



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

June 2004

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Remember – The Valley Flyers General Club Meeting is Tuesday, June 22nd at the Encino Community Center

Membership Report By Bob Smith

On behalf of the Valley Flyers, I'd like to welcome Matt Tarry (grandson to member Ed Chizma) and Jeff Roth. Both members are receiving flight and ground school instruction and are well on their way!

Welcome aboard,
Bob Smith
Membership Director

Board Member Letters

From the President's Desk By Harvey Elmes

Thank you to those members who signed up to work the Howard Reed Pylon Race the weekend of June 26th and 27th. Unfortunately we are still short a few officials. Please check your calendars and try to give at least a half-day to support this event.



West Van Nuys Lake Balboa is forming a neighborhood council and I was asked to attend to represent the club since the field is in the council's area. This council will represent this area to the Mayor's committee. May 22nd I presented information about the club and the field. There were also representatives from the LAPD, paramedics and the mayor's local area representative. We may need to have someone from the board who lives in the San Fernando Valley to attend the council meetings as a liaison so the club and field are represented.

F.Y.I. July 17 from 8a.m. to 5p.m. Hanson Dam is having a helicopter demonstration. For more information – web site: www.americanheros.com.

Our next meeting is the every popular R.O.G. (Rise Off Ground) Bring your Flea, Peckpolymer, scale rubber-band, or any rubber-band plane and join in on the fun. This year we will have a carrier-launch off a table. We are also providing ARFs for wives and guests to fly. At six o'clock we'll have all you can eat pizza for \$5.00. The meeting starts at 7:30. Hope to see you all there.

Here's wishing you clear skies, light winds and good flying.

Regards, Harv

Valley Flyers ~ Board of Directors - 2004			
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---- NOTICE ----- NOTICE ----- NOTICE ----
We Aren't Moving... But we have a New Address

Apollo 11 Field Now Has an Address!



This is Huge! The sign is rather large but the fact that Apollo 11 Field now has an address on Woodley Avenue is huge! Please make note of this address: **6201 Woodley Avenue**. See how this will benefit those of us who use the field in "Home Improvements" in this issue. Thanks go to Gary Stevens of the Valley Flyers!

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Change of Address: To insure that you do not miss any issues of The Valley Flyer, send in your new address two weeks before you move to the Membership Director.

Contributions: Contributions are encouraged. Kit reviews, events, contest reviews, interesting models, photos, tips or anything that may be of interest to other SFVRCF members are welcome. Articles 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



As most of you know by now, in my misspent youth, I was a full size airplane instructor. A couple of thousand hours behind Continentals and Lycomings and no ear plugs or noise canceling mikes and headsets is the reason why I mumble, "please say again" so much. Anyhow, I want to talk about egos getting in the way of common sense and some people who only should be flying free flights rather than the high wing loading, turbine beasts they have managed to purchase.

I worked for a flying service at Lambert, St. Louis (where at the time TWA 707s, Ozark DC-9s and the Missouri Air Guard F-100s played in the same airspace with me) between the Air Force and law school. I was asked to give Mr. Blume a night checkout in a Cessna 172. In those days before complicated TCAs, normally a night check out was good for about one hour, which put \$5.00 in my pocket, so I jumped at the chance. Blume said he wanted to take his family on a trip to Vegas starting at noon the next day, and with three hops, he was going to end up flying the last leg at night. When I asked the Chief Instructor what kind of pilot Blume was, he said with a cryptic smile, "He will amaze yah!"

Turns out someone had offered him THE PROGRAM, which guaranteed a private pilot's license for a fixed fee. We had an FAA approved school so we could graduate student pilots in as little as 37.5 hours. The break-even for the school was 44 hours and if your student was not ready for a flight check by 40 hours, the boss literally flayed the skin off your back with his shouting. Seems Blume had taken 90 hours to get his private license at our school, and then only after the Chief Instructor gave him the FAA flight check. His regular instructor had flown with him twice a day, seven days a week to get him ready and thereafter told the scheduling girl that if Blume's name ever appeared on the schedule in his column, he was quitting the flight school without notice.

