



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

February 2008

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**The Next Valley Flyers Club Meeting,
is Tuesday, February 26th
at Encino Community Center**

See page 8 for updated event schedule

President's Message

By JASON PAKFAR,
President

Our long time member and dear friend, Mr. Gene Sidwell passed away earlier this month. My deepest sympathy goes out to his family and friends. He will be greatly missed.

It's been a month since I wrote my last article and here it is February, already coming to an end. The days are getting longer and the weather seems to be getting better. The field is certainly very green. Before you know it the flying season will be back into full swing. It is a great time to visit that old Hangar Queen for maintenance.

I wanted to first thank the Board of directors for their hard work. It's been quite a busy month. We finally worked out the field schedule. It's been especially challenging with all the changes to our 2008 event venue. You can find a copy of it on the Valley Flyers web site. The field sign will also be posted before the end of February. Thanks to Mr. Dave Sweeny and Willie Gardner, the Park Flyer shade area was extended by 16 feet. This will provide more shade and shelter for the ever growing electric crowd.

Our first event of the year was the "Numb Thumb Night Fly". It seems like the night fly events are finally getting some traction. These events are a lot of fun and free to the club members. Special thanks to MR. George Finch for taking over this event so I could attend my Son's birthday Party. Our second event, The Valley Flyers Winter Fun Fly was a great success. This event was a replacement for one of our usual Trainer Races. We had close to 60 registered pilots. It was a lot of fun with none stop flying all day. This was of course a free event for all of our valued members. Special thanks to MR. Sam Gengo for running the event.

Talking about members, our membership has already reached 200 and the renewals are coming in faster than our membership director could process .If you have not received your membership package yet, don't worry as they will be all processed before the end of the month.

We have two events scheduled for you for the month of March. They happen to be both on march 9th. We will start the day with our first Giant Scale Squadron fun fly for the year. This will be a great event with lots of beautifully built Scale airplane. All giant scale airplanes that meet the size requirements are welcome. Later in the evening we will have a night fly. Be sure to setup some LED's on your plane for an evening of fun or just come and see the flying action.

Our next club meeting is on Tuesday, February 26. We have planed a great evening for you with a short video of our fun fly, produced by our Media Director, Mr. Cliff Sonnentag AKA "Eskimo1080".Mr Bob Joyce has arranged a guest speaker but I will let him fill you in on that. Until then.
Happy Flying.

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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.

In Memoriam for Gene Sidwell

By BOB JOYCE
Program Director

Gene Sidwell, a lifetime member of the Valley Flyers, passed away this month. He was 86 years old. As a long time club member, Gene was an active participant in club activities including pylon racing. He was also a generous contributor to the Apollo Field repaving fund in 2002, and he is listed as a "Grand Donor" on the plaque at the field entrance. From a young age, aviation was one of Gene's passions. During WW2, he became a P-38 fighter pilot, flying in the Italian campaign. In 1947 he was honorably discharged from the Air Force as a Captain. He worked in the family roofing business until retiring in 1990. The P-38 remained a key interest throughout his life and was one of many RC airplanes Gene built and flew. He also was a prime mover in establishing a historical display of the P-38 including a full scale replica at the March AFB Museum. Those of us who knew Gene shall remember him fondly. His spirit flies on in his beloved P-38. Gene is survived by his wife Phyllis and daughter Shari.

1st Annual Gene Sidwell Memorial Warbird Race

By CHUCK THOMPSON,
Vice President

This year, we're changing the club racing format to increase participation and make things a little more interesting. We've decided to dedicate the event to long-time member Gene Sidwell, who passed away recently. Gene was a P-38 pilot during WWII and an R/C racing pilot who participated in many of the club races over the years, so dedicating this new event in his honor seems like a fitting tribute.

If you've looked at the 2008 schedule, you'll see that we have not scheduled any of the Trainer/AT-6/Aircrusier/Slo-Quicke Races for 2008 (I think we have at least 3 of them in 2007). Instead we decided to pursue a new Warbird Race format that has proven popular in other parts of the country. Depending on the turnout and interest in the event, we may decide to hold 2 or more next year. The good news is that almost anyone with a warbird can fly in it and your plane is put into a given class depending on your lap times, not your hardware.

I have agreed to CD the event, but I'll need your support to run it. I'd like to have a volunteer for assistant CD and we will need to plan in advance for workers, timers, inspectors, etc.

We'll be using the RCPRO Warbird Racing Rules and I have included a revised copy below (see Page 9). The full version will also be available on our web site or from <http://www.rcpro.org/>.

From The Pad

By MITCH KAHN,
Helicopter Director

I witnessed an encounter in the heli area the other day that was unfortunate.

As a club, it seems we are often dealing with a particular problem pilot. We can all probably name several people who, for whatever reason, have been a danger to themselves and others for a period of time. Mostly, these things run their course and subside, but quite often there are "conversations" that are connected to the "events" in question. This is a story of one of these events, the ensuing conversation, and most importantly, why it did not go well.

As a teacher, I've attended many seminars on teaching and classroom management. One of note involved the development of the teenage brain. Recent studies show that the physical structures responsible for understanding consequences don't usually fully develop until at least the mid-twenties. So when you ask a teenager why he did something irresponsible, and he responds: "I don't know," he really might not.

