-build some planes.

Ron Brawders – still has shirts leftover. ***Motion carried to order another set of hats; cost \$240.***

George Finch – offered to write a letter to bill for repair of the race time clock. After a discussion on what it took to repair the clock the billed amount appeared to be fair. FYI – a race caller kicked over the time clock causing extensive repair.

Dave Hendrex – reported that all sanctions are done and would like a wiring schematic for the cut boards. He also suggested having a waterproof curtain over the electrical connections on the board.

Barry Leavengood – presented detailed documents that would rebuild our racing event structure. ***A motion was carried to establish a race committee and that the safety issues are first addressed and we don't hold another race until they are resolved; Harvey Elmes and Barry Leavengood are to head the committee.***

Meeting was adjourned at 9:08 PM

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

- **Howard Reed Memorial Q40/Q500 / APRA/AMA Pylon Races
June 26th and 27th**
- **T-6 / AirCruiser / Slo Quickie / Trainer Pylon Race
July 24th**

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

www.valleyflyers.com

News About Our Ever-Improving Web Site!

If you haven't checked out the web site lately, you may not know of some of the new features that have been added recently. Patrick has added a Gallery that we could all learn to use to share photos via the Internet around the world. Recent additions have included some video clips taken at a recent VF racing event. Thanks to those of you who sent in photos and, of course the videos!

He has also added a link for "Upcoming Events" to allow visitors to learn about events happening at the Apollo XI Field. Thank you Patrick, for all of your hard work and creativity to improve the look, fun, and function of our Valley Flyers web site!

Li-Po Fires

Recently the AMA has distributed an official warning of the dangers of fires caused by Lithium batteries. This warning has been distributed to members via email and posted on the Valley Flyers web site. Here is the text of that warning:

Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to NiCads or other batteries. With high energy comes increased risk in their use. The principal risk is FIRE which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this **many** fires have occurred as a result of the use of Lithium Polymer batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is **very hot** (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between Lithium and oxygen in the air. **It does not need any other source of ignition, or fuel to start**, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

1. **Store, and charge, in a fireproof container;** never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. **Never leave the charging process unattended.**
3. In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame, and, after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. **Never attempt to charge a cell with physical damage**, regardless of how slight.
4. Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not, specifically, designed for charging Lithium cells. **Never use chargers designed for Nickel Cadmium batteries.**
5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show **any sign of swelling**, discontinue charging, and **remove them to a safe place outside** as they could erupt into flames.
6. Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT.** Serious fires have resulted from this practice.
7. Do not attempt to make your own battery packs from individual cells.

These batteries CANNOT be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/ or personal harm

Safety Committee
Academy of Model Aeronautics
 5161 E Memorial Drive
 Muncie, IN 47302



The photograph on the left shows a Lithium battery pack as it explodes.

The resulting flame and heat could do plenty of very unwanted things to a model or a modeler!

Li-Po Fires Stats

In addition to the AMA warning, George Finch has gathered some statistics that shed light on the cause of the Lithium packs resulting in fires and some of the costs of damages associated with the actions. Most of these are operator error so the word of caution is to charge them only with the recommended equipment and set to the correct current rate and cut-off. And don't let your dog chew your packs!

Reported Li-Po Battery Fires by Cause

FIRE DURING CHARGING:

Operator Error-
 9s pack catches fire while being charged at 10s setting. (9)
 2s pack catches fire being charged as 3s (23)
 2s pack catches fire in plane while charging at 3s setting. (22)
 3s pack charged at 4s voltage ignites (27)
 2s pack catches fire charged at 3s (30)
 2s pack ignites when charged at 10.2V (31)
 Overcharged battery (34)
 2s pack charged at 11.1V catches fire. (36)
 2s pack charged at 3s setting (40)
 2s pack charges at 11.1V burns (44)
 2s charged at 11.2V goes off in garage (47)
 2s charged at 3s voltage ignites in garage (49)
 2s charged at 3s ignites in workshop (52)

UNDETERMINED CAUSE WHILE CHARGING

Fire damages garage while charging pack. (7)
 1500 3s pack catches fire during 1A , 11.1V initial charge. (1)
 2 cell pack ignites while being charged with 2 cell charger. (11)
 Car burns when pack being charged in car catches fire. (24)
 2s2p pack catches fire in helicopter possible misread # of cells. (25)
 2s pack ignites while on charger set for 2s. (28)
 \$30,000 damage to house when pack ignites during charging.
 3s pack burns in garage (35)
 3s pack burns at correct settings- (41)
 3s 8000mah pack catches fire after 15min correct settings (53)
 Helicopter and pack burns after 15min charge (54)