Seems that on his first solo cross-country, Blume was sent to Columbia, Missouri and back and was told to fly right down Interstate 70 and never let it leave his sight. He also was told that when he saw Missouri Tigers football stadium to the left, look to the right and Columbia airport should be there. By some miracle, he found Columbia Airport and landed safely, but before takeoff for the return trip, he put his map, flight slide rule, pencils etc. on top of the instrument panel and then gave the poor bird full throttle. Of course, the whole mess fell on the cockpit floor. Then, knowing how critical it was to have access to such stuff on takeoff, he leaned down to pick them up, and drove a pretty Cessna 150 right into a snow bank, bending the prop and crankshaft, and shearing off the nose gear. When four hours later, someone from the flight school picked him up, he was mad because it took so long.

On his second solo cross-country flight, he was sent to Springfield, IL with instructions to "follow the Interstate." However, he had been taught the intricacies of VOR radio navigation, so he decided radio navigation was much easier. Springfield is 20degrees outbound from the St. Louis VOR so he dialed in 20 and just flew the needle. Apparently he didn't noticed that the Mississippi River never went underneath, or he mistook a bend in the Missouri River for the Mississippi. Anyhow, after a time, St. Louis VOR faded out so he figured he must be close to Springfield, IL (turns out he was closer to Springfield MO) He tried to contact the tower, with no results. Using his binoculars, which he needed to find checkpoints on those rare occasions that he actually navigated properly, he noticed an airport. He landed and had the airport manager sign off, "OK Rolla, Missouri" in his logbook. He then closed out his old flight plan, filed a new one for St. Louis, and set off on the reverse course for home. Seems that the course on the VOR dial was abbreviated by dropping off a zero, so he had flown a course of 200 degrees and never noticed that he was going southwest instead of northeast. I didn't know any of this!

So there I am, greedily counting the 5 bucks in my mind, when this myopic gentleman drives up in a new Cadillac for his check ride. I put my wife, who had come by to pick me up, in the back seat to load the Cessna as he planned to overload it, and we were off. Everything went OK until he tried to turn left out of traffic and the roll just kept going. He lost about 1000 feet in the two complete turns it took to get the Cessna's airspeed indicator into the yellow before I took over and righted the airplane. My wife, mean while, was taking the opportunity to watch the lights of tugs and their barges on the Missouri (up close). He repeated this graveyard spiral trick about three times more before I decided that maybe he would be better on instruments, since obviously he couldn't see the actual horizon at night.

His flying improved immediately until I asked him to practice a landing approach to an imaginary 5000 foot high runway. The altitude was at the request of my wife who had already sucked in enough air through her teeth to produce a toothache. I asked him to put down 30 degrees of flap. Now on some Cessnas, the flap lever is an electric switch, spring loaded to the middle. Push down until the wanted amount of flaps are down and let go. On his first try, he got 32 degrees of flaps, so he put his nose down against the flap indicator and got 28 degrees. Back and forth the flaps went, while the Cessna, like my wife, had had enough and headed for the ground in another graveyard spiral. The air is screaming past, the engine is at the redline and the altimeter is spinning like a top, and Blume never loses concentration in trying to get the flaps exactly 30 degrees, a feat he never achieved.

After two hours, I gave up and flew back to Lambert Airport, because Blume couldn't find it. Perhaps he was blinded or confused by the rotating beacon or the unending string of TWA and Ozark Airline jets with their landing lights on in a string that must have extended west back to Columbia. I wrote stuff in his logbook like, "totally unsafe at night, must flight plan to be on the ground at least one hour before sunset, not to carry passengers, ever, in a Cessna 172."

There are two morals to my story. Once in a while, along comes a Mr. Blume, who will never be a safe flyer, no matter how much money he has or how much help or instruction he is given. The other is: if you don't tattletale on Tims to me, this column is going to be full of hanger stories.

