



The Valley Flyer



AMA Charter Club #152 Celebrating 61 years

April 2011



Chuck Thompson President

Your Club's Board of Directors held its monthly meeting on Tuesday -- and the major discussion was on both short-and-long range repairs to Apollo XI Field in the wake of the Mar 20 heavy rain and resulting flooding. As a result, Club President Chuck Thompson has prepared this message for everyone using the field:

Dear Valley Flyers Members and others who use Apollo XI Field,

I wanted to update everyone on the Club's progress with regards to runway repairs.

First, we would like to sincerely thank everyone who stepped

up to the challenge of cleaning up the runway, pit areas and sheds. The fact that we were able to get the field open in only one week was a great accomplishment. A list of those who helped will be published in this month's newsletter.

Club Member Mike Billick took on the job of getting initial quotes on runway repairs and supplied us with a good base of options to review and consider. The Board of Directors has reviewed these quotes. Some additional clarification is needed on the quotes, to make sure we are looking at the use of comparable materials and methods of repair, before a decision can be reached.

At Tuesday night's Board Meeting, it was decided that we will pursue both immediate and long range plans for care and maintenance of the paved areas, including the runway, taxiways, pit areas and heli pads. Based on available funds from donations, we will proceed with these projects in the most logical and appropriate way. We will have to take on aspects of

the project in stages, based on the donations we receive. Since the flood, the Valley Flyers Foundation has received nearly \$2000 in donations and has been promised about \$2000 more. Thank you to those who have recognized the importance of this issue and have already given. This helps tremendously, but only scratches the surface of the money needed to fix and properly maintain all of the paved areas.

The worst damage we are facing is the cracks on the main runway, so we've decided to address this first. We will pursue professional repairs to the runway, that will involve the filling and

Upcoming Events

- **May 1st All Electric Fun-Fly**
- **May 14th Pizza Fun-Fly/Hobby People Engine Clinic**
- **May 21st-22nd LA Jets Spring 2010**

We need volunteers for each of these events! Remember, your participation brings with it credit toward the year end raffle!

patching of both large and small cracks. A committee was formed to review final quotes and make a recommendation of how to proceed. We would like to have this part of the work completed in approximately 30 days. If substantial donations are received, this will accelerate our ability proceed with additional work. We will make use of a separate Valley Flyers Foundation savings account to accept donations for runway and other pavement related repairs, and donations received will be used expressly for this purpose.

While our field is located in a public park, all of the improvements that we take for granted, such as a paved runway, pit areas, work benches, shade structures and other features of our facility has been paid for by donations and this will continue to be the case in the future. Based on the quotes we've received for repairs and maintenance and the funds that have been spent on repairs and repaving in the past, we estimate that the maintenance of the paved areas of the field easily averages \$10,000 per year or more. That does not take into account any improvements. That's just what it cost to patch, resurface and maintain the areas we have, averaged over the last 10 years.

If we want Apollo XI field to continue to be the outstanding facility that it is, we need the people who use, care about and love the field, to step up and help with donations. Every little bit helps. The more funds we have to work with the more aggressively we can address these major repair issues and consider further improvements.

Please send your tax deductible donations to:

**Valley Flyers Foundation
P.O. Box 2055
North Hills, CA 91393**

Best regards,

Chuck Thompson

**Bob Smith
Treasurer**

VALLEY FLYER TREASURY REPORT

The checking account balance is \$7,154.03 and the PAYPAL balance is 2,272.14.

Total funds between accounts, \$9,426.17.

**Sincerely, Bob Smith
Treasurer**





Mike Lipsey

Newsletter Editor

Hello San Fernando Valley Flyers membership and other readers. This installment of the Valley Flyers newsletter has a couple of real treats in it. First Bob Tarlau provides us an update on the latest SAE design competition from Ft. Worth Texas. David Tarlau, Bob's son as well as another Valley Flyers member was on a team that did well in the competition. Read Bob's article to find out more. Also in this month's edition is an article provided by member Dave Horvath regarding the 2.4 Ghz spectrum. It is an interesting take on the technology and worth the read.

