



# The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

February 2006

## INSIDE THIS ISSUE

Board Member Letters	1
President's Message	1
Membership Memo	2
Safety Views	<b>Error! Bookmark not defined.</b>
Jets Report & Upcoming Jet Event	2
Valley Flyers Meetings Minutes	3
January 2006 Club Meeting Minutes	3
January 2006 Board Meeting Minutes	3
BASIN FUEL MATCHUP: A HIGH SCHOOL SCIENCE EXPERIMENT	4
Classifieds	6
2006 Schedule of Events	8
Club Meetings	8

## The Next Valley Flyers Club Meeting, is Tuesday, February 28<sup>th</sup> at the Encino Community Center

## Board Member Letters

### President's Message

By George Finch, President

The February meeting will feature as much of Art Major's remaining donation as Fred can fit in his truck, so come early and bring cash. The items will include a nice selection of small tools, building supplies, field essentials, plans, wood consumables, expendables and knick-knacks, plus Mort Katz' stuff that remains in the sheds. Last month we ended up in the Women's Center across the parking lot because the city work crew surprised the Encino Staff and they tried to inform us by means of Harvey's old phone number. I think we will be back at the Encino Rec. Center but if it is dark, go next door.



Good feelings all around. Bob had his car stolen, the thief getting a prize worth maybe \$200. Bob is always helpful to the jet guys so they got together \$800 and bought him a new car (actually a very low mileage 1983 Chevy station wagon that belonged to Jim's aged mother) so he can get to and from the Field.

In addition to the sale of Art's stuff, come to the meeting and see a demonstration of MotoCalc which can be used to intelligently pick the correct electric motor, prop and batteries without fear of motor burn ups or battery destruction. I don't know about you, but electrics are counter intuitive to me.

Well, there I was trying to give a couple of new members their first flights, with what turned out to be a leaking fuel tank. Our flight ended quickly and we started to gather up the plane. I noticed a very shapely orange Tee-shirt sitting on a pilot's pad with a young girl. I told the Tee-shirt that where she was sitting was not safe and that she should move. Among other comments, she told me her fiancé had told her to sit there (I don't think he knows he is her fiancé), he had been flying for eight years, and if an airplane threatened the little girl, she would throw her spectacular body in the way. At that point, a delta wing came skittering across the grass toward us and she decided to move. I got into the pits before she did and mentioned her to the assembled pilots. Our French ex-pizza chef mentioned the shapes in the Orange Tee-shirt in a complementary way, while our Honda shop foreman put it more succinctly, uttering only one word, "aftermarket". We can't afford a serious injury, so when you see something stupid and dangerous, at least try to make the person aware, even though, like I

was, you are invited to relieve yourself in a manner that the fluid climbs up a twisted line of hemp.

One of the field favorites got hauled away in handcuffs a couple of Sundays back. Seems he took off his Zero from the pits along the center taxiway, and it rolled uncontrollably and splattered its self into Japanese confetti. Many pit watchers contained themselves from applause, while Field Favorite looked for someone to blame besides himself (were ailerons plugged in? etc.). Soon his eyes fell on an arch nemesis known to haunt Victory Blvd. in Burbank who just happened to be helping a lawyer with his 27 MHz toy. Screaming words my Dad told me were only used when the utterer was too ignorant to use the correct words (totally ruining the use of obscenities for me), Favorite blamed the Zero's demise on intentional radio interference by Nemesis, with no proof or possibility. After a few Italian expressions were uttered between Favorite's confirmation of his educational failings, Nemesis proceeded to continue his teaching task. As Nemesis was finishing the lawyer's lesson and returning by the center taxiway, Field Favorite told Bob and others within earshot, "Watch this!" and accelerated his trainer into Nemesis' legs. Although not as light on his feet as he claims he once was, Nemesis managed to avoid the spinning propeller, stopping the trainer with his leg and hand, avoiding injury to himself, (lord help us) the lawyer, and the lawyer's toy airplane. At this point, someone called the cops, who when they first arrived seemed more interested in avoiding paperwork, than protecting the public. "If we believe your story of felonious assault and/or reckless endangerment, we have to believe his no proof story about malicious mischief (intentional radio interference), so you both have to go to jail, no matter what all the witnesses are trying to tell us." However, Field Favorite, enflamed the cops with his mouth and they checked for warrants, at least one of which Favorite had. Hence, cuffs, back of squad car, and truck towed away. A list of witnesses and phone numbers of those willing to testify was taken by an alert VF Officer. Apparently a restraining order is the only solution as a quick conversation with the Recs. and Parks discovered there is no way for the City to ban Favorite from the Field. Recs. and Parks' suggestion was to call the park ranger every time Favorite breaks the field rules or state laws on recreational chemicals, and press to make Apollo XI an AMA Field. We are setting up a preliminary daytime meeting with the city powers at be for March and in addition to myself and another VF Officer, two Officers from both the Giant Scale Squadron and the Black Sheep will be present. Latest: Favorite lost a trainer and since Nemesis was not at the Field, took out his anger on his transmitter, smashing it to pieces.