In one study, a driving simulation was set up. They compared cautionary driving (stopping fully at red lights and stop signs for example) of older experienced drivers with newly licensed young drivers. In the first example, both groups performed *equally* well. But, fill the young car with friends, and you get risk taking behavior.

The next part of the seminar was three or four interviews with Los Angeles area teachers after they had encounters with difficult students. Basically, these were interviews with teachers who admitted to totally blowing it. These teachers told stories of getting into name-calling, shouting matches and other equally counterproductive situations with students (it was entertaining and wrenching at the same time). They all described situations that were

loud and public. The student winds up showing off to his friends, and the teacher has become the outsider with no hope of influencing the behavior. This is what happened the other day with a heli pilot.

One year it was me. I swear it didn't seem I could come to the Field without crashing. It was early on in my learning curve and everything bad would happen. Then it was a friend's year, and then another friend had the year's record for crashes (you know who you are). Well, today it is someone else. This is the person we all take giant steps back whenever he goes out to fly. This person has also come way too close on too many occasions to causing serious injury to bystanders and other pilots. Others have offered help, and I have personally spoken with him in private. He is a very reasonable person, and he was probably shaken up by the incidents more than anyone.

And then there was the other pilot. His words weren't constructive, or maybe they were. But they were *public*. Now pilot number one is well north of a teenager, but at the park we are all kids, or we certainly act like children sometimes, and at this time, he sure did. Screaming, muttering and cursing, all to the effect of "I'll do whatever the ___ I want."

This was not good or positive in any way.

If someone is doing something wrong/dangerous/inconsiderate/boneheaded, etc. and you feel compelled to speak with them, do so off to the side. *Not always, but most times, people appreciate pointers and objective advice. Beginners especially (think inexperienced drivers) are prone to flying above their abilities. Let's not also put them in a position where they feel "called" on something. Some of us are there only to have fun; some of us are serious about skills or competitions and some are even working on commercial enterprises. It might very well be true, we may know what is best for others. But if it is not received well, we can all too easily do more harm than good.*

Fly well, fly safe, play nicely with others.

Program for February 2008 Meeting

By BOB JOYCE
Program Director

For this month's meeting, Todd Bennett, a nationally known RC helicopter pilot and Futaba representative will be discussing Futaba's 2.4 GHz FFAST radio and module systems for airplanes and helicopters. Todd has been active in RC flying for over 30 years. In addition to being a consultant to Futaba, he is co owner of Synergy Helicopters, chief flight instructor for Freestyle3D, and consultant to YS Engines Japan and Morgan fuels. He is a sponsored pilot for the following product lines.

- Hatori Mufflers
- SAB Blades
- Thunder Power
- Duralite Regulators

His discussion will address the Futaba FFAST technology and products as well as his experience with these systems. This program should be of interest to a large number of club members. We look forward to seeing you at the Feb 26 meeting

On The Field

By GEORGE FINCH,
Contest Director

The weather for the Numb Thumb Night Fly didn't live up to the event's name as the temperature was almost 80 at sun down and with a setting new moon and no wind, it was 8:00 PM and very dark before coats started going on. There was a last minute Contest Director change because of overcrowding, the Fire Department, a \$400 refund and 20 screaming 4 year olds at a birthday party that had to be slipped until almost everyone's bed time. To induce the CD takeover, the new 4 year old's father falsely promised the resulting CD he could fly his lit up Kadet ARF. Anyhow the 10 or so pilots showed up with six airplanes. Bob Smith had the largest airplane, but somewhere along the path, he had a brain fade and charged some of his batteries to ruination, so he could not fly. Chuck Thompson brought his Lazy Bee with wax paper wrapped around the super brite diodes in the cabin so the pilot and watchers didn't get purple streaks in their vision, and he added some diodes at the corners so orientation was not the problem the flashing wonder had at past Night Flies. Tom Peniston lit his electric slow flyer with diodes placed on the landing gear shining up on the bottom of the white wing. Dave Sweany had the same type plane he bought on the cheap and then put more money in the light ribbons than he had in the plane. Dave ran the light ribbons out the leading edge of the wing and then made loops at the wing tips. It was very effective and didn't ruin anyone's night vision. Cliff Sonnentag had a flat foam Extra electric lit up with over \$100 worth of 12 volt diode strips he purchased at Fry's, or at least it would have been if he had not run out of time so only the wings were lit. Cliff and Chuck sort of tied for the flying Christmas tree award. Ron Russell put on a flying demonstration of hovering and low passes with one of his student's blue foam Zignoli flying saucers. It was covered with diodes! and had brite white diodes on the tale that lit the ground like a flashlight would when in a hover.

The next Night Fly is scheduled for Sunday, the 9th of March as part of the Giant Scale Fun Fly. You don't need a giant scale night flyer. I hope the above has given you some ideas how you can brush off your dusty slow flyer, put some lights on it and join us on the 9th.

**** See page 8 for updated event schedule ****

January 2008 Numb Thumb Nitefly

Photos courtesy
ChuckThompson



Mr. Hospitality

By RICC BIEBER
Hospitality Director

Hey there, Campers! I'm back. I am working my way back to full speed, and I want to take this opportunity to thank all of you for your kind thoughts and good wishes, helping me to a speedy recovery. I am getting back to my old, cantankerous self day by day. In fact, though tiring, it was good to help man the snack stand at the Fun Fly on the 17th.

