



The Valley Flyer



August 2012

AMA Charter Club #152

Celebrating 61 years

www.valleyflyers.com

The All Scale Fun Fly
Page 7



**ALL QUIET ON
THE WESTERN
FRONT!**



Upcoming Events

Tuesday August 28th
General Meeting

Sunday September 9th
All Electric Fun Fly

Sunday September 23rd
Annual BBQ/ Fun Fly

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

We would like your feedback. If you have ideas for improving the newsletter, or would like to submit articles/ideas, contact:
emayer@pacbell.net. Ted Mayer , Newsletter editor

TEST FLIGHTS



**VALLEY FLYER BBQ
SEPTEMBER 23, 2012**

It's that time of the year already, the annual Valley Flyer BBQ. The flier is located on the web site and in this news issue, so details are there. You can also make reservations at the August meeting!

To encourage members to bring a side dish, we will try something different this year! For those that bring a side dish (cooked at home or store bought) you will receive a yellow wrist band. Those with a yellow band will be served 1st. Blue wrist band wearers are served afterwards. Want to be served first, bring a side dish!
See the flier for contact details.

Sincerely, **Bob Smith**

AUGUST GIVEAWAY

AUGUST CLUB MEETING



COSMIC WIND

INCLUDES: ARF Cosmic Wind Sport Scale Aerobat with Spinner, Landing Gear, Wheels, Prop Adapter, Decal Sheet, Hardware and Instruction Manual

REQUIRES: Radio: Four channel, Servos: Three micro, high-torque, Servo Extension: One 9", ESC: 35A brushless, Motor: 10 Brushless Outrunner recommended, Propeller: APC 8x8E recommended if using motor listed above, Battery: At least 1500mAh 11.1V 25C LiPo.

SPECS: Length: 36", wing Area: 254 sq in, weight: 27.5-29.5oz (780-835g), Wing Loading: 15.6-16.7oz/sq ft, length: 32", airfoil: Semi-symmetrical.

A RIMFIRE 10 motor is included in this giveaway along with the COSMIC WIND!

We will also have prizes donated from **E POWER** (thank you) and we purchased some **SWITCHGLO** drivers from the July vendor meeting.

Please help support your club by purchasing some give away tickets!

Valley Flyers Field Support Information and Runway Repair Fund

Contact: Chuck Thompson : chuckthompson@mac.com

Checks should be made out to:

Valley Flyers Foundation

RV8 BY HANGER 9: ON THE WORK BENCH

Bob Smith



Fuel Type:	Electric
Motor Size:	RIMFIRE 55
Overall Length:	52 in (1321mm) w/spinner
Plane Type:	Aerobatic & Sport
Plane Type:	Scale Civilian
Servos:	7 (EP uses 6 servos)
Wing Area:	705 sq in (45.5 sq dm)
Wingspan:	60 in (1524mm)

Last month I reported that I wanted to start on an electric that would be less of a challenge to fly than the Great Planes Mr. Mulligan. I'm almost done with the Hanger 9 RV8.

Some of the running equipment is described above but includes a Flight Power 5000 mah 5S Lipo and the Castle Creations ICE LITE ISC 75 ESC. I want to use a Great Planes 60 amp ESC but it is currently unavailable. The Castle Creations products require soldering the battery connector and motor connectors from the ESC, but it will have to be the choice.

Just a quick note on soldering. The soldering irons in the shed have been replaced. We now have one fine tip for small electrical work and a broader tip for larger gauge wire.

I'm using a broad tipped iron because the wire for motors is a heavier gauge, around 14 AWG. The wire on the ESC comes pre-tinned, which is

OK for the motor connectors. They are round in shape do to the shape of the bullet connectors coming from the motor, so the big glob of solder on the round tip of the wire is a fit for the component to be soldered. That glob on the 'battery' connector wire doesn't mate well with the flat Deans Ultra Plug connector. I cut the tinned tip off, compressed the wire a slight amount to make it more flat, tinned the reshaped tip and THEN soldered onto the DEANS connector. !

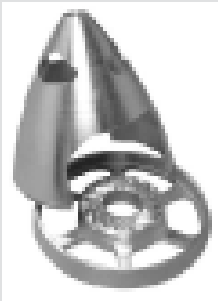
A few anomalies while working on the RV8;

The elevator control rod guides are pre-attached internally and glued to the inside fuselage. Unfortunately they do not come close to lining up with the servo cut-out slot. One solution was to install a heavy duty and over size Dubro servo arm. I prefer these arms, regardless of size needed, because they are sturdier in construction than a standard OEM servo

arm.