The Numb Thumb Night Fly had a fewer than expected turnout. Maybe it was because the weather was so warm that it was uncomfortable to wear a coat to ward off the blood sucking critters. Sure was great fun watching the Christmas trees flying around. Planes varied from those with light sticks taped on, a club trainer with just wing tip lights and a tail light, to the Kadet dazzlers flown by Jason Pakfar and Richard Dragon that lit up the sky.

Kudos to Dave Sweany, our Field Manager, for the progress at the Field. New cement pads now grace the Giant Scale run up stands and the crossbars have been raised so giant scale aircraft can be removed while still running. Willie Gardner's expertise and hard work

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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 8 PM Sunday 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.

was used to install the pads. Next will be pads and shelters in the electric area and additional trees at the north end.  
 – George

**Membership Memo**

By Don Lloyd , Membership Chairman

Thank you to all of our members that have sent in their 2006 renewal forms and fees. Our membership stands at 72 as of this writing and includes three new members **David Pieri of Pasadena** plus **Richard and Lindsey Surendranath of Lake Balboa**. Please welcome **David, Richard and Lindsey** to the Valley Flyers!

If you are not in the group above that has already done so, it is time to send in your renewal form and dues for 2006. A new membership application and your dues need to be submitted each year along with your current AMA membership information. The application forms are located on our website, a copy is attached to this newsletter, or you can pick one up at the February 28<sup>th</sup> meeting. Club rules require that your AMA membership status be verified as being current prior to issuing a new Valley Flyers Membership card for 2006.

Speaking of new Membership cards, I am currently in the process of issuing the 2006 cards. The Board decided that the cost of a plastic card printer for our membership cards is too great and thus that is not a current option. I have been investigating some other options and have found some interesting possibilities, but it will take time to acquire samples, run tests, and review pricing with the board. In the meantime, we will continue to issue laminated cards. Thank you for your understanding and patience during the evaluation process – it is greatly appreciated.  
 --Don

**Treasurer’s Report**

As reported by Mike Lipsey on

Savings \$ 3008.10  
 Checking \$ 1327.95

**Jets Report & Upcoming Jet Event**

by Jason Pakfar, Director of Jets

We finished 2005 with a great event. Despite wind advisories and poor weather warning we had 27 people attend our November 2005 LA Jets rally. Mostly were new faces that traveled from various parts of the State.

I wanted to thank all the Jet Pilots for using vigilance and wisdom at maintaining a safe and fun filled 2005.

I also wanted to extend the Jet communities gratitude for the Valley Flyers support of our small group.

The Basin boys spent a day at Button Willow in January. The Bees were everywhere. I don’t know how many of them were sucked up into the

motors but the pilots the had no problems with them. I am beginning to think that a certain level of insanity goes with this hobby.

Many of our turbine members are getting ready for the Florida Jets in Tampa, Florida. It should be a fun event with a large European presence. My understanding is that if there is one jet event to see, it would be this one , right after LA Jets.

Closer to home things are looking great. The event calendar has finally been hammered out with two double day Jet events scheduled. The overnight permits have been secured for both events. We have our LA-Jets T-Shirt and hats donations in place by a few of our turbine members.

The new Tables turned out to be a great hit. Greg Gregorian did a great Job of manufacturing them at his very busy shop. Many thanks to him for donating the labor and tooling to complete the project.

I have prepared a multimedia CD of the La Jets Fall 2005. Lots of cool pictures and a great video professionally produced and edited by Paul Rees of Rees Creative. Pick up your free copy at the Club meeting on Feb-28-06. Don’t forget to visit the new Valley Flyers La Jets web site. You can find it at [www.lajets.org](http://www.lajets.org). And finally on behalf of the Valley Flyers, I wanted to welcome Joe Kelly as our new turbine member.