Now one on myself. Two trainer races ago, I kept getting disoriented on my plane. I would come out of pylon 1 and just end up doing loops and other unnamable acrobatics. By the time I recovered, the race was lost. It happened twice, so that and a "muffler came loose over tach" cost me a place in the finish. First heat of the June race, the same thing, except this time, what turned out to be an intermittent aileron servo stayed dead long enough for me to discover its funky operation. Moral, when the plane goes nuts, maybe it is equipment failure rather than dumb thumb or radio hit!

SAFETY, EVERYONE'S RESPONSIBILITY

Treasurer's Report, June 6, 2004

by Steve Garrison, Treasurer

Our account balances as of June 6, 2004 (all receipts deposited, all invoices paid) are:

Checking	\$3,406.92
Savings	2,658.98
Total	\$6,065.90

The Engine Clinic had a profit of \$374.00 with 51 attendees. Thank you to Harvey Elms for another great effort.

Due to an unavoidable desire to participate in and enjoy the ROG contest at the June meeting, I will not be issuing checks at the meeting. Please submit your Expense Request Form (with receipts attached and mailing address included) at the meeting and I will have your check in the mail by the Friday following the meeting.

Thank you for your cooperation.
Steve Garrison, Treasurer

What's Happening?

By Dave Hendrex, Event Director

The Howard Reed Memorial Pylon Race(s) will be held June 26th and 27th with a half day practice session on Friday, the 25th. This is always a big meet, and we will need strong club member participation to fill the many stations in an event of this type. The basic requirements are as follows: Six pylon judges (plus two "scribes" to assist at pylons 2 and 3), five people in "timing and lap counting," pit boss to keep the action moving, start and assistant starter, inspector(s) to insure that the aircraft are flight worthy and legal, matrix master, and a transmitter impound person. This sounds like a lot of people and it is.

The system works quite well if sufficiently staffed. If there are enough people volunteering to be "race officials" we may even be able to break the workload into two shifts. This will allow individuals to watch the action in a casual manner and give their active components a well-deserved rest.

What do I have to do?

Pylon Judge: Watch "your" airplane and push then release the turn button at the appropriate time. Don't put the button if "your" airplane does not reach the pylon. It's that easy!

Timing and lap counting: Watch "your" airplane and flip the lap cards over at the completion of each lap. Stop your "watch" when "your" airplane finishes the race. Reset the cards once the results have been radioed to the starter. Gosh that's hard work... whew!

Pit Boss: Think, "Drill Sergeant." MOVE IT, MOVE IT, MOVE IT!

Starter: Confirms that the proper airplanes are on the line and in the proper lanes and ready. Gives instructions to pilots and callers. Starts the race, settles claims, and generally runs the show on the flight line.

Assistant Starter: Assists the starter in recording and transmitting results. Keeps the starter well hydrated and takes over when the starter is overly hydrated.

Transmitter Impound: Insures that all transmitters are turned off while in impound area and issues transmitters only to pilots in the "ready" area.

Matrix Master: Sets up the heats according to radio frequency to avoid interference between individual aircraft. MUST be computer literate and capable of leaping over large, obnoxious pilots. Has to be on site before registration closes.

NOW is this so bad?

Come on out and enjoy a day in the great outdoors. Or a half-day.


R.O.G. at the June Club Meeting

ROG means "Rise Off Ground" which means the model airplane takes off under its own power from the ground when released. Since we take off from the wood, it should be ROW but this means "Rise Off Water" so we can call it ROF (Rise Off Floor). Whatever we call it, it's a fun evening for everyone!

There are three classes involved: Peck ROG / Flea, Scale, and Open. The two disciplines are, "Endurance," and "Distance." Oh, by the way, these aircraft use rubber band powered propellers / rotors.

Saturday, July 24th is the AT-6, Aircruiser, Slo-Quickie, and Trainer races. Details will be provided at the meeting, as I am running out of time and Sam will chastise me endlessly if I don't get this on the wire in the next ten minutes.

See you at the ROG!
Dave H.