The mounting plates for the flaps are setup the same way the ailerons are. Flaps need to work in the same direction when deployed, as opposed to ailerons. My solution was to install the EMS servo reverser as the replacement for the standard "Y" connector. If you plan ahead before servo mounting installation, you might be able to select a smaller mini servo and orient it in such a way that both flaps move in same direction. When installing a motor that was not the manufacturers original version, the fire wall to end of cowl length will probably be wrong. I took some measurements; installed some wheel colors to make the mounting standoffs longer and it would have worked. However, the recommended DUBRO spinner doesn't have a flush back plate. The portion on the spinner back plate making contact with the motor thrust washer is recessed. So the cone of the spinner actually goes further back,

making contact with the cowl! I purchased a Great Planes 2 3/4 spinner, problem solved.



Now on #3, I said the problem was solved. Kinda. I've never used plastic spinners (with a plastic back plate) on a regular basis because they vibrate, and so does this one. Started up the motor at about 1/4 throttle and you can see wobble and feel vibration. Working on a solution of purchasing a Tru-Turn Turbo Spinner and an adapter for the electric motor. This spinner has slots cut in

the cone and back plate, allowing cool air to get to the motor! Slick!

To open up the holes in the fuselage for the rudder push pull cables, you'll need some fine wire. The wire used for park flyer pushrods will fit thru the small rudder guides, allowing the hole location outside the fuse to be found. (It's always something that doesn't work to plan)!

One more little nuisance. Instructions show to use wheel colors on each side of the wheel. This didn't work for me, as they were too thick. So, I used one collar on outside edge of wheel and large washers to get inside spac-

ing to work right and not have tight binding wheels!

Other than that, it's snap to assemble! She's almost ready!

P.S. I recommend re-tapping the threaded holes and nuts to SAE 4/40 instead of metric. Product sources;

EMS <http://www.emsjomar.com/>

DUBRO <http://www.shopatron.com/home/index/101.0>

HORIZON <http://www.horizonhobby.com/>

TRU TURN <http://www.tru-turn.com/>

TOWER <http://www.tower-hobbies.com/>

CASTLE CREATIONS <http://www.castlecreations.com/>

UNINTENDED CONSEQUENCES

or

'Oops! Call 911, Lipo Fire, R/C Field Closed. News at 11.

By Ben B. Strasser and Friends.

Recently we've been hearing about a rash of fires caused by our electric airplanes and helicopters. Perhaps it's because more and more R/C guys are moving into the plug and play crowd. I belong to the Canyon Crosswinds located in Castaic, the Valley Flyers located at the Apollo Field in Van Nuys Ca (lovingly called "the Basin?"), the Simi Valley Flyers in Simi Valley, the Channel Islands Condors and cohorts, The Pond Rats (for float flying), in Camarillo, Ca. With the dry weeds and bushes we fly over this time of year, a

crash and burn can cause legitimate community concern. I hasten to add that there has been an electric aircraft caused fire at each of my club fields recently. Members of the Simi Valley Club were the only ones able to subdue the event themselves without the help of the local fire department. Matter of fact, the beautiful field of the Condors and their neighbor, The Pond Rats, are, at the time of this printing, closed down due to a fire at the Condors' field.

So, a question churning in all

of our minds is simply, What causes these fires and what can we do to stop them? What I am recounting here is the beginning of a very important discussion – as contributed to by concerned R/C pilots Les Littlefield, Gary Vollers, Ron Scott, Denis Lyon, John Fodor, Alan Hoff, and Frank Navarro. We look forward to adding additional comments from those who want to join in our search for positive, practical, workable solutions.

STRESSED ESCs.

The first and most obvious cul-

pruit that always comes to mind is our favorite high energy producer; the Lipo. As you know, with their thin and easily torn aluminum foil covering, when compromised in a crash, one or more cells have been known to explode and spray flaming debris about, usually claming the aircraft and nearby dried plant growth. And there are those cases in which, instead of the spectacular explosion, a crash-compromised Lipo may just catch fire or send off a threatening stream of smoke. But that scenario that leads to the fundamental question, What caused the plane to crash in the first place?