Further, I have provided a bunch of pictures from the tour of the Van Nuys Airport Tour organized by Mario Sweet.

Finally, I have also provided some more pictures of the rehabilitation work done by members and non-members alike. All of those members who participated in the cleanup will get

credit towards the end of year raffle for their service. There is a list of folks on the next couple of pages. Please forgive me if I have misspelled your name (and kindly send me a correction to ensure that your service is recorded correctly). There were a few names from the list I could not read so please check with Bob Smith if you know you signed in during the rehabilitation and your name is not listed here.

I have also included some snapshots taken by Bob Tarlau during the cleanup efforts.

The field is in usable condition today thanks to all of the efforts of all of these people. We should thank them for their service and give them a firm pat on the back.

The names listed here include from March 21st through the 29th:

Benny Elkouby

Dave Sweany

Gary Kevorkian

Sam DiFatta

Anthony Campbell

Tim Arnold

David Tarlau

Bob Tarlau

Kevin Kirce

Larry Sternberg

Steven Sarabia

Johnny Criocho

Jon Corloff

Mike Stoner

Yoel Pelzig

Rafael Pelzig

David Leon

Dave Horvath

Marta Horvath

Mike Billick

Frank Miller

Willie Gardner

Gus Piangerelli

Bryan Gordan

Randy Mytar

Gary Stevens

Rahr Borkherot

Robert Ortendahl

Frank Serrano

Edwardo Leija

Norm Horowitz

Ron Cruz

Joseph Vidnic

Mike Rutherford

Ron Russell

Scott Kamos

Ron Craddock

Aaron Johnson

Monroe Fields

David Shim

Jerry Garvis

Adam Kalamaro

Dick Waddell

Again; if you think your name should be on this list and it is not or the spelling is not correct. Please contact Bob Smith to make sure things are recorded correctly.

Also, Chuck has had a few airplanes donated to the foundation and he plans to sell them at the April meeting. Here are some pictures.

Enjoy!



DAVID TARLAU'S KETTERING UNIVERSITY TEAM LIFTS ITSELF INTO TOP 10 AT SAE AERO DESIGN

By **BOB TARLAU**

Public Relations Director

FORT WORTH, Texas – That great flying-engineering challenge for university students, the SAE's Aero Design West, returns to Apollo XI field next March. As many of you will recall, we hosted it in 2009 and 2010. This year, it was held in Fort Worth. My son, David, 21, a Valley Flyers member and former Board Member, was again captain of his team from Kettering University, in Flint, Michigan.



A basic introduction to the Aero Design: As the SAE writes on its website, “the competition is indeed to provide undergraduate and graduate engineering students with a real-life engineering challenge.” The goal is to use an RC fixed-wing aircraft of a team’s own design and construction to lift as heavy a payload as possible, within the rules of the class in which the team is entered. There are three classes: Micro (which is now all-electric), Regular, and Advanced. Each university must complete a comprehensive design report well before the competition, then an oral presentation before a panel of professional engineers.

Kettering – as it did in its first attempt in 2010 – entered Regular Class. Among the many rules and restrictions, an aircraft entering that class has a maximum combined length, width and height of 225 inches. The engine must be .61 size – either the OS 61FX (no longer made) or equivalent Hobby People Magnum. The aircraft must lift off within 200 feet, and land within 400 feet (landing with all wheels firmly on the ground).

After going with a conventional tri-wheeled trainer-style plane for their first attempt in 2010 (which ended with the awarding of the “Best Crash” certificate), the Kettering Team became

much more ambitious this time. It created the “Terrific Tandem,” a canard with a rear wing-span of 120 inches and a six-inch square fuselage. Tony Naccarato, a very strong supporter of this SAE program, provided advice and encouragement. The university’s design report forecast the ultimate payload would be 28 pounds.