Speaking of which—if you weren't there, you missed a great event! Elsewhere in this missive you will find all the numbers and stats for the event, but in case it gets missed, the day could be called a 'capacity' event. It seemed as though the flight line was full the entire day!

I must mention the passing of Gene Sidwell. His funeral was Saturday the 16th, and was well attended. It is always a surprise ending, it seems, to go to a friends or acquaintance's funeral or memorial service and learn things that you didn't know about the person while they were alive, sometimes by the omission of the person themselves, either because it just doesn't come up in conversation, or the fact that the person is self-effacing. The most amazing thing I learned about Gene was that he was not just a decorated flyer, but received just

about the highest honor a pilot could get! He will be missed by not only his family, but by all of us who called him 'friend'.

As far as club events, take a look at your schedules, and make plans to attend AND to help out. This is a member/volunteer organization, and we have enough members to make every event successful and easy to run by virtue of the sheer numbers of our membership. Help is always needed on the flightline, snack bar, registration, etc., so don't be shy! When that clipboard comes around at the general meeting, sign up. Heck, at the very least, your name will be entered into the Officials Raffle, and you could win some really neat stuff!

Until then, see you at the meeting. Flaps Up!

Ricc Bieber, Hospitality

Valley Flyers Meetings Minutes

General Meeting Minutes

1/22/2008

By SCOTT RAMOS

Secretary

Called to order at 7:30

New members

Steve Gershick

Don Bayer

Sam Gengo

Announced raffle tickets for early renewals will be available at the break.

Jason Pakfar

Proposed accepting the last meetings minutes. The motion seconded and passed.

There was positive feedback from the community about our participation at the AMA Convention. A main goal was to be more visible and to gain vendor sponsorship. Many vendors expressed interest in potentially sponsoring events. Jason thanked the efforts of those that worked on the Convention.

The Board has worked hard to schedule events for 2008 to avoid overlap and back to back weekends. There are two potential conflicts, a fun fly and the warbird race which may need to be changed.

Review of the proposed changes to the bylaws

Name change to add Inc.

Addition of new Board positions, Giant Scale Director, Media Director, Electric Director, and Web Master.

There are currently 6 separate Valley flyers websites including LA Jets, Scale Masters and LA 3d Helis.

Change of Board meeting dates to be determined at the beginning of the year. This year, the first Thursday was selected.

2008 Field Schedule

There has been low participation in some of the previous events. As a result, the Quickie and Trainer races have been changed to fun flies.

Fun flies will be free to members and \$10 for non-members. Non members can join at the event and the \$10 will be waived.

Improving club capabilities

This past year, the club has been moving to become more self sufficient in its operation. The club has acquired several pieces of equipment to that end, including a 24" vinyl cutter for making signage and a 2700 LUM Epson LCD projector.

Promotion and development of events

Arizona electric event is this weekend. There is no event like this on the West Coast. We would like to host that type event. The electric event will be a 3-day event and want to try and build large annual events.

Questions

There was a question about the name. It is San Fernando Valley RC Flyers Inc.

There was a question about a majority. Greater than 50% to pass a change

A quorum is 50% of the members present. This is how the bylaws were; there was no change to the wording.

Ricc is back and will be providing refreshments starting at the next meeting. Ricc thanked the well wishers. At the National meeting, there were only 50 people. He suggests that members participate in the national meeting. He commended those that set up the boot at the convention.

Other events will be the warbird race. We will be working out the details for the race and obtain the appropriate waivers and sanctions. Sam Gengo

RC E-news is emailed to members. Copies were available at the meeting

Events for the Fun Fly will include limbo line, spot landing and a tabletop touch and go. Cliff may make a loop to fly through. The Fun Fly is scheduled for Sunday, Feb. 17.

Schedules were available at the meeting. The schedule is subject to change and is available online at the Valley Flyers website.

A motion was made to accept the bylaw changes. The motion was seconded and passed with a quorum present.

Glen Roe was awarded Member of the Month for his significant contribution to the club with the installation of the real-time weather station at the field. Glen gave a description of the operation of the weather station. It displays internal temp, weather temp, battery levels, wind directions, and speed and is updated every 3 seconds. Magnetic heading of the runway is 133.1

There was a concern about the effects of a flood of the shed.

The battery bank is a potential concern but other items are fairly high and should be safe. There have been changes to the dam locks and grading since the last major flood. Further rains have not produced floods.

Bob Joyce

Next Month Tom Bennett will be talking about 2.4 Ghz

March presentation will be on the UCASS autonomous flying wing.

Show and tell

Daryl showed his Cessna 310. It weighs 19.5lbs without retracts and flew 2 weeks ago. Two Os55AX motors power it.

Ricc

House of balsa J3 Cub "recovery build" and was given a motor and 25 amp ECS. These turned out to be too big for the plane. A new motor and 10 amp ECS was purchased and micro servos. Now He's just waiting for covering. The whole plane weighs about 10 oz.

Bob Smith

Bob brought a Great Planes Revolver. It's a 40-size plane with great engineering. It can be built as nitro or electric. Components for electric would cost about \$500. Bob will go nitro with a 46 or 55.

Jason mentioned the EMS/Jomar twin engine sync product that can be used to automatically synchronized two engines within about 20 rpms.