FIRE FROM PACK DAMAGE:

Cell poked with exacto knife catches fire- (2)
 Dog bites pack, pack catches fire (4)
 Lexus burns after pack from crashed plane put in car. (8)
 Ballooned pack ignites when punctured. (20)
 Repaired pack catches fire when connected to plane. (29)
 Pack catches fire after plane crashes. (37)
 Pack cut while shrink wrapping (39)

BATTERY SHORTED FIRES:

Shorted pack catches fire (26)
 Pack burns after shorting (15)
 Possible Short (38)
 Shorted when moved on table (42)
 Pack Shorted putting connector on and burns (45)
 Shorted pack burns hole in BMW seat (48)
 Crash causes 3s pack to short and burn (50)

NO CAUSE DETERMINED: Multi cell pack catches fire in flight (5)
 Possible over discharge (33)

So How Did It Go?

A quick report of Airplane things Sri Lanka: Full Scale- Work, Model- Play
By Sam Gengo

Several of you met our customers from the Sri Lanka Air Force when they were here for training in March. See The Valley Flyer – March 04 issue, “A Special Thanks...” page 6. Now it was my turn to travel to their country with a team of a few other Raytheon engineers and managers to install and test fly a new computer/radar system on their King Air.

It was a bit scary at first when it took us from Thursday morning until Monday afternoon to remove the radome around the existing radar Antenna. The bathtub-size fiberglass radome that surrounds the rotating dual array antenna at the bottom contained exactly 74 Phillips head screws to secure it firmly to the metal fairing in the aircraft’s belly. And all but about 50 or so were easily removed with a number two Phillips screw driver. After going through a few different tools including an impact wrench and right-angle drivers. The solution for the remaining 18 very stubborn ones was to carve a thick groove across the head to allow a large flat blade to be fit in and cranked hard (with a generous amount of creative effort and leverage) in order to break the stubborn screw heads free.

The remaining weeks went much more according to plan and the test flight schedule tested our ability to tolerate heat. 120 degrees in the cabin out on the tarmac while performing the GPS alignment tests with the engines running, doors shut, A/C off, and all internal equipment on, sun beating down on the aluminum and through the windows. You get the idea. It also tested our ability to fly in haze, clouds, and turbulence, as well as our ability to patiently wait on the ground during a monsoon.

But all the test flights went smoothly radar-performance-wise and, before leaving, I even got the opportunity to travel about 30 km south of the airbase to another military field that is closed to routine full-scale traffic on Sundays. Allowing the 2-km-long airstrip to be abandoned so that model aircraft can take to the skies amid the approach end of runway 22.

How hot is it to fly from a paved tarmac in Sri Lanka in May you ask? It is very interesting when the main purpose of your “spotter” is to hold the umbrella over your head to help ward off the Sun’s intense energy felt at 6 degrees from the equator.



Pilot (in white) shaded by his observer’s umbrella

There were about a half-dozen guys flying that day. They had mostly Cessna kits, a few nice pattern ships, and even a couple of Helicopters. It is extremely difficult to “mail-order” anything from Sri Lanka. Between the import duties and not having a “zip code,” they are not able to take advantage of say, “Tower Hobbies” or “Horizon” like we could. And any in-country hobby stores are few and far between.

So they save up some cash, buy a ticket on an international carrier to, say... Singapore, for the day. Shop like crazy and fly back home. There are not a lot of locals that can afford to get into the hobby, let alone, be into it crazy enough to fly abroad to buy their goodies! That really makes one find a renewed sense of appreciation of being able to take a short drive down to our local hobby shops and pick up what we need for a fraction of the cost. Not to mention being able to simply go back if something isn’t right or if you have a question or forgot something, or...

They forbid Nitro fuels in their country. So they have to mix their own glow engine fuel!

So the next time someone thinks all this effort and ado that we put into aero-modeling is a bit strange, think about the folks that can only fly on Sundays... in very hot weather with no shade, and have to fly an airbus for over 3 hours just to shop for equipment and supplies! At least we don’t need a passport to get to our hobby stores. Of course, if we did, my guess is that the Sepulveda basin would be a tad bit less crowded. Hmmm... It could be that there are advantages... I’ll skip them and keep our privileges and freedoms!