Kettering (the former General Motors Institute) is on a quarter system, rotating three-months of academic work with three months of work in a related job), making it difficult to get a sustained run at design and construction. As a result, Kettering arrived in Fort Worth on March 17 with an aircraft that hadn’t been flown... but one that carried a lot of hopes. Final assembly took place late into that night (in two adjoining motel rooms), and final installation of servos was completed even after the oral presentation. On Friday, March 18, as the sun was setting on the Fort Worth Thunderbirds field, “Terrific Tandem” made its first flight. A beautiful take-off (amidst cheering), then a stuck throttle. The young Thunderbirds member who was piloting for the team managed to get her down in a graceful dead-stick landing.

The flying competition over the next two days saw “Terrific Tandem” fly in seven of nine rounds, lifting a maximum of 21 pounds within the takeoff limitation. On its final flight (on Sunday morning), and flying with only about 10 pounds, the elevator circuitry became disconnected and the plane porpoised, then made a hard landing into weeds. Damage was fairly minor and the aircraft was trucked back to Flint. Kettering managed an overall 10th place in Regular Class (out of 32 entries). First in Regular Class went to LeTourneau University (Texas), first in Micro was achieved by the University of Minnesota (Twin Cities) and tops in Advanced Class was won by Polytechnic Institute of NYU.

David and his Kettering team (Margaret Walch, Jacob Crabill, Joshua Stanton and Racquel Jacqueline Lovelace) were very pleased with their placing, given that they’d gone from last to tenth in just a year. They learned a lot and are thinking of how “Son of Terrific Tandem” should be different. They’ll stay with the canard airframe configuration. The SAE won’t publish the 2012 rules and regulation until at least mid-year. But when the SAE Aero Design West lands at Apollo XI field next March, I predict the other top-ten Regular Class teams will again need to keep their attention on the tandem from Flint.

Meanwhile, David – who is currently home on his work term at AC Propulsion in San Dimas – is building a “Terrific Tandem 1.5” in our garage, using a four-and-a-half inch fuselage, a shorter front wing but the same dimension (120”) rear wing. Keep a watch out for it, at a future “show and tell” and hopefully flying soon. At Fort Worth, the design certainly became both a talking point and head turner.

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www.valleyflyers.com

Is 2.4GHz All It Is Cracked Up To Be?

Dave Horvath

A substantial number of crashes of radio control model airplanes on 2.4GHz frequency prompted me to write this article on the so-called "interference free" radio control systems on the 2.4GHz band.

The electromagnetic wave spectrum is subject to the immutable laws of physics.

The propagation characteristics of the 2.4GHz wavelength and the environmental effects for this frequency are more complex than on the 72MHz band. To better understand this, we have to look at the electromagnetic wave spectrum where 72MHz band is in broadcasting region and the 2.4GHz band is in the microwave region. It is easier to see the huge difference between 72MHz and 2.4GHz frequencies when we convert 2.4 gigahertz to megahertz. Now it is 2400MHz versus 72MHz. When frequency increases, wavelength decreases. Therefore, the 2.4GHz wavelength is shorter and closer to visible light on the electromagnetic wave spectrum. Since the visible light is also an electromagnetic wave, the 2.4GHz wavelength behaves more like the visible light and travels in straight lines until it is reflected, deflected, diffracted or absorbed. Reflection and diffraction will create *interference*.

When parallel rays of light are reflected by a concave mirror, it greatly increases the intensity of the light at the focal point. A parabolic dish antenna works the same way for a 2.4GHz electromagnetic wave. Since we can not focus a high gain directional parabolic dish antenna between our constantly moving model airplane and our transmitter, we have to use an omnidirectional vertical antenna system which has

much lower signal intensity.

Interference

The FHSS (frequency-hopping-spread-spectrum) and the DSSS (direct-sequence-spread-spectrum) techniques can share the same band. However, they interfere with each other causing a degradation of performance. Range decreases as number of clear channels decreases. Bandwidth drops each time when FHSS encounters a blocked frequency on a crowded spectrum.

The crowded spectrum on the 2.4GHz band reduces the bandwidth, increases the ever present background noise, increases the adjacent channel leakage ratio, *reduces the range*, and causes overlapping. Overlapping is a direct *interference*.

Unlike the 72MHz wavelength which penetrates most objects, the 2.4GHz wavelength behaves more like visible light. The signal absorption from objects on a model airplane like the engines, electric motors, batteries, servos, pushrods, landing gears, switches, wires, etc., may cause path *interference*.