Certainly many of us have experienced radio and/or servo problems, but realistically, these days those problems are seldom the cause of a crash. And the same is generally in relation to pilot error. What we have found is that some crashed electrics were due to the use of inexpensive, over-taxed speed controls (ESCs or BECs). When most of the higher quality speed controls are taxed to the max, they shut down the motor – leaving our control of the model intact. On the other hand, when many inexpensive speed controls fail, (occasionally trailing smoke to announce their misfortune!) instead of shutting down the motor, the power to the receiver and servos also shuts down. We can only stand and watch as the out-of-control plane goes

down – sometimes in the high weeds or bushes! By the time we grab a fire extinguisher and/or some water and run to the scene of the crash, all too frequently the fire is already large enough to demand resources beyond the capabilities of our fire extinguisher. 911.

In addition to buying more expensive and hopefully better engineered ESCs which hopefully won't fail, there are two other options that will at least keep the receiver and servos working if and when the motor shuts down. Solution #1: Carry a separate onboard NiCd, NiMh or LiFe battery set up to power the receiver and servos. Some highly recommend the LiFe batteries because though they are a bit larger than NiCds and NiMhs packs, they are lighter and have good capacity. Obviously, for the larger planes that use 5, 6+ cell Lipo battery packs, adding the weight of a normal or LiFe receiver battery pack may be no problem. Many guys presently flying planes with 5+ Lipo cells do use a separate battery pack. But even with the larger electric planes guys fly, they want to keep that plane or heli as light as possible and resist carrying the added weight.

And then there are those electrics whose performance would be severely degraded if it were necessary for them to carry that additional weight. For those who fly electrics and can't carry or don't want the extra weight,

Dimension Engineering (among other manufacturers) sells a couple versions of what we have come to call a secondary ESC. This very small and light weight unit plugs directly into the Lipo battery pack so it doesn't rely on the main ESC for power. And the Dimension units are simple to install. The motor (or "primary") ESC simply plugs into the Dimension Unit, which, in turn, plugs into the receiver. That's it. No wires to cut or whatever. Two types are available, one which supplies 5 volts and a second, called the Sport switch-mode BEC that can take an input voltage of 9v to 33.6v and output a selectable output voltage of 5 or 6 volts with 3.5A. Check out their website. (Dimensionengineering.com/SportBEC.htm) E-Power RC (714/982-4547) makes a neat special E-Tap for Deans plugs that has a female JST or universal servo-type plug output to make it wasy to use the power of your Lipo for the Dimension Engineering type units. Secondary BECs that get their power from the primary BEC won't do any good if the primary BEC fails!

Using one of these "Dimension Engineering type units" not only lessens the load on the "main" ESC, but if the main ESC shuts down for some reason, only the motor shuts down; you still have full control over the aircraft. (A friend found that his motor had shut down and saw smoke trail-

ing from his plane. Fortunately he was using the secondary ESC and was able to land the plane and yank out the smoking ESC by its wires with nothing other than smoke damage to the plane.) I have been using these units for several years both on both smaller and medium sized electrics using up to 4-5 cell Lipos and recommend their use without reservation.

LIPO INSTALLATION

Of course, we all know that there will be those times when our R/C system fails, (ugh) for one reason or another. And when it does it's not unusual for the plane to experience a sudden stop; that moment when inertia takes over and the Lipo flies forward inside the fuselage to impale itself upon the motor body or shaft. And it is not unusual for that event to punch a hole in the Lipo's frail aluminum encasement. When that happens, those energy-yielding chemicals inside get exposed to our life-giving oxygen and other environmental gaseous nutrients which, in addition to giving off some smoke, more frequently leads to some excitement we hadn't planned for.

While we usually use a hook and loop-type material to hold our batteries in place for our normal flying, that attachment is no match for inertia at the moment of a crash. And since the Lipo battery may frequently be located just behind the motor or at least somewhat close to

it, Oops. Bring out the fire extinguisher. In an attempt to provide a more firm mount for a battery, many pilots also use a velcro strap on the battery. Better, but will that hold in a crash? What we have also observed is that on planes in which the battery pack has a wall of foam between the motor and battery pack or in which the Lipo pack is mounted farther back in the fuselage such as in the case of the familiar Radian, that battery pack is seldom damaged in a crash! There is airplane left to repair!

One possible solution therefore may be to move the battery pack a bit aft (perhaps some weight will have to be added for the CG?), then adding some type of shock-absorbing foam between the battery and the motor. You can see how that might help prevent a damaged Lipo and the ensuing fire. We are also reminded that in such installations we will also have to be sure to keep open some airway to cool the motor, speed control, and battery, but then we love challenges. Isn't that why we enjoy the hobby?