— Jason Pakfar ✈

PS: What’s better than a jet? Maybe if it’s a twin...



Valley Flyers ~ Board of Directors - 2006			
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Web Master	Patrick Ashour	818-926-8578	patrick@valleyflyers.com

## Valley Flyers Meetings Minutes

### January 2006 Club Meeting Minutes

General Meeting Minutes

1/24/06

Meeting was brought to order by George Finch at: 7:37 PM.

#### Items discussed:

1. Tonight Adam Gelbart gave us a presentation on his work for the movie industry. His work includes working on the airplanes for the movie: Aviator. The XF-11 model in the movie was 1/4 scale; the Spruce Goose was built in 1/16 scale. Adam also brought in a video about the making of the Aviator for us to watch. One of the most interesting facts about the airplanes was the fact that each control surface had its own receiver and servo each with its own battery! He said to turn on one of the planes you had to flip 9 switches! How's that for redundancy! Thank you Adam for a very nice presentation!
2. George mentioned that we should have some sprinklers installed in the park flyer area, George is hoping to have this done by June, which is the month of the SAE contest.
3. Tonight we are having an auction for some equipment that was donated to the Valley Flyers Foundation; Money from the auction will go to the Valley Flyers Foundation.
4. Dave Sweaney brought in his Matt Chapman Cap 580 ARF that he put together. It has an OS 70 Surpass for power, with that engine the CG is right on.
5. Sam Gengo brought in his Great Planes Super Sportster EP ARF. He says that it fly's pretty well "stock". He gets about 5-6 minutes flight time on the original 6-cell pack.
6. Jerry Jarvis brought in his Avistar ARF trainer that he modified by converting it to a tail dragger with a built up cowl and wheel pants. He say's it fly's very well and very fast.
7. Bob Smith brought in his "Pete and Poke" that he has been building, very nice Bob!
8. Chuck Thompson brought in his "Sopwith Pup" that he is building; he says he might power it with a Zenoh G62 with a belt drive to run a scale size prop.
9. Don Lloyd brought in the clubs most recent trainer, a Hanger 9 P51 PTS Trainer. This is the latest venture from Hanger 9 Imagine a P51 Trainer? Sounds fun to me!
10. Meeting was adjourned by George Finch at: 9:30 PM.

---Bob

### January 2006 Board Meeting Minutes

Board Meeting Minutes

2/7/06

Present at meeting were: Bob Wiikari, Mike Lipsey, Dave Hendrex, Don Lloyd, Chuck Gould, Fred Abajo, Bob Tarlau, Stephen Fine, Chuck Thompson, Jason Pakfar, George Finch and Dave Sweaney.

Absent were: Video Vic, Christian Stoehr, and Patrick Ashour

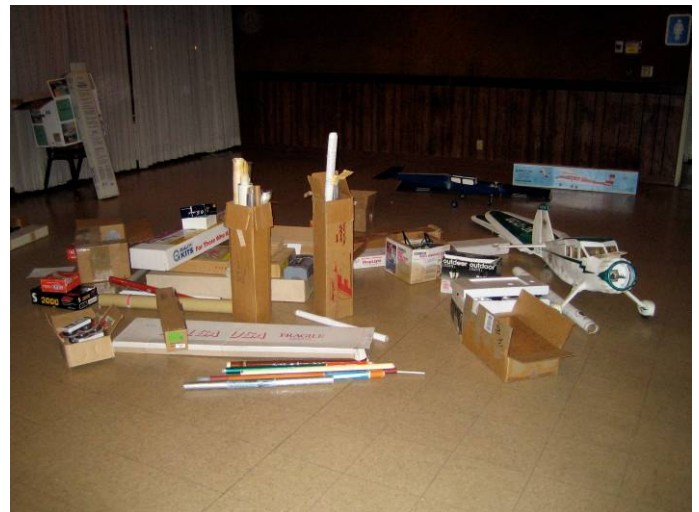
Meeting was brought to order by George Finch at: 7:35 PM.