Signal reflection from objects in terrain like fences, walls, buildings, trees, hills, power lines cause line of sight *interference*. High speed data transfer reduces the receiver's sensitivity on 2.4GHz band. There is a trade-off between speed versus range.

The signal strength decreases quadratically as distance increases at constant radiation levels. This is called path loss. When frequency increases, the path loss also increases. This is one of the reasons why the 72MHz radio have a better range than the 2.4GHz radio. We can see this clearly when we look at the Wireless Range Cal-

culator:

	Frequency	
	Distance	
	Loss	
	100MHz	0.2
mile		62 decibel
	2400MHz	
0.2 mile		90 decibel

These calculations are under non existing ideal conditions, less Fresnel (pronounced Frehnel) effect.

When we fly our model airplane on 2.4GHz, the area around us is known as the Fresnel zone. Since we have to use an omnidirectional antenna system, the electromagnetic waves will scatter and diffract from objects and from the terrain around us. When the diffracted wave reaches the receiver antenna, it is slightly lags behind the signal which traveled to the receiver antenna in a straight line that creates *interference* due to the phase canceling effect.

The Fresnel effect also deals with the behavior of electromagnetic waves over a water surface. As mentioned before, the 2.4GHz radiation behaves more like visible light, so we have to think of reflections and shadows. Flying a 2.4GHz radio control model over a reflective surface like water, snow, ice or wet terrain negatively affects the radio link. Occasionally a 3D aerobatic model plunges into water while hovering. When the rudder is near the water surface, the prop wash creates a chaotic wave pattern which generates a myriad of false-signals.

The Fresnel effect and the described interference on the 2.4GHz band work pretty well. We successfully tested this at different locations. Unfortunately, the "unbreakable Tx-Rx link" broke when our model was over 0.2 miles away at 45 degree angle. Despite the fact that a 90 decibel signal loss

over a thousand feet (0.2 miles) is rather significant, we should have had control at this distance. There are too many factors which can determine the overall range on 2.4GHz.

The 2.4GHz receivers are not immune to ignition and electrical noise as advertised. Occasional arc from the high tension insulators could break the bind.

Latency

Latency is the time between stimulation and the beginning of response caused by propagation delays. There is a huge time difference in latency claims by different radio manufacturers. Some latency claims are in milliseconds others are in microseconds! This is confusing since one millisecond is one thousandth of a second and one microsecond is one millionth of a second.

Velocity of electromagnetic waves is 186,283 miles per second. The velocity of the electric signal through the conductors is nearly the speed of light. With an adequate power output, our radio signal will travel one microsecond which is one millionth of a second to reach our model airplane one thousand feet away. This applies to all brands of radios on 72MHz or on 2.4GHz. As we know, nothing travels faster than the electromagnetic waves. Therefore, I don't see how latency could be improved "50 %" over the leading competitors regardless of different processing.

A seven millisecond latency of fourteen millisecond latency claim is irrelevant since the human being, the RC pilot, has a painfully slow 200 millisecond latency and can not differentiate between seven or fourteen milliseconds.

Conclusion

At huge events, like Nationals, the 2.4GHz pin-free radio system makes life easy for competitors and organizers. However, there is a huge difference between flying on 2.4GHz band in the beautiful country side near Munci where chances are good that there won't be any

noticeable interference and flying on 2.4GHz band in the middle of one of the largest concentration of population and industries in Los Angeles or other urban areas.

The 2.4GHz radios under harsh conditions work most of the time, however most of the time is unacceptable. Illegal signal boosting, ham radio, and rolling hills around further aggravate the situation. In any case, we should hold on to our assigned frequencies on 27MHz, 50MHz, and 72MHz band.

Despite glowing reviews, the so-called "bulletproof 2.4GHz technology" has had range and reliability problems since day one. A bench test inside a building in a controlled environment where the receiver is a few inches away from the transmitter is meaningless.

The 2.4GHz wavelength is not the best choice to control model airplanes. Furthermore, we ended up with complex radio systems on the overcrowded band on the electromagnetic wave spectrum.