Meeting adjourned at 9:30

Board Meeting Minutes

2/07/08

By SCOTT RAMOS

Secretary

Members in attendance

Jason Pakfar, Gregg Fullington, Dave Sweany, Chuck Thompson
Sam Gengo, Bob Joyce, George Finch, Tony di Leo, Mitch Kahn
Scott Ramos, Cliff Sonntag, Gary Stevens

Absent

Billy Edwards, Marvin Zauss, Steven Fine, Fred Abajo, Patrick Ashour
Ricc Bieber

Meeting called to order at 7:30

A motion was made, seconded and passed to send flowers for the funeral Gene Sidwell.

Jason Pakfar upgraded the vinyl cutter from 24 to 48"
There are multiple types of metal sign blanks. Street Sign size and 18 x 24. Jason ordered a 10 pack for \$30 including shipping. He also ordered some vinyl and transfer paper.
Cliff has experience with vinyl cutters and will help us come up to speed in its use.

Mitch Kahn proposed having more than one schedule posted at the field. The motion was seconded and passed.
Jason doesn't want to have the field too cluttered with signs. There are a couple of events that are back to back.
One of the schedule conflicts are the Aug. 8, 9, 10 Scale Masters Qualifier and the Aug 15, 16, 17 FAI-F3D Team Trials. We will move the FAI event from Aug. 15, 16, 17 to Aug 22, 23 and 24
A second conflict will be May 17, 18 LA Jets and May 25 Fun Fly. The fun fly will be eliminated.

Bob was asking as to why the electric event needed to be three days. We want to develop a large event that draws a national crowd and vendor participation.

Chuck pointed out that is the RCX expo is the same weekend and the following weekend is a major electric event the 25, 26, 27 in Phoenix. The electric event for Aug. 31 needs to be moved to Oct. 24.
This will leave one back to back pair of weekends in July, Warbird 1-day race and LA Jets 2-day event.
AMA now has a definition of Park Flyer: Two pounds or less and incapable of reaching speeds greater than 60 mph. Any change for the field would need to go through Recs. and Parks. Bob Joyce will work with Recs. & Parks to adopt the AMA definition for our field.

Mitch Kahn
Mitch suggested perhaps netting between the pits and electric area. This may be too obstructive.
Gregg Fullington
Gregg estimates we will have \$6000 less revenue than last year due to the writers' strike. We will be loosing the SAE income but potentially gain in the FAI event.

Dave Sweany reported on the near completion of the shade extension in the park flier area

Chuck Thompson
Chuck will be contacting Patrick about posting the information about the Warbird race and rules.
Chuck is looking into acquiring a screen and suggests picking up one online. Jason is looking into a potential donation. Tony di Leo will donate a 10' electric screen. Chuck was approached by the AMA Frank Fanelli about the TAGS program. It can be incorporated into a fun fly.

Sam Gengo
10 days from now is the first fun fly. We need 5 people to help out. Sam will contact Ricc about food. We need a flier and posted. Sam would like to see a spot landing contest a limbo contest and a loop to fly through and a guess your altitude contest. Sam would like a budget for awards. Jason suggests contacting local hobby shop for donations. Sam is concerned that monetary rewards may make it too competitive. We should keep the prize values low to keep it laid back.
Jason hopes the fun fly will help to encourage renewal of members. Sam will put out an announcement of the Nite Fly.

Tony di Leo will contact wireless companies about possible donation of wireless connectivity at the field.
Tony will get an inventory of trainers. Glenn Roe expressed interest in becoming a trainer.

Barry Leavengood may have another plane to donate.
Spektrum may be willing to donate radios and receivers for trainers.

Bob Joyce reported that Todd Bennett is scheduled to do a presentation about the Futaba 2.4 systems. The report on the Grumman UAV will move to April
Bob had an experience of almost being hit by an electric. Bob wants to see if we can get more active about addressing these issues with violators.
Bob reported that Marvin wants and needs fliers for the upcoming GSS event. Bob will have Marvin contact Cliff.
George Finch provided applications for permits to Dave to take to P&R.

Mitch Kahn
Mitch wants to post some signs for the south grass area and proposed 9 signs and then to invite Park Rangers to write tickets.
Mitch addressed safety issues with some Heli pilots in the aftermath of a recent accident.
Mitch inquired about picnic tables for the Heli area. Jason reported that the Park & Recs. said that they are currently on back-order.
Mark Ryder is looking forward participating with the Heli event.
Mitch is requesting a flier for the Heli event with the corrected dates.

Scott Ramos
Inquired about the cost of having a booth at RCX. The cost of a 10x10 is \$1600. It was decided that this is beyond what we are willing to spend.
Meeting adjourned at 9:30

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From the Windom Eagles, Windom, Minnesota

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small airplane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough a small Cessna airplane was waiting.

He jumped in with his equipment and shouted, "Let's go!"

The tense man sitting in the pilot's seat swung the airplane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes."

"Why?" asked the nervous pilot.

"Because I'm going to take pictures," yelled the photographer.

After a long pause, the pilot replied, "You mean, you're not my instructor?"