#### Items discussed:

1. George mentioned that the Parks and Recreation (Ken Novak) will provide picnic tables and some tree's for the field.
2. Dave Hendrex mentioned that we have the sanctions for the night fly and T6 race and the park permits through half the year.
3. George mentioned that he has received an email from some flyers from Santa Barbara that are interested in running a trainer/T6 race. He gave them a set of rules and asked them to come out to one of our races to participate or just to help out.

4. Dave Hendrex has found a source for trophies that are laser engraved and are slightly less expensive then our current supplier.
5. Jason spoke about obtaining new signs for the field. He mentioned that he has the artwork on C/D. Jason also spoke to the maker of the new tables and mentioned that he is willing to make more.
6. Chuck Thompson said that he will be the "co-cd" at the next T6 race.
7. George asked Jason about the lighting setup for the "night fly" this weekend, Jason said that he will bring the generator and also string lights to the shelters.
8. Chuck Gould volunteered to make some sort of enclosure for a frequency scanner that will be kept at the field permanently for everyone to use.
9. Mike Lipsey reported that we have \$4500.00 in our account and that does not include the payment for the new tables for the field. Mike also mentioned that there is a form that he would like filled out on each check request so that things are kept more organized.
10. Don Lloyd mentioned that we still need to find out what we are going to do about making membership cards. Don mentioned that he is waiting for a report from the supplier of the cards that the AMA uses.
11. Meeting was adjourned by George Finch at 9:15 PM.

--Bob



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**BASIN FUEL MATCHUP: A HIGH SCHOOL SCIENCE EXPERIMENT**

By BOB TARLAU  
Hospitality Chairman

An corner of Apollo XI field was turned into a high school chemistry lab for part of a day last month as three students from Encino's Crespi Carmelite High School compared the efficiency and performance of diesel and biodiesel – by running those fuels through a model aircraft engine.

The result? OK, I know that should be up here in the lead or second paragraph, but you'll have to wait. We did!

The experiment was the brainchild of Valley Flyer David Tarlau, who is a Crespi sophomore. David – working with George Finch – gathered the equipment and materials for the experiment. The other two members of his science group – juniors Ryan Brophy and Warren Lautz – were there for the big test and they prepared the presentation board and detailed written report that would be needed to complete the trio's entry in Crespi's annual science fair called S.T.E.P.

The biodiesel itself (a gallon of it) was provided, along with lots of advice, by Joe Gershen, president of L.A. Biodiesel, Inc., who also showed up for the fuel runoff. The gallon of diesel fuel was purchased at a Shell station, not (according to rumor) drained from George's Mercedes.

Those of you who have actually flown diesel powered planes already know what George did: that a diesel based R/C airplane engine will only run on a diesel (or biodiesel) blend that also contains ether and lubricating oil.

Experimenters, fuel, equipment (including a MVVS-25 diesel engine from the Finch hanger in Malibu) and a bunch of questions about whether any of this would work came together on a sparkling but windy Saturday, January 21. We set up in front of the western shed (a good wind break).

The mix was on. First the cocktail of regular diesel, a touch of ether (from a rather nasty looking can) and a jigger of lubricating oil. The engine, in a heavy concrete test stand, roared to life. The boys started a stopwatch, which ran while the engine slowly drank 10cc of the diesel blend.

Time now for the biodiesel. By this time, a curious crowd of other Valley Flyers had gathered to goggle and gawk. As George readied the bio-blend, Sam Gengo pointed at the bio-mix and the engine and said: "If that engine starts on that stuff, I'll be amazed." Literally seconds later, the MVVS-25 was cranked up and purring on biodiesel. Several of us quickly looked at Sam, who conceded: "OK, OK, I'm amazed."

Additional tests were run with both the diesel and biodiesel blends, changing the compression, ether content and RPMs for each. David's mom, Barbara, helped keep notes while the Crespi men helped George and timed the tests. This writer rolled a video camera.

So we're down to the bottom line and it would be nice to tell you there was a runaway winner in this diesel vs. biodiesel showdown. But given the various adjustments in tests run on both fuels, it was pretty much a tie with a slight advantage to the biodiesel. Both certainly are much more efficient than running nitro fuel through a regular R/C engine.

However, in comparing costs, diesel (at least for now) is the winner at \$2.80 a gallon (when we bought it). The biodiesel – at the few places that do sell it at retail – costs on average about \$3.60 a gallon. L.A. Biofuel's Joe Gershen, who is actively promoting the use

of biodiesel in various applications, especially by local governments, believes the price can drop to be competitive. Of course biodiesel has one other advantage: that French fry smell can be addictive!