[Editor's Note: Board members do not generally get "chastised endlessly" for getting articles in late, but occasionally have to endure a quick, light-hearted poke or perhaps a quick shot in the newsletter. Dave, you are doing much better at this hi-tech computer email thing. Yes, I received your blank email only a short time after the deadline. But next time, please try to send your article along with it.] 

Event Officials Reports

EVENT OFFICIALS CREDITED FOR THEIR PARTICIPATION!

The Valley Flyers and Harvey Elmes give thanks to the following members for their support at the May 23rd Brentwood School display; Fred Roberts and Gene Sidwell for a full days support. Ralph Rosen, Sam Gengo, Jacques Toselli, Bob Tarlau and David Tarlau for a half days support. Thank you for supporting the club's event!

That busy CD guy Harvey Elmes again says thank you to the following for their support in the May 2004 Hobby People Engine Clinic; All day support was Bob Smith, Fred Roberts, Tom Gabor, Video Vic, Robert Wiikari and Jerry Jarvis. Half-day support was George Finch, Donald Lloyd, Robert Tarlau, David Tarlau and Jacques Toselli.

All those listed above will receive credit for the "Year End" club Giveaway!

Bob Smith
Membership Director

Brentwood Science Fair

By Harvey Elmes

The Valley Flyers and the Giant Scale clubs were invited to participate in a Science Fair May 23rd in Brentwood. This was in conjunction with the Magnet School for science students. We had excellent participation with twelve aircraft displayed. Fred Roberts brought his Seafury, Corsair, and Crossbow. Gene Sidwell displayed a J3 Club and an Electric Tiger Moth. Sam Gengo had rockets and a glider to show and Jacques Toselli brought an ARF kit. Bob and Dave Tarlau had a transmitter and ARF so visitors could work the stick. Harvey Elmes displayed his Spitfire, Chipmonk and a T6. Thank you to all the members who supported this event.

We had felt this would be a good way to get aviation and our hobby in front of the public. AMA has recommended this as a way for clubs to maintain public support, which helps when fields are threatened with closures. However, we were located right next to the speakers of a Latin band and consequently could hardly hear ourselves think let alone discuss flying with the public. It's hard to tell if we generated any interest, but we managed to have a good time.

6th Annual Safe Fly / Magnum Engine Clinic June 16th, 2004

CD Harvey Elmes, Assistant CD Bob Smith

By Harvey Elmes

Another Safe Fly Magnum Engine Clinic is history, and I for one, had a great time. Since so many club members showed up to officiate the event and help it was a pleasure to be the event director. With so many helping out everyone had an opportunity to fly as well as supervise the event. I want to thank the guys who made it happen: Video Vic, Jacques Toselli, Fred Roberts, Tom Gabor Robert Wiikari, Jerry Jarvis, George Finch Don Lloyd, Robert Tarlau, David Tarlau and Bob Smith. If I missed anyone please contact me.



There were 43 registered pilots and 8 Hobby People. Approximately 5 Electric, 2 Jets, 2 Quarter Forties, 5 Helicopter and the rest were Fixed Wing pilots. The field was active all day. The snack bar was run by the Boy scouts who made a good chilly dog and earned \$297 for their troop. The club made \$410 at the event.



Both engine clinic sessions were filled to capacity. They must have been interesting as they each lasted over an hour. Once again Hobby People donated an engine for the morning session and an electric for the afternoon session. We appreciate their continued support of the club

If your weren't able to make this years clinic and safe fly, try again next year.

The photos above, taken by Bob Tarlau, show some of the opportunities that the Scouts from Troop 714 had to fly and learn about flying at the Engine Clinic Fun Fly. Top photo: David and Bobby learn from Video Vic and above: George teaching fundamentals of flight control to Daniel.

Salute to Recreation

By Harvey Elmes

Someone in Recs and Parks must have noticed that flying is great recreation because we were asked to participate in their "Salute to Recreation" June 5th at the Northridge Rec. Center. As part of our ongoing effort to maintain good relations with the Parks Dept. we agreed to participate. Ricc Bieber, Dave Hendrex, Bill and Damian Bolin, Omar Kankine, Sam Gengo, Jacques Toselli, Gary and Danny Stevens and myself were there to represent our great hobby.