See page 8 for updated event schedule

Upcoming Event Corner

FEBRUARY DRAWING PRIZES/MARCH SNEAK PEEK

By Bob Smith, Special Envoy At Large
Special to The Valley Flyer

The February meeting will feature the Hanger 9 .40 sized TANGO.
The specs are as follows;

- * Wing Span: 48.5 in. (123.19 cm)
- * Wing Area: 747 sq. in. (48.19 sq dm)
- * Flying Weight: 5.5 - 6.0 lb (2.5 - 2.7 kg)
- * **Engine Size: .40 - .52 2-stroke; .56 - .82 4-stroke**
- * **Motor Size: Power 46 BL Outrunner**
- * Servos: 5 servos required with a min. torque of 45 oz on aileron & elevator

As you can see this can be powered by nitro or electric. If you would like a certain item entered into the drawing, let me know what it is. Either at the meeting or email flynbs@socal.rr.com. The remainder of items left over from the year-end give away will make up the give away (until they are gone). If I emailed you back in December and you haven't picked up your year-end gift, please see me at the February meeting.



On Tap For March

I hope to have the electric TAYLORCRAFT by E-flite for the March meeting. This looks like an excellent candidate for the April 18-20 electric event scheduled by the Valley Flyers. The specs are as follows;

- * Wing Span: 46 in (1170mm)
- * Wing Area: 370 sq in (23.8 sq dm)
- * Flying Weight: 29-31 oz (820-880 g)
- * Motor Size: Park 450 BL Outrunner, 980 Kv
- * Servos: (4) S75 Sub-Micro servos
- * Prop Size: E-flite 10x8E electric prop
- * Speed Control: .20-40 Amp brushless
- * Recommended Battery: 3S 11.1V 2100mAh Li-Po
- * Scale: Park Flyer
- * Approx. Assembly Time: 4-6 hours

Beautiful looking bird!



This Could be YOURS ! March Club Giveaway.

58th Anniversary

Classifieds

Contest Directors Needed If you have been a member of the AMA for at least three years, you 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.

New Valley Flyers Promotional Items

By Chuck Thompson
Vice President

We have been working on a new addition to the Valley Flyers online presence in the form of a CafePress web store. CafePress lets us provide a huge range of promotional items without the overhead of having to pay in advance and the hassle of stocking different printed promotional items. We can offer a range of clothing options including a variety of t-shirts, sweats, mugs, stickers, magnets, boxers, BBQ aprons, clocks, and all kinds of stuff with club logos, event logos, etc. This lets us create new products at no cost for specific events like the Night Fly, Scale Masters Qualifier, LA Jets, Giant Scale Squadron, 3D Heli, etc.

Best of all, I don't have to carry another box of promotional items to meeting and events. You can shop at your leisure and simply order online. A portion of the proceeds goes straight back to the club and there is a 100% money back guarantee on all products. Hopefully by the time you read this we will already have a link to the store from our home page. You can access the store directly at <http://www.cafepress.com/valleyflyers>

PROMOTE YOUR CLUB
VALLEY FLYERS SHIRTS & CAPS

CAPS
\$10



NEW POCKET T-SHIRTS
\$15.00



EMBROIDERED POLO SHIRTS
\$20.00



NOW AVAILABLE AT GENERAL MEETINGS AND EVENTS

2008 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.



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

2008 Club Meeting Schedule

January	22 nd	July	22 nd -Field Night Fly
February	26 th	August	26 th
March	25 th	September	23 rd
April	29 th	October	28 th
May	27 th	November	25 th - Raffle
June	24 th	December	Party !

Board Meetings

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

2008 Schedule			
January	3 rd	July	3 rd
February	7 th	August	7 th
March	6 th	September	4 th
April	3 rd	October	2 nd
May	1 st	November	6 th
June	5 th	December	4 th

Notice of Meetings for the Sepulveda Basin Users

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

January XX	7 PM
April XX	7 PM
July XX	7 PM
October XX	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!

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

Apollo XI Facility Schedule – 2008

Organized Events Provide Field Improvements for Everyone!

Date	Club	Event	Contest Director (CD)	
FEBRUARY				
9	SAT	VF	Numb Thumb Fun Fly/Night Fly	Jason Pakfar
17	SUN	VF	Valley Flyers Winter Fun Fly	Sam Gengo
MARCH				
2	SUN	BSS	Electric C/L	Tony Naccarato <i>Runway not affected.</i>
9	SUN	VFGSS	Giant Scale Fly In / Night Fly	Marv Zauss
APRIL				
4	FRI ½ Day	VF	Q40/Q500 / APRA/AMA West Coast Racing Series	George Finch
5 – 6	SAT & SUN			
20	SUN	BSS	All Electric Fun-Fly	Tony Naccarato
MAY				
3	SAT	VF	Valley Flyers Fun Fly / Hobby People Engine Clinic	Dave Hendrex
4	SUN	VCB	C/L Stunt Clinic – 2 circles	<i>Runway not affected.</i>
17 – 18	SAT & SUN	VF	LA JETS Spring 2008 - 2 Days	Billy Edwards
JUNE				
6	FRIDAY	VF	Western States 3-Day Electric Fun Fly	Tony Naccarato
7 – 8	SAT & SUN			
20	FRI ½ Day	VF	Howard Reed Memorial Q40/Q500 / APRA/AMA Pylon Races <i>Western Championship</i>	George Finch
21 – 22	SAT & SUN			
JULY				
5	SAT	VFGSS	Giant Scale Fly In / Night Fly	Adam Gelbart
13	SUN	VF	First Annual Warbird Race	Chuck Thompson
22	TUE	VF	Club Meeting at Field 7:30 PM	Jason Pakfar
26 – 27	SAT & SUN	VF	LA JETS – Summer 08 – 2 Days	Billy Edwards
AUGUST				
8	FRI	VF	Scale Masters Qualifier AMA Scale, Expert, Sport & Fun	Don Goeschl
9 – 10	SAT & SUN			
9 – 10	SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest – 4 Circles	J. Silver No Heli Flying
22	FRI	VF	FAI F3D Team Trials (Tentative)	George Finch
23 – 24	SAT & SUN			
SEPTEMBER				
14	SUN	VFGSS	Giant Scale Fly In / Night Fly	Jay Repogle
28	SUN	VF	Valley Flyers Fun Fly / BBQ	Bob Smith
OCTOBER				
4 – 5	SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest – 4 Circles	J. Silver No Heli Flying
10	FRIDAY	VF	LA 3-D Helicopters	Mitch Kahn
11-12	SAT & SUN			
26	SUN	BSS	All Electric Fun Fly	Tony Naccarato
NOVEMBER				
8	SAT	VF	Valley Flyers Fall Fun Fly	Jason Pakfar
8	SAT Evening	VF	November Night Fly	4pm-9pm Jason Pakfar
30	SUN	VF	LA JETS – Fall 2008 – 1 Day	Billy Edwards
DECEMBER				
14	SUN	VFGSS	Toys-for-Tots - Open to all sizes	Darrell Martin