Students David, Ryan and Warren express great thanks to George and Joe – for the fuel, time, equipment and most of all, their enthusiasm – to make this science class test a reality. We're waiting to see what grade they got. But when you consider that one of their competing groups in that Crespi class was studying the speed of mold growth on bread, our guys already have earned an A in the excitement category.

###

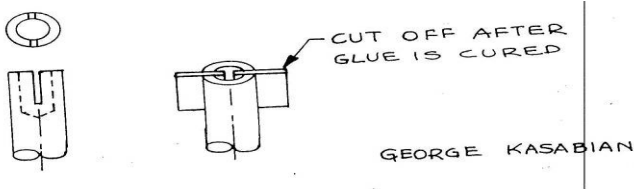


There are probably a few joys more universal than trying to get a clevis to cooperate when you need to disconnect it. Nice ones, that hold really well, are just obstinate. Here's a construction project that can take very little time and give you a neat tool.

#### Make Your Own Clevis Tool

--By George Kasabian

1. Cut a 1/2" diameter dowel to approximately 2" length.
2. Drill a 5/16" diameter hole 9/16" deep in one end, centered.
3. Cut a 1/16" wide slot 1/2" deep centered on the hole (snug fit on 1/16" plywood).
4. Cut 2 pieces of 1/16" plywood 1/2" by 1/2"
5. Glue the plywood pieces in the slots leaving a gap just over 1/16" at the center. The portion protruding the dowel outside diameter gives you something to hold while installing the plywood pieces. (Use thin CA)
6. Cut off the protruding plywood flush with the dowel outside diameter after CA has cured.
7. Cover the outside of the dowel with coarse sand paper to provide a good grip.



A Note from Bob Smith:

#### ASK AND YE SHALL RECEIVE

Well, I was sitting at the computer, wondering why I haven't received an RCM magazine. So I logged onto their website and low and behold there was a message on the web page stating RCM was up for sale! OK. That explains why I haven't received any magazines lately!

And then I thought. No more Clarence Lee Engine Clinic? Another piece of my RC life taken away. I wondered if Model Airplane News would pick him up as an Editor.

Later that evening, while perusing my MAN magazine, guess what I came across? Engine Clinic by Clarence Lee. Life is good!

Not only was Clarence there but also he was discussing issues that I recently have been involved with. The K&B Torpedo .40 I recently picked up from the donation by Art has the squish band piston and head setup reflected in the HB picture in Clarence's article. I know I'll have to use plugs with idle bars with this engine. The O.S. F or A3 plug doesn't have a chance surviving his that environment.

He even discussed the importance of the fuel tanks centerline being around 1/4 to 3/8 of an inch lower than the centerline of the carb. Finally, he mentions a device that will apply heat to flooding or cooling plugs, produced by Jerry Nelson. You can read about it by logging onto [www.nelsonhobby.com](http://www.nelsonhobby.com).

Thanks MAN for inviting Clarence into your editorial group!

Bob Smith

#### THE MDS .68

Some members have asked how the testing of the MDS .68 has been going. I'm still flying it in my RCM Bridi .60 Advanced Trainer. It is a very strong motor and has an excellent idle. However, the transition from idle to high speed has to be approached with a partial throttle opening procedure. In other words while taxiing out to the runway and preparing to do the high-speed run-up, don't apply full throttle all at once. Start by increasing to half throttle at least twice, listening to the engines response. Once it starts to 'not' load and hesitate, you can go to full throttle.

Yes, I've tried leaning the low-end needle, which usually works to resolve this problem. It doesn't with this engine. Leaning out the low end reduces idle dependency (it will not hold the lean setting). I've tried hotter plugs with slight reduction in loading but not enough to make a significant difference.

During the early portion of the flight, prolonged reduced throttle is not a good idea. After about half the tank is used and the engine is running leaner, the throttle transition is much improved! So the obvious solution is to run with half a tank from the beginning, right?

My last resort will be flying the engine with standard fuel (18% oil) instead of my 20% blend.

By the way, the O.S. .60 runs perfectly in the same aircraft and fuel blend.