The bottom line is that glitch-free software, error-free computers, and interference-free radio link is only an *illusion*.

References:

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Images for electromagnetic spectrum

Videos for electromagnetic spectrum

www.google.com

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DSSS and FHSS-Spread Spectrum tutorials

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2.4 GHz interference

Interference in the 2.4GHz ISM Band:

Challenges and Solutions by N Golmie

20 Myths of Wi-Fi Interference (RF Solutions)

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path loss in the 2.4GHz

Speed vs. Distance ISA

900 MHz versus 2.4GHz – Learning Center

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ZyTrax-Fresnel Zones and their Effect

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2.4GHz spread spectrum problems

2.4GHz Spread Spectrum problems

www.radiolabs.com

Wireless Range Calculator

Free Space Loss

WRIGHT FLYER PROJECT

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30 APRIL 2011, 9 am - 4 pm



ON DISPLAY:

The almost completed flying version of the
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also including our new display of
700 MODELS OF AIRCRAFT, ALL
NATIONS, 1903-2010, 1/72, 1/48 and 1/32 SCALES



This is also the date of the annual
ANTIQUÉ AIRCRAFT ASSOCIATION (AAA) FLY-IN
at

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4130 Mennes Avenue, Rubidoux, Ca.
wrightflyer.org flabob.org



*Go to
hangar 9*



PIZZA FUN FLY

ENGINE / ELECTRIC CLINIC

The Valley Flyers in conjunction with Hobby People

APOLLO XI FIELD
MAY 14th SATURDAY
8:00 A.M. TO 5:00 P.M.

Field setup at 7:30 a.m.
Must have AMA**

10:00 am - Engine Operation Tips/Hints/Insights
Care and Feeding of your Favorite Sport Glow Engine.
Prop Selection to Break-in, Airflow to Diagnostics.

10:45 am - 2.4 ghz Radio Use/Intallation
Airtronics Radio Overview
A Basic Explanation of how 2.4Ghz works, Installation
Tips, Pitfalls, Voltage and More. Preparation is the key to
success and these basic tips help ensure success.

11:30 pm - Li-Po Battery Primer
Handout Covers Basic Terms, etc. -
Q&A Session Follows Each Seminar

"Question and Answer" session following each seminar.

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CD Bob Smith - flynbs@socal.rr.com

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products**



Everyone is Welcome
\$10 Entry Fee
for non-members
Includes Pizza
Around 12:30 PM

www.valleyflyers.com

**AMA & Valley Flyers Signup Sheets available



AIRTRONICS

*To be eligible for the drawing you must attend one of the seminars.

MAGNUM

Hobby People



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Join the Club

The San Fernando Valley R/C Flyers are one of the largest and most active model aviation clubs in the USA. Our home is one of the premiere flying sites in the country, the legendary Apollo XI Field. The field features separate flight areas for model airplanes, park flyers and helicopters. The Valley Flyers host annual events including LA Jets, The Western E-Fly, LA3D Heli and over a dozen other flying events each year.

Join Us Today & Learn to Fly R/C!

- Learn more about Radio Control modeling
- Interact with other modelers in your area
- Get answers to your questions about modeling
- Meetings feature informative guest speakers
- Free - flight lessons (club trainers)
- Participate for free in some club events
- Visitors are always welcome
- Youth participation is encouraged
- Compete in club fun flies and events

Club Meetings

Meetings are held the 4th Tuesday of each month at the Encino Community Center, (4935 Balboa Blvd.) - Meetings start at 7:30 PM