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
VFGSS	Giant Scale Squadron	Giant Scale Squadron of the Valley Flyers
VCB	Valley Circle Burners	Control Line (C/L) flying club – Some events may affect runway maneuvers.
VF	Valley Flyers	San Fernando Valley R/C flying club

Schedule may CHANGE! Check monthly newsletter or valleyflyers.com for updates!

Warbird Racing Rules

Pilot Qualifications:

Pilots must show proof of being current members of the AMA. Each pilot will be allowed one caller/crew member per aircraft entry. All pilot and caller/crew members must sign an AMA Waiver Release. Only those workers and contestants who have signed the release will be allowed in the pit area.

Model Aircraft Requirements:

The only models qualified to be entered in a Valley Flyers Warbird event must be scale models replicating heavier than air, fixed wing, piston engine powered, man carrying, military aircraft that were in production after January 1, 1937, or scale models of non-military aircraft that have raced in the unlimited category of the Reno or Mojave Air Races or in an unlimited air race affiliated with the Unlimited Air Racing Association. To "have raced" means that the aircraft must have crossed the starting line while participating in an official heat. Civilian markings, paint schemes, & modifications to military aircraft are allowed. Civilian aircraft that were not designed for, but can be documented and were used by the military, will be allowed.

Engine & Wing Area Requirements:

The minimum engine displacement for single engine aircraft is .30 cubic inches for 2 stroke engines, and .40 cubic inches for 4 stroke engines. The minimum combined displacement for multi-engine aircraft is .50 cubic inches for 2 stroke engines, and .80 cubic inches for 4 stroke engines.

The maximum engine displacement for single engine aircraft is 1.20 cubic inches for 2 stroke engines, and 2.40 cubic inches 4 stroke engines. The maximum combined displacement for multi-engine aircraft is 1.80 cubic inches for 2 stroke engines, and 3.60 cubic inches for 4 stroke engines.

The maximum engine size for a particular aircraft will be determined using the wing area/engine displacement tables provided below. Engine sizes will be allowed a 1% (.01 multiplier) fudge factor. Wankel engines are classified as 2 stroke engines. Proof of engine displacement and wing area is the responsibility of the contestant. Wing area will be determined by average chord X span when requested by specific protest.

Maximum Engine Displacement (cubic Inches) / Minimum Wing Area (square inches)

Single Engine			Multiple Engines		
2 Stroke	4 Stroke	Wing Area	2 Stroke	4 Stroke	Wing Area
.40	.80	400	.80	1.60	500
.45	.90	438	1.00	2.00	600
.50	1.00	475	1.20	2.40	700
.55	1.10	513	1.40	2.80	800
.60	1.20	550	1.60	3.20	900
.65	1.30	567	1.80	3.60	1000
.70	1.40	585			
.75	1.50	602			
.80	1.60	620			
.90	1.80	650			
1.08	2.16	700			
1.20	2.40	735			

Muffler Requirements:

Mufflers or tuned pipes are required on all 2-stroke engines.

Safety Inspection:

The following safety criteria will be used to inspect all aircraft that are flown in RCPRO Warbird Races. Contest directors, inspectors, and contestants should equally be aware that following these criteria to the letter, is extremely important in helping to minimize individual liability during the course of the race. During registration, a safety inspector who is a knowledgeable individual, appointed by the contest director will examine each aircraft. Specific items to look for are as follows:

1. Short pieces of rubber tubing used to secure all clevises to prevent them from becoming disconnected in flight. Clevises using a bolt and self-locking nut fastener, do not require safety tubing.
2. All fasteners holding the engine to the engine mount, and the mount to the firewall, must be in place and secure.
3. Receiver and battery pack should be protected against vibration in accordance with the equipment manufacturer's recommendations. Servos operating the elevator and ailerons shall be of sufficient size (torque) for the weight and speed of the aircraft. Airborne battery packs must be at least of 500 mah capacity.
4. Washers will be used on all screws holding the servos to mounting trays, and also on all screws holding the tray to the rails (all washers will be approximately the same diameter as the grommets). Servos mounted directly to rails will also have washers on the mounting screws. If screw head diameters are as large or larger than the grommet diameter of the servos being used, or if screws with washers built into the head (such as those provided with Futaba, JR, and Hitec servos) are being used, separate washers will not be required. All servo trays, if used, will have at least one extra safety screw (not necessarily turned down tightly) placed between the grommets on the rear or front of the tray to prevent the tray from slipping out of the grommets in flight. Servos must be mounted by using fasteners as recommended by the equipment manufacturer. The use of servo tape or any adhesive, cement, or silicon to directly attach a servo into the aircraft without the benefit of shock absorbing grommets with fasteners, is unacceptable in racing aircraft.
5. When servo equipment manufacturers supply a grommet servo mounting system with brass eyelets, the brass eyelets must be correctly installed. The eyelet must be inserted into the grommet with the rolled end of the eyelet against the material that the servo is being mounted to. This will help prevent collapsing the grommet by over-tightening the fastener.
6. A keeper, or collar, will be on all push rods that have a right angle bend that connects them to the servo output arms. Z-bends are acceptable. If clevises are used at both ends of a push rod, one must be secured, so that the push rod will not turn. EZ connector type fasteners are not permitted on servo output arms and push rod ends that control flying surfaces such as ailerons, elevator(s), and rudder(s).
7. All control surfaces will be firmly attached on the hinge line without excessive play, (at the discretion of the safety inspector).
8. Positive thread type wing bolts or screws will secure the wing in place on all two-piece aircraft.
9. A positive method of holding wheels onto axles will be used, and the wheels shall not bind.
10. The entire aircraft shall be inspected for any stress cracks.
11. Every aircraft shall have the owners name, AMA number, and phone number affixed to the inside per the AMA safety code.

If an aircraft fails to conform to any of the above inspection criteria, it shall be repaired before it can be entered. Any aircraft damaged after it has been safety inspected, shall be re-inspected before it is allowed to fly again. Aircraft with a known history of safety or performance problems should be rejected unless acceptable changes have been made to eliminate problems.

Declared Racing Class: Breakout Times:

The following breakout times will be used in the fixed-bracket racing format. There are no adjustments to these breakout times.

Bronze class: 2 minutes, 30 seconds

Silver class: 2 minutes

Gold class: 1 minute, 30 seconds

Heat Size, Matrixing, & Number of Rounds Flown:

Once the registration and safety inspections have been completed, and the number of entries in each class are known, maximum heat sizes will be set for each class, at the contest director's discretion, between 3 and 5 airplanes per heat. The maximum heat size must be decided before racing begins, and may not be changed thereafter. Matrixing, (determining which contestants will fly against each other in each heat), will be determined randomly except for the final heat of the event. The final heat will be determined by point position from the preceding heats, i.e. the 1st 4 point positions will race

against each other then the next 4, etc. Racing will consist of as many rounds of heats in each class, as time will permit, over the duration of the event. Points in all rounds flown will be totaled to determine the winners in each class.

Engine Run-up Area:

Testing of engines must be conducted within the designated engine run-up area, and must be accomplished without the use of a transmitter once heat racing has begun, unless positive controls are in place to eliminate frequency conflicts with the racing aircraft.

Engine Starting Procedures:

After the aircraft flying in the heat have been identified to the pylon judges, and radios have been checked to insure they are operating, the starter begins a 90-second timing device. Pilots and their callers then can start their engines, and have 90 seconds to get their engines running and launch their aircraft. Pilots are allowed 1 takeoff attempt. Once either of their aircraft main wheels leaves the ground an attempt has been made. If during the 90-second window an engine dies and a takeoff attempt has not been made, the plane may be restarted.

Take Off Procedures & Direction:

Contestants may take off on a first-come, first-served basis, but the starter will control access to the runway. Callers will carry, or guide, the pilot's aircraft onto the runway, and should take great caution when handling aircraft with the engine running, so as to not pose danger to themselves or others. Taxiing of aircraft onto the runway to take off is prohibited. The starter will determine what direction aircraft must use to take off. This will generally be dictated by the wind direction. If the take off direction is from right to left, the aircraft must be carried to a position on the runway beyond the left most pilot station and released from there. This is a safety procedure to help compensate for aircraft that tend to turn to the left on take off, due to engine torque and/or wind.

Heat Start Procedure:

After the 90-second engine start time has elapsed the 45-second countdown clock is started. The announcer will advise as the clock counts down to 30 seconds, 15 seconds, and then countdown from 10 seconds to the start of the heat. The heat begins when the clock reaches zero and the starter drops the green flag. At this time all aircraft are to be to the left of the start/finish line. Failure to meet this requirement is a jumped start, and results in disqualification for the heat. Loops to avoid jumping the start are not permissible. Pilots, who find they are about to jump the start, can execute a legal sharp left pitchout turn circle back to the start/finish line.