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

George Finch

**For those that participated, those that officiated and those that did both, Sunday the 19<sup>th</sup> of February was a perfect day, although the rain didn't stop until 7:00AM. After I talked Jeff Sandler into entering, he got blinded by the early morning sun and planted his trainer next to the number 3 pylon before the race even started. Danny Coe managed to hit pylon 3 and keep going. I snagged a bush on landing, breaking the fuselage in half plus assorted pieces. With three of us, holding, CAing and microballoning, it was back together for the next heat. The results were as follows: Trainer, T-6, Air Cruiser, Slo Quickie Race**

### Slo Quickie:

- |                  |           |
|------------------|-----------|
| 1. Coe           | 15 points |
| 2. Palumbo       | 13        |
| 3. Leavengood*12 |           |
| 4. Kelly         | 3         |
| 5. Russell       | 3         |

### T-6:

- |                         |           |
|-------------------------|-----------|
| 1. Teague               | 14 points |
| 2. Ponik (fly off)      | 11        |
| 3. Leadbetter (fly off) | 11        |
| 4. Thordason (fly off)  | 11        |
| 5. Russell              | 10        |
| 5. Leavengood*          | 10        |
| 7. Thompson (Chuck)*    | 9         |
| 8. Coe*                 | 8         |
| 9. Thompson (Taylor)*   | 7         |
| 10. Ekins               | 7         |
| 11. Courtier            | 6         |
| 12. Wiegel              | 5         |
| 13. Williams            | 4         |
| 13. DeGeorges           | 4         |

### Air Cruiser

- |             |           |
|-------------|-----------|
| 1. Finch*   | 15 points |
| 2. Hendrex* | 9         |
| 3. Williams | 7         |

### Trainer

- |            |           |
|------------|-----------|
| 1. Russell | 15 points |
| 2. Clem*   | 13        |
| 3. Sweany* | 5         |

(\* denotes Valley Flyer)

Thanks to all the workers who included: Dave Hendrex, CD, Chuck Thompson, co-CD, Taylor Thompson, Dennis Moran (starter), Mike Pontel, Gil Greenbaum, Jacques Toselli, Sam Gengo, Patty Miller, Jim Smith, Jeff Sandler, Dave Sweany, and Willie Gardner.

## Classifieds

I noticed you guys are still holding the Aircruiser races. I have 4 new kits remaining for the paltry sum of \$40.00 each + \$5.00 shipping. The \$40.00 will include the Sales Tax of \$4.31 which I'll have to pay. Let me know and I can bring them if I can attend your races on the 26th which will eliminate the \$5.00 ea. shipping.

Ron Clem  
pakrattt@sbcglobal.net

### PACK RAT AVIATION

**Inventory Reduction! MOVING SALE!  
ITEMS MUST BE SOLD!**

**All New Kits, Mostly Ace R/C Inventory,  
First come, First Served!**

- |  |           |
|--|-----------|
| LAZY TIGER CUB.....ARF.....                            | \$ 95.00  |
| CLOUD DANCER .40....FRED REESE DESIGN....ARF.....      | \$120.00  |
| T. TIGER "E-HAWK 1400" EP GLIDER..Motor incl..ARF..... | \$ 57.00  |
| T. TIGER RARE BEAR .....ARF.....FOR 1.20'S.....        | \$249.00  |
| CHAMPION "45 L" .....ARF.....                          | \$100.00  |
| TIGER STICK.....ARF .....FOR .40'S.....                | \$ 85.00  |
| SKYZONE "FALCON", CESSNA SKYLANE TYPE F/F.....         | \$ 12.00  |
| NEW RELEASE, T. TIGER "RARE BEAR EP".....              | \$ 60.00  |
| T.TIGER "MR. MULLIGAN EP", PLANE ONLY W/MOTOR          | \$ 37.00  |
| T.TIGER "MR. MULLIGAN" COMBO, W/RADIO.....ARF..        | \$ 120.00 |
| T.TIGER "3D SPIRIT".....ARF.....40 SIZE.....           | \$105.00  |
| T. TIGER SUPER DECATHALON, .....ARF.....               | \$155.00  |
| T. TIGER TRAINER 40 COMBO W/ENG./ RADIO, ARF.....      | \$235.00  |
| T. TIGER GILES 202.....40 SIZE .....ARF.....           | \$115.00  |