Apollo XI Field

Apollo XI Field - Woodley Park, Van Nuys
Flying Dawn to Dusk, 7 Days a Week



www.valleyflyers.com



Academy of Model Aeronautics Charter Club # 152

President	Chuck Thompson	chuckthompson@mac.com	818-359-3976
Vice President			
Treasurer	Bob Smith	flynbs@socal.rr.com	661-298-2614
Secretary	Scott Ramos	saramos@earthlink.net	818-407-1180
Membership Director	Gary Stevens	glstevens@verizon.net	818-830-1101
Public Relations	Bob Tarlau	bob@tarlau.com	818-794-9260
Safety Director	Mario Sweet	mariojsweet@yahoo.com	818-980-9641
Newsletter Editor	Michael Lipsey	michael@thelipseys.com	310-662-3438
Program Director	Steven Fine	sfineproducts@aol.com	818-298-9542
Training Coordinator	Tony di Leo	toniano@yahoo.com	818-652-9366
Electric Director	Benny Elkouby	bennyel@worldnet.att.net	818-235-9098
Event Director	Robert Burn	bean_counterbb99@yahoo.com	
Webmaster	Jason Pakfar	jason@saturnis.net	818-206-5777
Hospitality	Ricc Bieber	ricc@bieberlc.com	818-497-4567
Giant Scale Director	Adam Gelbart	adam.gelbart@verizon.net	310-441-9408
Helicopter Director			
Field Manager	Dave Sweany	demflyer@msn.com	818-447-4510
Turbine Director	Jeff Tolomeo	jtrtc@yahoo.com	805-428-5219

SUPPORT THE HOBBY SHOPS THAT SUPPORT YOUR CLUB!

eHobbies.com	14325 Alondra Blvd., La Mirada, CA 90638	(877) (346-2243)
Brian Carlevato		
Valley Flyers Online discount will be deducted in the shopping cart by using link from the Valley Flyers website.		
Evett's Model Shop	1636 Ocean Park Blvd., Santa Monica CA 90405	(310) 452-2720
Colby Evett (Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun 10-1)		
eHobby House	17721 Vanowen Street, Reseda, CA	(818) 609-1968
Hobby People	5541 Balboa Blvd., Encino, CA 91316	(818) 995-1162
Chris (Mon, Tue, Wed, Thu, Fri 10-9); (Sat 10-6); (Sun 10-5)		
Hobby Zone	1617A Victory Blvd., Glendale Ca 91201	(818) 546-2291
Edwin (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)		
Marty's Hobbies	1728 Moorpark Rd., Thousand Oaks, Ca. 91360	(805) 497-3664
Marty Friedman (Mon, Tue, Wed, Thu 10-8); (Fri 10-9); (Sat 10-6); (Sun 10-5)		
Robin's Hobby	1844 W. Glenoaks Blvd., Glendale, CA 91201	(818) 240-2093
Robin Hambley (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 12-4)		
Smith Brothers	8941 Reseda Blvd., Northridge, CA 91325	(818) 885-8636
David (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)		
TdL Model Systems CNC Foam Cutting by Appointment		(818) 652-9366
Tony di Leo www.TdLModels.com		



Apollo XI Facility Schedule – 2011

Organized Events Provide Field Improvements for Everyone!