We had a helicopter, Flying Wing, Waco Wing and a Giant Bee (guess who brought that?) on display as well as a small tethered helicopter. We were in bad location and unfortunately we were unable to fly even an electric or helo to capture the attention of the people in attendance. Damian and Danny had some fun at the carnival while the rest of us talked planes and this and that. We would all have rather been flying, so this is an event we will probably pass on if asked again next year.

Valley Flyers Meetings Minutes**May Club Meeting Minutes**May 25th, 2004 by Ken Wright

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.

Guests/New Members

Scott Ramos is working on a couple of planes. Richard Dragon was introduced as a guest since he hadn't attended a meeting ever before.

Old Business

The treasury balance is \$6,315.90.

Large signs are still work in progress; fifteen-minute signs are now in place in the helicopter area; the frequency posts are installed for the 27 / 49 MHz electrics. There is a hiccup in the U-control area for the grass and water system as they black top under the dirt that they were trying to relocate.

The Engine Clinic netted \$374. Bill put up some additional frequency posts and the U-controllers hit asphalt while trying to bulldoze some dirt.

Paige Dunlap received the member of the month.



Harvey presents Paige with "Member of the Month" Certificate

New Business

June 5th is the Salute to Recreation at the Reseda and Devonshire Park. We need more volunteers.

The **Howard Reed** race is coming up **June 25-27th**. This race is a big revenue generator for the club. It takes 18 people to run the race, so we need a lot of people to help out that weekend.

We have shirts for sale and hats are on order.

The Rise Off Ground (ROG) event will be during the next club meeting. These are rubber band powered aircraft.

Gary Stevens spoke on how he was able to contact the right people to get an address for us at the Apollo 11 Field. The address for the field was determined to be 6201 Woodley Avenue. We are now officially in the Fire Department, Police, and Emergency databases. Emergency personnel now know our location on a map and how to find the field. If you need to contact 911 for an emergency at the field, you may now give the operator the address "6201 Woodley Avenue" and they will know where you are.

The members gave Gary a round of applause in appreciation of his efforts resulting in this new and much-needed benefit to the Apollo 11 Field.

Gary to create an address sign to be located on the current wooden sign at the entrance to the field at Woodley Avenue.

June 13th is the Giant Scale fun fly. The plane needs to have an 80-inch wing span, 60 inches for a biplane.



Jay shows a Formula 1 that was donated by Bob Smith Industries to the club as a raffle prize.



May Show and Tell

Bob Tarlau showed the Jet video that aired on Fox.

Barry shows his pylon racer that he will fly in the upcoming races. The 40 size Nelson engine turns a prop 24,000 rpm on the ground. The plane is painted over white fiberglass and goes for about \$750 total. Barry uses a digital servo on the elevator and 15-20% exponential.

Tony shows off a Goodie that can be powered by a 380 motor with a lithium polymer 1,500, which will provide one hour of flight. The weight is 14 oz total and the motor will spin an 8x4 prop at 7,000 rpm.



Tony also brought an Embrear Tucano that is capable of speeds up to 70 mph. The weight is 10 oz and there is a lot of incidence in the wing. The parts are CNC cut balsa with a plywood fuselage. (Photo top next column.)

Sam's recently acquired "Nuttin Special" was built by previous owner and was sporting University of Pittsburgh colors when displayed for sale at the recent LA Jets event where Sam just couldn't resist buying it. Powered by an OS 120 four-stroke. After a recent mid-air with a high-speed Coroplast wing, he was able to bring it down safely, dead-stick and sans landing gear. It flew again the following weekend and is awaiting the repaired cowling to be repainted and replaced.



Richard tells how his foam aerobatic plane was built and of its flying characteristics. He uses a 6:1 gear drive, insulating foam and packing material hinges. The parts are not yet in kit form, but you can obtain the parts from different suppliers.