### ENGINES

- |   |          |
|---|----------|
| T. TIGER GP-42 ENGINE, New-In-Box, .....  | \$ 65.00 |
| T. TIGER GP-10 Engine, New-In-Box,.....   | \$ 38.00 |
| T. TIGER Pro .40 Engine, New-In-Box,..... | \$ 75.00 |
| T. TIGER GP-61 Engine, New-In-Box,.....   | \$ 80.00 |
| T. TIGER GP-07 Engine, New -In-Box,.....  | \$ 38.00 |
| T. TIGER GP-25 Engine, New-In-Box,.....   | \$ 42.00 |
| T. TIGER Pro .46 Engine, New-In-Box,..... | \$ 80.00 |

### GLOW PLUGS

- |   |          |
|---|----------|
| Fireball.....HOTS.....12/card.....        | \$ 22.00 |
| Fireball.....STANDARDS.....12/card.....   | \$ 22.00 |
| Fireball.....R/C.....12/card.....         | \$ 24.00 |
| Fireball.....Super Cools.....12/card..... | \$ 24.00 |

**All prices are based on customer's pickup  
in San Diego. Calif. Shipping is at cost.**

**Sales Tax of 7.75% will apply to all sales.**

**Ron Clem, 4606 Pauling Ave. San Diego,  
Ca. 92122 (858) 450-1968**

### Contest Directors Needed

If you have been a member of the AMA for at least three years, you to can be a **Contest Director**. Advantages: You can get a four or less digit AMA number. You can get a portion of your AMA dues free.

***E-mail George Finch for further instructions.***

*To run an ad in the Valley Flyer Classifieds please submit your ad via e-mail to Fred Abajo <fabajo@adelphia.net>. Ads must be submitted before the first Tuesday of the month.*

DATE	DAY	CLUB	CONTEST	CDs	PLACE
FEBRUARY					
11	SAT	VF	Numb Thumb Fun Fly/Night Fly	Jason Paklar	Basin
12					
19		VF	T-6, SloQuickie, Trainer, AirCruiser	George Finch	Basin
MARCH					
5		BSS	Electric C/L	T. Nacardo	
19		GSS	Giant Scale Fly-In	Marv Zaus	
APRIL					
1		VF	LA Jets	Bob Wilcox	
15		VF	Pizza Fun Fly and Hobby People Clinic		
21			Q40/Q500/APR/AMA Pylon Races	George Finch	
22			Pylon Races		
23			West Coast Racing Series		
MAY					
7		VCB	C/L Stunt Clinic – 5 Circles		
20		VF	Southern California 2 Days of Jets	Jason Pakfar	
21		VF	Southern California 2 Days of Jets	Jason Pakfar	
JUNE					
2		VF	SAE Engineering Contest		
11		GSS	Giant Scale Fly In	Dave Hendrex	
23	Fri	VF	Howard Reed Memorial	Barry Leavengood	
24	Sat		Q40/Q500/APRA/AMA Pylon Races		
			West Coast Series		
JULY					
8		BBS	Two Day All Electric Fun Fly U-Control	T. Nacardo	
9			And R/C		
23	Sun	VF	T-6, SloQuickie, Trainer < AirCruiser		
25	Tue	VF	VF Fun Fly Meeting and Night Fly	Jason Pakfar	
AUGUST					
3	Thu	VF	FAI F3D Team Trials	George Finch	
12					
13	Sun	VCB	Carrier/P-40 Contest - 5 Circles		
20	Sun		VF, GSS, BSS & AMA Scale, Expert, Sport & Fun		
SEPTEMBER					
1	Fri		Labor Day Weekend VF Helicopter	Christian Stoehr	
2	Sat		Including all U-Control Circles	Eric Pacheco	
OCTOBER					
1	Sun	BSS	All Electric Fun Fly	T. Nacardo	
7	Sat	VCB	Hi Johnson Memorial C/L Stunt Contest – 4 Circle	J. Silver	
15	Sun	GSS	Giant Scale BBQ		
29	Sun	VF	BBQ Fun Fly	Bob Smith	
NOVEMBER					
11	Sat	VF	4PM to 11PM Night Flight	Jason Pakfar	
DECEMBER					
10	Sun	GSS	Toys For Tots	Darrel Martin	
<b>The Above Schedule is Subject To Change Please Check Back To This Page For Updates. Thank You.</b>					