Until next month...
Many Happy Landings,

--Sam



Note the umbrella behind the Cessna - standard equipment at the field

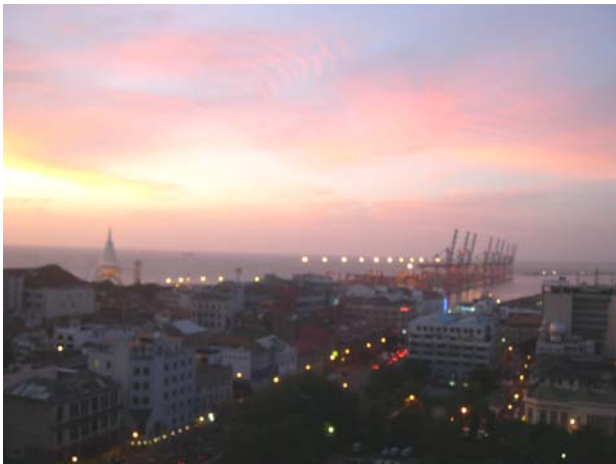


A Heli takes flight. Crowd control is not an issue here.

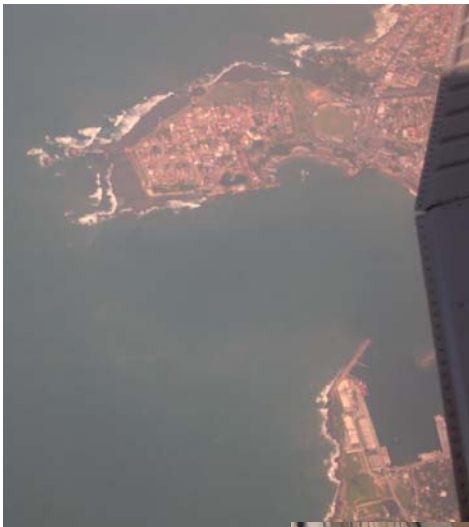


Sunday Crowd: Group photo with Sam (the white guy in the center) with all 6 of the locals that came out to fly on this beautiful spring day.

Assorted Photo Gallery



Galle Road just south of Colombo – Note the interesting color scheme on the building and the “matching” truck.




Top: Empty beer bottles pose on a busy street. Above: Colombo's busy seaport – Evening

Left: Sri Lanka Shoreline and an aircraft flap taken while on a test flight

Below: Passers by on a Saturday check out a news stand on Galle Road.

Right: The Canyon Crosswinds host a Fun Fly that is completely un-related to the other photos on this page.

CANYON CROSSWINDS

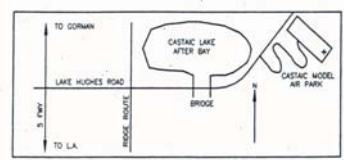
JUNE 5TH 2004

2ND ANNUAL MID-SCALE FUN FLY
IT DOESN'T HAVE TO BE GIANT TO BE SCALE!

HOSTED BY THE CANYON CROSSWINDS RC CLUB

ANY SCALE PLANE WITH A WINGSPAN UNDER 80" BIPLANES UNDER 60"
 MUST HAVE AMA CARD
 REGISTRATION \$10.00, STARTS 8:00AM, PILOTS MEETING 8:30AM
 PILOTS CHOICE TROPHYS, BEST MILITARY, BEST CIVILIAN,
 BEST SCALE FLIGHT, BEST ELECTRIC SCALE PLANE
 LUNCH INCLUDED
 CONTEST DIRECTOR: WALLY BRIGGS, 661-722-0029
 EVENT COORDINATOR: COREY DAIL 661-297-6104

TAKE INTERSTATE 5 NORTH, EXIT LAKE HUGHES RD. TURN RIGHT GO PAST SIGNAL, PAST STOP SIGN, LOOK FOR SCALE MEET SIGN, ON RIGHT.



WWW.CANYONCROSSWINDS.COM

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	23 rd	September	28 th
April	27 th	October	26 th
May	25th	November	23 rd
June	22 nd	December	18th (Holiday Party)

Board Meetings

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

2004 Schedule

January	6 th	July	6 th
February	3 rd	August	3 rd
March	2 nd	September	7 th
April	6 th	October	5 th
May	4 th	November	2 nd
June	1st	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	13 th
July	13th
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)
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

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	gwinch@aol.com
17	SAT					
18	SUN					
25	SUN	VCB	C/L Stunt Clinic – 2 Circles	Ron Duly	(818) 843-1748	
MAY						
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			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						
18	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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