AIRCRAFT ASSEMBLY

And there are all of those other considerations we normally keep in mind when we build or assemble that new plane such checking hinges, assuring trouble-free linkage, range-checking our R/C system, and so on and on. When assembling an airplane on which the control

surfaces are just foam, to prevent their failure at some time in the future, it is advisable to apply some Blendederm tape centered into and on the top and bottom of these hinges. Natural foam hinges usually last only long enough to get the plane to the scene of the crash!

And, of course, all of our fields should be prepared with one or more fire extinguishers located out where they can be grabbed quickly in case of an emergency as well as perhaps a shovel or two (thanks to the Simi Flyers for that sensible recommendation!), and

Ok, those are some of the ideas we have been kicking around. If we're to continue flying our electrics with the high energy Lipos we have all come to rely on, crashes and resulting fires at our field is a critical issue we must address. And we need to address this problem now, while we still have some places to fly!

If you have some other ideas and would like to share them, please send them to the author. Use the subject, Lipo Fires so assure your contribution won't get spammed! In the interest of stopping our e-fires, I'd be happy to add them to what we've come up with so far for future updates.

OKRCPilot@aol.com

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All Scale Fun Fly

August 4th & 5th



All Scale Fun Fly

August 4th & 5th



All Scale Fun Fly

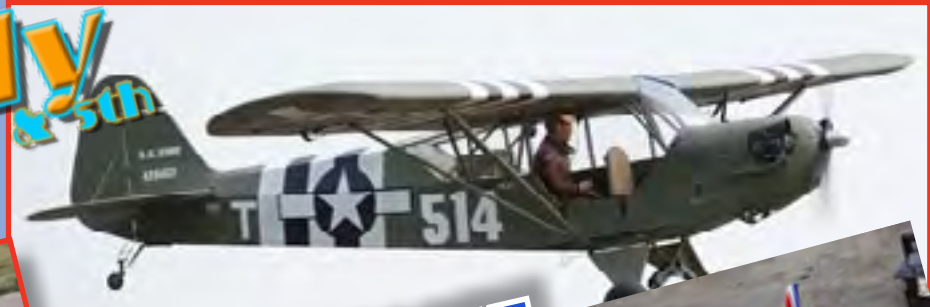
August 4th & 5th



All Scale Fun Fly

August 4th & 5th

THE PLANES





WWW.VALLEYFLYERS.COM



- \$15 Landing Fee
- Park Flyer Area • Helicopter Area
- Paved 600 ft. Main Runway

CD - BennyElkouby
818-235-9098 bennyel@worldnet.att.net

Poster design: Ted Mayer

Valley Flyers

SAFE FLY & Swap Meet

Sunday September 23rd



Registration Opens: 8:30am
 Flying Starts: 9:00am
 Landing fee - \$10
 (Free to club members)
 A.M.A. required
 (sign up at event!)

BARBECUE
Pot Luck

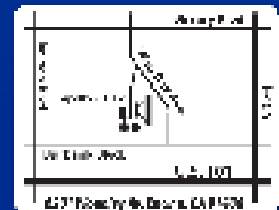


BBQ Potluck starts at 12:30 pm
 (Free to club members and one guest, \$5 for additional guests)
Steak and Chicken on the Menu
 Each family please bring one side dish.
 (You are welcome to advise us on your choice of meal
 in advance at the regular meeting or by e-mail)



Flyer Design: Ted Meyer

FOR MORE INFO CONTACT
BOB SMITH GD FLYNBS@SOCAL.RR.COM
 OR WWW.VALLEYFLYERS.COM



**A Letter to All Basin Flyers
from VF President Chuck
Thompson**

We are seeing an increase in the use of Multicopters, Quadcopters, Parrot AR Drones, and other FPV VTOL flying machines at Apollo 11 Field. I think that many people who purchase these are relative newcomers to our hobby and may not be familiar with our general courtesy, safety, field rules, and in some cases common sense. Take them under your wing and help them to get with the program and not be part of a problem.

These aircraft are welcome at our field and are subject to the same field rules as helicopters. Their flight should take place only in the helicopter area. They should not overfly other designated flight areas and should never be flown over the parking lot, control line circles, hiking trails, the golf course, Apollo Road, Woodley, Burbank, etc. Posted field rules provide information on what kind of aircraft can fly in each section of the field. FPV flyers should always have a spotter and the aircraft should never leave the spotters field of view.