Bob used UltraCote™ on his RCM Trainer by Great Planes. ...Ta Daaa! It has a 65 inch wingspan that is fully symmetrical. Power is an MDS ABC .68 engine. Bob likes the price and how the ABC motors last.



Fred shows his Sig Commander that is powered by a 61 OS...notice the Wonder Bread theme showing off the corporate signs of his son's workplace. This plane **Builds Strong Bodies 12 Ways**. Or some might say.



Raffle

Meeting adjourned at 9:00 p.m.

Board Meeting Minutes

Board Meeting Minutes of June 1, 2004

By Ken Wright

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

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

Harvey Elmes – George Finch will write a thank you letter for the Team Samurai Formula 1 race plane that was donated from Bob Smith at Smith Brothers of Bob Smith Industries (glue).

We are still short workers for the Howard Reed.

The City doesn't have the Adobe Illustrator to Recs and Park \$95.

Van Nuys Open House: Plan a day in the area: Give a half-day support to the Howard Reed race on Saturday as a race official and have time to check out Van Nuys Open house that day as well. See www.lawa.org/vny/ Click on "Special Events" for details.

Van Nuys Airport (VNY) will host a free community open house on Saturday, June 26, from 9 a.m. to 4 p.m. featuring public service and vintage aircraft displays, airfield bus tours, educational exhibits and local entertainment.

Motion "To allocate up to \$150 for the purchase of Adobe Illustrator and manual subject to Harvey's discussions with Parks and Rec." carried.

We need to revise the membership application to account for returning members paying full price mid year. Sam and Bob will take care of this issue.

Motion "To buy a club gift up to \$125" carried.

Bill Bolin – Dave to take to the Giant Scale the issue of the sheds and access. Bill is still working on the first aid supplies. Bill handed out new keys for the club's storage sheds at the field.

Bob Smith – raised the issue of temporary signs. Sam will look into printing.

George Finch – Letter regarding the time clock issue came back because of an incorrect address. Will re-send with correct address.

Dave Hendrex – Racing plaques are on order.

Sam Gengo – This Sunday, June 6th at 8:00 p.m. is this month's deadline for newsletter submissions.

Mike Trudell – brought up the issue of overnight camping during the helicopter event. Dave Hendrex will look into getting the permit extended to cover overnight camping and night flying. No alcohol beverages are permitted on site and campers are subject to search.

Rob Janiger – Spoke to the police and fire departments regarding the last jet crash. The fire was zero cost; however, it could potentially take resources away from another situation if it were to occur at the same time.

Meeting was adjourned at 9:15 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

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!

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

Chris and Stan – Have you sold your items yet?

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

FOR COLLECTORS

A FORMULA I AIRCRAFT RAFFLE



Pictured here are Jim Shinohara (on the left) and Dave Shadel, holding one of many creations by Jim.

On June 27th, we will be privileged to have in a raffle, a very special model airplane: A **Formula I Lil Toni**, the same quality as pictured, built by Jim for Ron Schorr, long time supporter of the racing community and the Valley Flyers. The aircraft being raffled is the finished racing aircraft that has been on display at the Hobby House in Van Nuys for the last number of years.

Jim Shinohara and Ron Schorr are no longer with us and the aircraft is considered to be a collector's item of museum quality!

Bob Smith of Bob Smith Industries donated the aircraft to the Valley Flyers. We appreciate his generosity to the club. We are raffling it off to racing enthusiasts that would make a good home for the aircraft and sustain it for others to see and appreciate in the future.

Tickets are on sale for \$1 for one ticket, (7) tickets @ \$5, (15) tickets @ \$10, (35) tickets @ \$20, (100) tickets @ \$50. Cash is acceptable or make checks payable to **The Valley Flyers**.

To purchase drawing tickets, you can contact me at (661) 298-2614, flynbs@pacbell.net, or see me at the June 22nd regular meeting. Tickets will be on sale at the Howard Reed race at the Basin, June 26th through June 27th until noon.

The drawing will take place Sunday June 27th, at the Apollo Eleven field during the race lunch break. Winner need not be present, if name and phone number are provided on all your submitted tickets. Otherwise, bring your ticket submissions to the event to be deposited into the drum.