## 2006 Schedule of Events

### Club Meetings

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

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



**We have the Meeting Hall reserved until 9:30 PM on meeting nights so we have plenty of time for Show & Tell!**

### 2006 Club Meeting Schedule

January	24 <sup>th</sup>	July	25 <sup>th</sup>
February	28 <sup>th</sup>	August	22 <sup>nd</sup>
March	28 <sup>th</sup>	September	26 <sup>th</sup>
April	25 <sup>th</sup>	October	24 <sup>th</sup>
May	23 <sup>rd</sup>	November	28 <sup>th</sup>
June (ROG)	27 <sup>th</sup>	December	Party

### Board Meetings

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

#### 2006 Schedule

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

### Notice of Meetings for the Sepulveda Basin Users

To confirm schedule date & time:  
(818) 756-8189  
Quarterly Meetings are the following dates:

January 11	7 PM
April 12	7 PM
July 12	7 PM
October 11	7 PM

The meetings give the club a voice to the City Recreation and Parks for our flying field. For more information on attending a meeting, see any of the Valley Flyers Board members.

## SUPPORT THE HOBBY SHOPS THAT SUPPORT YOUR CLUB!

<b>eHobbies.com</b> 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.	<b>(877) eHobbies (346-2243)</b>
<b>Evet's Model Shop</b> Colby Evett	1636 Ocean Park Blvd., Santa Monica CA 90405 (Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun 10-1)	<b>(310) 452-2720</b>
<b>eHobby House</b>	17721 Vanowen Street, Reseda, CA	<b>(818) 609-1968</b>
<b>Hobby Lobby</b> Tony and Addie	3512 W. Victory Blvd., Burbank, CA 91505 (Tue, Wed, Thu, Fri, Sat 10-6:30); (Mon & Sun Closed)	<b>(818) 842-5062</b>
<b>Hobby People</b> Chris	5541 Balboa Blvd., Encino, CA 91316 (Mon, Tue, Wed, Thu, Fri 10-9); (Sat 10-6); (Sun 10-5)	<b>(818) 995-1162</b>
<b>Hobby Zone</b> Edwin	1617A Victory Blvd., Glendale Ca 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)	<b>(818) 546-2291</b>
<b>Marty's Hobbies</b> Marty Friedman	1728 Moorpark Rd., Thousand Oaks, Ca. 91360 (Mon, Tue, Wed, Thu 10-8); (Fri 10-9); (Sat 10-6); (Sun 10-5)	<b>(805) 497-3664</b>
<b>Robin's Hobby</b> Robin Hambley	1844 W. Glenoaks Blvd., Glendale, CA 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 12-4)	<b>(818) 240-2093</b>
<b>Smith Brothers</b> David	8941 Reseda Blvd., Northridge, CA 91325 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)	<b>(818) 885-8636</b>
<b>TdL Model Systems</b> Tony di Leo	CNC Foam Cutting by Appointment www.TdLModels.com	<b>(818) 652-9366</b>



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March  
2006

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- Length: 32 in • Wingspan: 39.75 in
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**Construction:**  
Detailed, molded plastic fuselage with built-up balsa type flying surfaces covered in iron-on heat shrink film.

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- EL CAJON**  
409 Broadway  
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619-444-6135
- WEST LOS ANGELES**  
10815 W. Pico Blvd.  
Pico at Westwood  
310-234-2425
- LA HABRA**  
1401 S. Beach Blvd.  
Near Imperial  
562-947-3574 714-894-5721
- PASADENA**  
270 North Hill Ave.  
North Hill at Locust  
626-568-0883

- ENCINO**  
5541 Balboa  
Balboa at Burbank  
818-995-1162
- ORANGE**  
311 E. Katella Ave.  
Near Glassell St.  
714-288-8170
- LAWDALE**  
16725 Hawthorne  
Hawthorne & 168th  
310-214-0244

- FOUNTAIN VALLEY**  
18475 Pacific Street  
405 Fwy, Euclid exit  
714-954-8846
- LAKELWOOD**  
5449 South Street  
South at Bellflower  
562-604-2515
- CAMARILLO**  
1775 E. Daily Drive, H  
near Carmen Drive  
805-445-1305

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951-785-6773

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Foothill at 15 Fwy.  
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Decatur at W. Sahara  
702-871-6191
- LAS VEGAS #2**  
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At E. Tropicana Ave.  
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