Our club has worked for 61 years to maintain a wonderful flying site for everyone to use. It cannot be put at risk by unsafe or reckless flying.

A copy of the posted rules is listed below.

Best regards
Chuck

**APOLLO XI FACILITY SITE
REGULATIONS**

Apollo IX Model Aircraft Field Flying Regulations To insure safe use of the Apollo XI facility it is mandatory that all users abide by the following rules as approved by the Los Angeles Department of Recreation and Parks. Failure to comply with these regulations may result in a citation, loss of flying privilege or both.

This facility is designed to accommodate four general types of model aircraft in separate areas of the park:

Radio controlled heavier than one pound on the main runway
Radio controlled one pound or less and R/C gliders North of the pit area.

Radio controlled helicopters South of the pit area.

Control line flight in the designated Control Line circles.

This facility does NOT permit free flight aircraft, kites, rocketry of any kind, RC cars or RC trucks.

GENERAL SITE REGULATIONS

Hours of operation are from sunrise to sunset daily.

No RV or tent camping is allowed without a permit.

Motorbikes, automobiles and off-road vehicles may operate only on the access road and parking lot within the facility. All other areas within the facility are prohibited.

Alcoholic beverages are prohibited within the facility.

**CONTROL LINE FLIGHT
REGULATIONS**

Pit in designated areas only.

Only the pilot and mechanic are allowed within the 80' safety circle. Everyone else must be at least 100' from the center of the flying circle.

Open flying is restricted during scheduled events.

**RADIO CONTROL FLIGHT
REGULATIONS**

All pilots must fly from one of the designated pilot stations.

Pilots and no more than 2 helpers beyond the designated pit line. Children under 6 years of age not permitted beyond the pit line unless he or she is a pilot.

The frequency board will be used at all times and pilots must post their frequency usage with a card that contains their name or picture ID.

Open flying is restricted during scheduled events.

No taking off or landing from the pit area, taxiways or grass.

400 feet maximum flying altitude.

Take-off and landings to be in the same direction according to the wind. Down-wind passes over the runway are prohibited when other aircraft are flying.

Some sort of fuel recovery system must be used when fueling planes. Do not pour or spill fuel on the tarmac.

All pilots will follow the taxiways directions as posted.

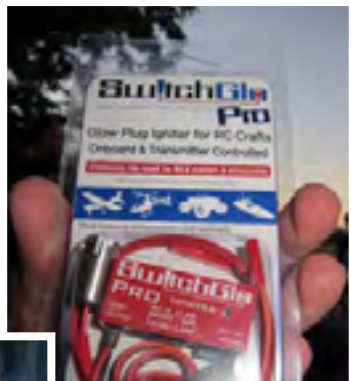
Pilots will call out their intentions (landing; take-off; etc.) and clear the runway as quickly as possible.

There shall be no flying during facility mowing operations.

Frequency time is limited to 15 minutes.

Flying over the golf course, access roads or public roads is prohibited.

Each type of aircraft must fly and pit within the area designated on the map for that type vehicle. Fixed wing aircraft will fly a standard left or right hand pattern depending on wind direction.





RENEWED YET!
Sign up and get the new
MEMBERSHIP CARD

Contact: Gary Stevens
glstevens@verizon.net





SATURDAY!
SEPTEMBER 29TH
AT HISTORIC
FLABOB AIRPORT

THE FLABOB FLYING CIRCUS

Gate opens at 8 am!



Spectacular Flying Aviation Cavalcade!

Watch History Go By, From the Wright Brothers to Modern Day Jets!

- Cavalcade starts at 10am and ends... ?
- Lots of aircraft, vendors, food, and beer
- Visit us at flabobflyingcircus.com or call