The more tickets you buy increase the odds of you winning. Our goal is raise \$500-\$700, the estimated value of the aircraft. Please support the club that supports racing at this field.

Thank you.

Bob Smith
Membership Director of the Valley Flyers

A "Bylaws Refresher"

The following is a reprint from the club's bylaws:

SECTION II PAYMENT OF DUES.

Dues shall be payable at the first meeting of each calendar year. Dues of a new member shall be prorated as per schedule:

January 1 thru March 31	\$25.00
April 1 thru June 30	\$20.00
July 1 thru Sept. 30	\$15.00
October thru December 31	\$10.00

Please notice the underlined word "new". Prorating is intended for new club members, not previously existing members. The club needs for existing members to pay dues in a timely manner. Prorating is a convenience for individuals joining the club later in the year. Hopefully this clears up any confusion.

Bob Smith
Membership Director

Home Improvements

Valley Flyers Put Apollo 11 On the Map

Apollo 11 field has been home to the San Fernando Valley RC Flyers for over half a century and counting. We like it here. A nice place to hang our hats, put up our feet, fuel up our planes, talk shop, get away from the rest of the world, and take part in the physical, social, and aerodynamically functional aspects of our hobby, aeromodeling. In other words, "A great place to fly model airplanes."

So we think we'll stay for a while in our home. A "Home away from home" for many. But, until recently, our home had no address. Not just that we had no "officially listed location" on the planet, but something much more seriously impacting on our safety and the very essence of the hobby itself. Having no official address meant a lot more than we could not have "The Valley Flyer" mailed to the field, but also that emergency operators, attendants, fire, police, and paramedic personnel themselves also had no official way of knowing exactly where we were or how to get to us. If, say, sometime in April of 2004, someone at the field had an emergency and dialed the 911 operator, he might have had a difficult time explaining where we were actually located and the way to get there.

Time spent giving directions that may or may not be accurate, plus the added uncertainty that emergency personnel would be able to actually find the field based on verbal instructions given while adrenaline is flooding through the caller's bloodstream could, very easily, make a huge difference in any emergency. Fire, injury, or a life-threatening situation can lead to serious outcomes if help arrives late or cannot find us at all.

Fortunately for everyone who uses Apollo 11, safety has made a giant leap forward. Thanks to Club member Gary Stevens, we are now "on the map" for Emergency personnel including: Fire, Police, Ambulance and the 911 operators now have our field on their maps as well.

You may have noticed an addition to our sign at the entrance to the field: "**6201 WOODLEY AVE.**" This is our new address.

This great looking sign represents a lot more than meets the eye. Along with the efforts put forth to design, rout, paint, and install the sign, Gary has done much legwork, research, and phone calls. The task to associate a physical address to our location and see that it got into the necessary databases was not a trivial one. He deserves credit for his knowledge and expertise as well as his personal efforts and downright persistence to get the job done... and done quite quickly. Thank you, Gary, from all of us! And Thanks for the sign, too!

A caller now just needs to say that the address is 6201 Woodley Avenue and it will come up in their system. As they roll down Woodley, the large, yellow on brown numerals will visually confirm the entrance as the correct location – no question.

I guess one could say that we've lived in our home incognito all these years, who needs all the junk mail being sent to our "door." With the field more crowded, and the equipment that constitutes our "toys" being more powerful, faster, and much more plentiful than ever before, it should be a welcomed relief knowing that "Help" can now find us simply! Now if we could get someone to get us into the local pizza delivery databases...

So next time you are out at the field take a moment to look at the sign. And when you see Gary at the field or at a club meeting, give him your personal and sincere "Thanks" ...for making the Apollo 11 field a safer place and an even better home for The Valley Flyers.

– Sam

Valley Flyers

Q40
Q500
APRA



Long Course

Pylon Racing

Saturday June 26, 2004 at Sepulveda Basin.

Sunday June 27, 2004 at Sepulveda Basin.