Date	Club	Event	Contest Director (CD)
FEBRUARY			
5 SAT Eve	VF	Numb Thumb Night Fly	Jason Pakfar 818-206-5777 jason@saturnis.net
20 SUN	VF	FREE VF Members Fun Fly	Sam Gengo 310-702-1049 thevalleyflyer@yahoo.com
MARCH			
		Tentative Event	
TBD SUN	BSS	Electric Control-line Fun Fly	Tony Naccarato 818-842-3693 R/C Runway not affected.
20 SUN	VFGSS	Giant Scale Fly In	Adam Gelbart 310-441-9408 adam.gelbart@verizon.net
APRIL			
8 FRI ½ Day	VF	George Finch Memorial Race Q40/Q500	Travis Flynn 818-843-4107 flynnracer@aol.com
9 – 10 SAT & SUN			
23 SAT	BSS	All Electric Fun-Fly	Tony Naccarato 818-842-3693
MAY			
14 SAT	VF	Pizza Fun Fly / Engine Clinic	Bob Smith 661-298-2614 flynbs@socal.rr.com
14 SAT	VCB	The May Stunt Meet – 2 circles	Stan Tyler 526-423-4634 Stan.tyler@verizon.net
21 – 22 SAT & SUN	VF	LA JETS Spring 2010 - 2 Days	Jason Pakfar 818-206-5777 jason@saturnis.net
JUNE			
3 FRIDAY	VF	Western States 3-Day Electric Fun Fly	Benny Elkouby 818-235-9098 bennyei@worldnet.att.net
4 – 5 SAT & SUN			
24 FRI ½ Day	VF	Q40/Q500 Tribute to Fred Burgdorf Western Championship Series	Travis Flynn 818-843-4107 flynnracer@aol.com
25 – 26 SAT & SUN			
JULY			
10 SUN	VF VCB	FREE Valley Flyers Members Fun Fly & Swap Meet & VCB Teach and Fly CL	Chuck Thompson – VF John Patwell - VCB 818-359-3976 – CT 661-298-9372 - JP chuckthompson@mac.com jpatwell@sbcglobal.net
22 – 24 FRI – SUN	VF	LA JETS – Summer – 3 Days	Joe Castelao 310-831-0074 f16jc@aol.com
26 TUE	VF	Club Meeting at Field 7:30 PM	Chuck Thompson 818-359-3976 chuckthompson@mac.com
AUGUST			
5 – 7 FRI – SUN	VFGSS	All Scale Event	Adam Gelbart 310-441-9408 adam.gelbart@verizon.net
14 SUN	VCB	Hot August Stunt Contest 4 Circles	Scott Dinger 805-526-9074 weldit74@yahoo.com
21 SUN	VF	VF Fun Fly & Swap Meet	Scott Ramos 818-407-1180 saramos@earthlink.net
SEPTEMBER			
4 SUN	VFGSS	Giant Scale Fly In	Adam Gelbart 310-441-9408 adam.gelbart@verizon.net
25 SUN	VF	Valley Flyers Fun Fly / BBQ	Bob Smith 661-298-2614 flynbs@socal.rr.com
OCTOBER			
1-2 SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest – 4 Circles	Bill Barber 805-241-0453 barcam@verizon.net No Heli Flying
7 FRIDAY	VF	LA 3-D Helicopters	TBD
8 – 9 SAT & SUN			
16 SUN	VF	Try&Fly : Public Open House	Chuck Thompson 818-359-3976 chuckthompson@mac.com
23 SUN	BSS	All Electric Fun Fly	Tony Naccarato 818-842-3693
NOVEMBER			
5 SAT	VF	November Fun Fly & Night Fly	Jason Pakfar 818-206-5777 jason@saturnis.net
20 SUN	VCB	CL FunFly & Swap Meet	Bill Barber 805-241-0453 barcam@verizon.net
27 SUN	VF	LA JETS – Fall 2010– 1 Day	Bob Wilcox 818-203-4923 bgwp60@gmail.com
DECEMBER			
11 SUN	VFGSS	Toys-for-Tots: Open to all sizes	Darrell Martin 818-368-1488 dmartin168@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.

ALL Valley Flyers Fun Fly Events include a SWAP MEET!

AMA	Academy of Model Aeronautics	Official national body for model aviation in the United States
BSS	Black Sheep Squadron	Peanut scale, miniature, electric, and indoor aircraft
VFGSS	VF 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 Flyers flying club

Apollo XI Field Schedule 2011 – Rev-3.2

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



61 Years of Service!

Dear Model Aircraft & Radio Control Enthusiast,

Thank you for your interest in Model Aviation. The San Fernando Valley Radio Control Flyers (SFVRCF) is Academy of Model Aeronautics Charter Club #152, and in 2011 the club will enjoy its 61st year as a Club! Joining the Valley Flyers is a great way to support the hobby while enjoying the rich, educational benefits and camaraderie that Club membership can bring.

The main emphasis of the Club is the promotion of model aviation, to maintain the Apollo XI field both physically and politically for model aviation, and to promote good fellowship and community relations. With your membership, you support the many Apollo XI field improvements and community relations projects the club is championing.

Benefits of Membership Include:

- Free flight instruction. We use our Club trainer airplanes, radios, and fuel... You provide the enthusiasm!
- Free Annual BBQ & Club-subsidized End-of-Year Holiday Party & Award Presentation & FREE Fun Fly Events.
- Club Meetings including Show-And-Tell, Model-Related Programs & Presentations, and a Monthly Raffle.
- Up to a 10% Discount for purchases at supporting hobby shops★
- The Valley Flyer – The club's official newsletter.