Heat Racing Procedures:

The heat will consist of 10 laps in a racetrack pattern flown past and around each pylon pole without crossing the deadline. Pilots must also keep their aircraft above the top of the pylon poles. Pilots who fly near the deadline, or who briefly drop below the top of the pylon poles, will receive one warning from the flagman or assistant flagman. Any aircraft crossing the deadline will result in black flag disqualification from the heat. Repeated infractions of the deadline, or flying too low, or other unsafe erratic flying can disqualify the pilot for the remainder of the day, and the pilot may be required to demonstrate flying proficiency on the race course, before being allowed to fly on the second day. Victory rolls and other aerobatic maneuvers at any time during, or after the heat, are strictly prohibited, and are grounds for black flag disqualification for the heat. Any pilot not pulling off the racecourse after receiving a blackflag for any reason will be disqualified from the rest of the event.

Heat Finish Procedures:

For each competing pilot, a racing heat will be concluded when the aircraft has flown 10 consecutive laps and it has crossed the finish line in the air. Aircraft are not required to be under power when crossing the finish line to finish a heat, and may complete the heat by gliding across the line. The starter will wave the checkered flag as the lead aircraft crosses the finish line completing the 10th lap. When the heat is finished, the assistant flagman will record the finish positions of all aircraft and then contact the pylon judges by radio to ascertain if any of the competing aircraft had pylon cuts. Noted cuts will be recorded on the heat card. The assistant flagman will also obtain the heat time for each aircraft from the timing devices and record those times on the heat card. In the case of a "photo finish" the winner will be declared by the starter and is not reviewable.

Landing Procedures:

Pilots who have completed the heat should pull up, gradually climbing to altitude after crossing the finish line, and hold at altitude until all aircraft have finished racing. Callers should advise the starter when their pilot is ready to land, and afford the starter an opportunity to affirm landing clearance. Landing of aircraft should be accomplished in a timely manner to expedite the event, and callers will recover aircraft. No aircraft will land or be retrieved without clearance from the starter.

Heat Scoring Procedures:

The first place finisher in the heat will receive the same number of points as the number of planes in the maximum heat size in the class. Each subsequent place finisher will receive 1 less point. For example, with a four-plane maximum heat size within the class, the 1st place finisher receives 4 points, 2nd place will receive 3 points, 3rd place receives 2 points, etc. Any aircraft that was unable to take off or that was to the right of the start-finish line at the start the heat receives no (0) points. Any aircraft that did not finish the heat receives no (0) points. Any aircraft that was black flag disqualified receives no (0) points. Any aircraft that completed the heat in less than the prescribed break out time for its class receives no (0) points.

Effect of Cuts on Points Awarded - If an aircraft cuts one pylon, by not flying past it, that aircraft will only receive 1 point, regardless of finish position. Any aircraft cutting more than one pylon will receive no (0) points for that heat. Aircraft finishing without cuts behind aircraft receiving cuts,

will be have their finish position advanced one place in their standing for each aircraft ahead of them that received cuts. The following four-plane heat example illustrates the point scoring system:

1st place finisher with 1 cut - 1 point

2nd place finisher with 2 cuts - 0 points

3rd place finisher with no cuts - 4 points

4th place finisher with no cuts - 3 points

Damaged Aircraft Procedures:

In the event of a mid-air collision, the starter will signal both aircraft to climb off the racecourse. Both aircraft will be given a zero for that heat. The remaining aircraft in the heat will be asked to finish the race at a higher altitude. Both aircraft involved in the mid-air will be landed as soon as it is safe. Any other damage observed by the started (flutter, loose control surfaces, etc.) will result in a blackflag for that heat and the aircraft will be landed when safe. Before any damaged aircraft is allowed to fly in a subsequent heat, it must be inspected by an approved safety inspector and deemed airworthy.

Race Scoring Procedures:

Race scoring shall be the sums of all heat scores. There will be no rounds thrown out.

Protests:

It is unfortunate that sometimes disagreements arise when conducting any sporting event. Kindly remember to be calm and sportsmanlike when discussing disagreements with the contest director. If a contestant believes that he/she has a legitimate complaint regarding a specific aspect or incident, the protest should be registered with the contest director within a timely manner. Only contestants may file a protest and protests must be filed prior to the conclusion of an event. The contest director is the only point of contact for protests and his ruling will be final.

Safety, Safety Equipment, and Liability Waivers:

All provisions of the Official Academy of Model Aeronautics National Model Aircraft Safety Code are incorporated into these rules by reference.

The Academy of Model Aeronautics requires that all contestants, callers, crew members, and event officials & workers participating in any organized racing event, wear helmets (hard hats), that are approved by OSHA, DOT, ANSI, SNELL, NOCSAE, or a comparable standard, while "on the race course", in accordance with the AMA's definition of "on the race course". Furthermore, all pilots, callers, and crewmembers are required to sign the AMA provided liability waiver form as a precondition to entry in the event. All event officials and workers who may be "on the course" are also required to sign the liability waiver form. There are absolutely no exceptions to these policies, and the RCPRO requires that there be strict compliance and enforcement at all times. Contestants, callers, and crewmembers are required to provide their own helmets (hard hats) that meet these requirements. Willful disregard of these policies will result in ejection from the event. RCPRO further recommends, that pilots, callers, crewmembers, and event workers in close proximity to areas where engines are started, wear appropriate eye and hearing protection. Safety equipment is the responsibility of the participants and will not necessarily be provided.

2008 Board of Directors

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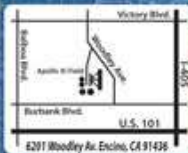
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