Registration 7:30 am to 8:30 am.

Practice beginning a 1:30 pm Friday

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

3 per freq. per event.

Trophies to 3rd and fast time.

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

1st Heat 9:00 am.

NMPRA Points all classes.

Hard Hats Required.

Powermaster Fuel Supplied.

Proof of Current AMA required.

This will be two one day races with separate trophies and points each day.

Due to expected large entry inspection and registration will be open Friday afternoon.

Pre entry advised.

Food Stand run by Boy Scout Troop 714 will be open both days.



Contact: Barry Leavengood [818] 998-4564 b110@yahoo.com
Chirs Hoyer [818] 621-5997



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	25 th	November	23 rd
June	22 nd	December	18 th (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	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	13 th
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)
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					
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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SALE **299.99**



SAVE \$30.00
Corsair EP 3 Ch RTF
No.128316
SALE **139.99**



SAVE \$30.00
R/C Nitro 1/10 RTR Monster Truck
No.312832
SALE **399.99**



SAVE \$30.00
Aero-Phibian (strike & floats included)
No.160501
SALE **119.99**



SAVE \$30.00
Offshore Flyer - Racing Boat
No.151110
SALE **169.99**

The 40 Items Of June Sale!!!

X-Celerator 1/10 Truck Nitro RTR	No.145610	\$239.99	Save 20.00
Nitro Savage 25 RTR Monster Truck	No.261741	\$99.99	10.00
Sky Scooter Pro 2 RTF Plane w/ Radio	No.758034	139.99	20.00
Black Widow Pro - AC/DC, NiCd/NiMH, 4-6 cell	No.350362	39.99	10.00
Magnum XL 91RFS Airplane Engine	No.210970	169.99	20.00
60 5000 Mah Epic NiMH Assembled Pack	No.256630	19.99	4.00
Hitec Eclipse 7ch FM Synthesized Tx Only	No.751580	199.99	20.00
GS-5.4 Micro Servo, 5.4 Grams, Univ plug	No.444030	19.99	5.00
HS-645 M.G. Super Torq Sx, Dual BB, S Conn	No.759413/414	34.99	5.00
HS-56 Micro Servo J Plug	No.759255/257	19.99	2.50
LRP F1 Pro Reverse ESC	No.385420	84.99	5.00
Nitro TC3 Plus RTR	No.385315	299.99	10.00
Factory Team Nitro TC3 Kit	No.385320	329.99	20.00
1/10 RTR 4WD Sprint w/Forsche Body	No.201630	199.99	10.00
XLS 40A Aircraft Engine	No.210750	59.99	10.00
TC-380 A S Super ESC	No.128472	19.99	7.00
Nitro Starter Kit	No.837850	39.99	10.00
Glow Plug - #8 Std Long	No.705940	4.49	1.00
Easy Star RTF Complete	No.240025	169.99	17.00
Tamiya R/C Nitro RTR Subaru Impreza WRC 2002	No.312769	199.99	20.00
Specter Gerni Pro Amber 17T	No.841224	26.99	3.00
QT-7 Speed Control	No.551723	129.99	5.00
10 Cell 500mAh NiCd 2/3A Battery Pack	No.129521	19.99	8.00
R/C 3 Channel Blimp Bomber	No.600637	49.99	10.00
Ultra Plug Connector (pr)	No.625085	2.50	0.75
Nitro Blast Engine Cleaner	No.840764	4.99	1.00
XTR Dirt Hawk II 2.2 Truck	No.331071	12.99	4.00
RTR QD Baja King Buggy-Blue	No.315049	89.99	10.00
20% Quat - XTM R/C Car Fuel	No.145630	7.99	2.00
Mighty Micro 010 Brushless Motor w/Proportional ESC	No.518621	109.99	15.00
1 oz Kwikonze Thin #1	No.887500	2.99	1.00
Backyard Skimmer w/Motor & Prop	No.53E901	49.99	10.00

Brought to You by [The Valley Flyer](#), the Monthly Newsletter of The San Fernando Valley R/C Flyers

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