Please fill out and sign the membership application. Send the application with a check for the membership dues (make check payable to **The Valley Flyers**) to Valley Flyers Membership, PO Box 2055, North Hills, CA 91393. Alternately, you may bring your application to a Club meeting, or sign up using PayPal® at www.valleyflyers.com online.

Prospective Members and Guests are always welcome and invited to Club meetings. Your support is greatly appreciated.

Membership Director
San Fernando Valley Radio Control Flyers

Along with your modest annual dues, you need to have a current membership in the **Academy of Model Aeronautics**. If you are not yet an AMA member, you can sign up by calling 765-287-1256 or visiting www.modelaircraft.org online.

SFVRCF Club Meetings

Club meetings are held on the 4th Tuesday of each month at 7:30 PM. Refreshments will be available. Please bring a couple of extra dollars for refreshments and raffle tickets if you so desire.

2011 Club Meeting Schedule			
January	25th	July	26th
February	22nd	August	23rd
March	22nd	September	27th
April	26th	October	25th
May	24th	November	22nd – Annual Workers Raffle
June	28th	December	TBD Holiday Party



The SFVRCF is Academy of Model Aeronautics (AMA) charter club # 152, and as a charter club all members of the SFVRCF must be members in good standing with the AMA. Failure to become an AMA member or to keep your AMA membership current will void your SFVRCF membership. Your AMA membership is verified each year when you renew your club membership. SFVRCF members are expected to abide by club bylaws, Academy of Model Aeronautics rules, Apollo XI field flying regulations, and normal standards of conduct and courtesy.

★ Some restrictions may apply call store for details.



San Fernando Valley R/C Flyers

2011 Application for Membership



PLEASE PRINT CLEARLY!

Date of Application ____/____/____

Full Name _____

*AMA Membership Number: _____

* Current AMA membership is required to be a SFVRCF member. Failure to supply a valid and current AMA number within 45 days of application will void SFVRCF membership.

Address _____

City _____ State _____ Zip _____ Phone (____) _____

"Go by" Name (Example Bob instead of Robert) _____ Birth Date ____/____/____

EMAIL ADDRESS:

(Print one letter per block)

The Club Respects Your Privacy! Email Addresses will only be used for informing members of upcoming meetings & events and will be kept confidential.

I am a member in good standing with the Academy of Model Aeronautics. INITIAL

I am a certified AMA CD (Contest Director).

Yes/No

T-Shirt Size (Check one)

S	M	L	XL	XXL	XXXL
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As a member of San Fernando Valley Radio Control Flyers I agree to abide by the San Fernando Valley Radio Control Flyers Club bylaws, AMA rules, the Apollo XI Field regulations, and the normal standards of conduct and courtesy.

Signature _____

Newsletter Delivery: Please check one of the following. You may change at any time during the year.

- ☐ Yes, I wish to save the Club postage. I can get the newsletter online. I may pick up a hardcopy at Club meetings.
- ☐ Sorry, I have no internet access and wish to have a printed copy of the newsletter mailed to my address above.

Membership Type	
Check Applicable Description	
New Member **	\$25.00
Renewal	\$25.00
Additional Family Member	\$10.00
Junior	\$10.00
Other*	
* Please explain	

Interests	
Check all that apply	
Learning to fly	Electrics / Park Flyers
Learning to build	Pylon Racing
Sport Flying	Jets
Pattern	Giant Scale
Scale Models	Helicopters
R/C Combat	3D Aerobatics

I'll help with	
Check all that apply	
Flight Instruction	
Building Instruction	
Safety	
Hospitality	
Contests	
Field Maintenance	

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

Membership Feedback Please give us your comments on how you feel about the club/field or other items you think can be improved:

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FOR OFFICIAL USE ONLY

Received ____/____/____

Paid \$ ____/____

Membership Year 2011

Valley Flyers Membership • Box 2055 • North Hills • CA • 91393

www.valleyflyers.com