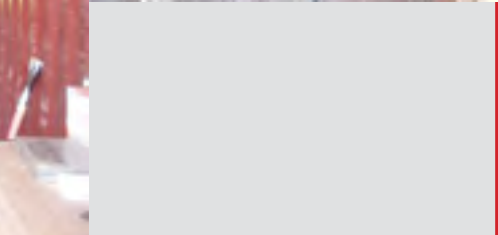
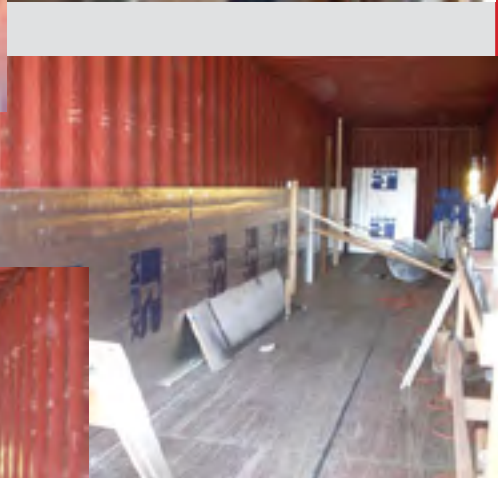
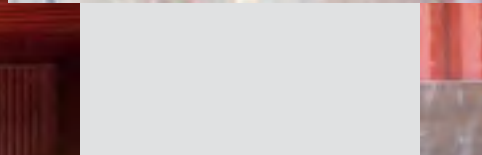
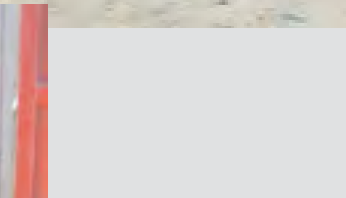
ADULTS JUST \$5!
Kids under 12 FREE!

951-213-7143

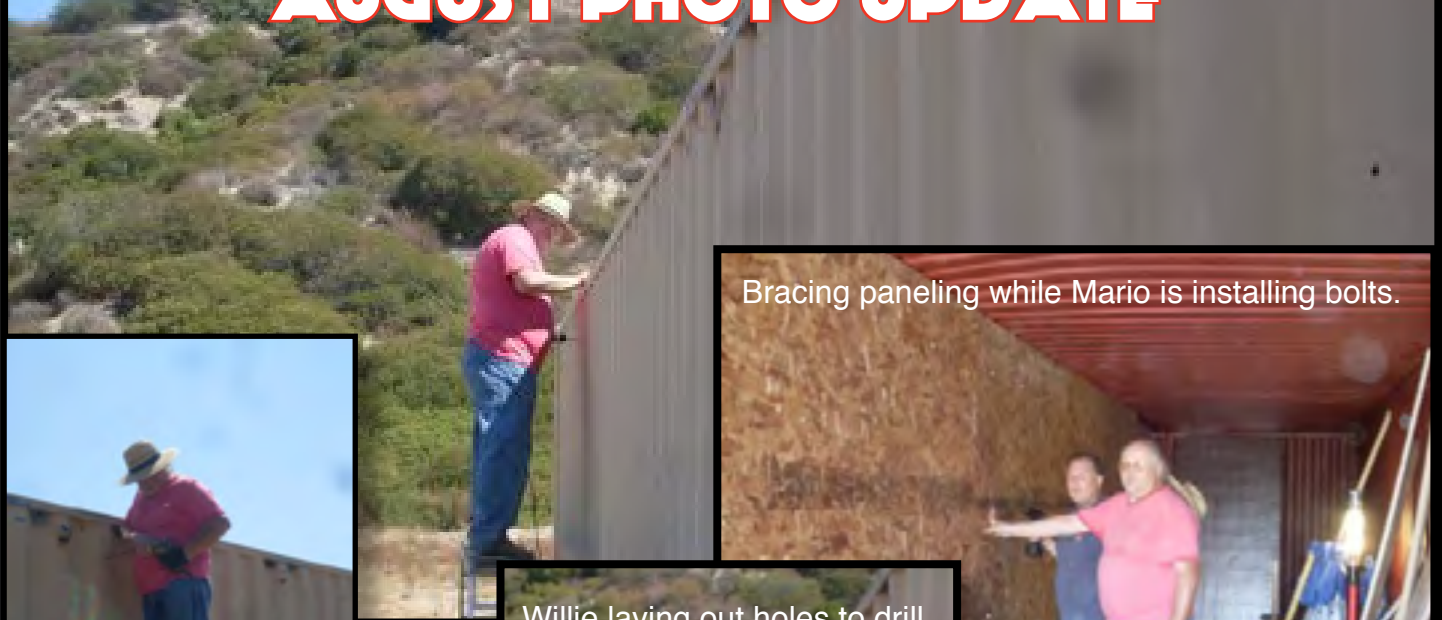


OUR NEW FIELD IN GLENDALE AUGUST PHOTO UPDATE

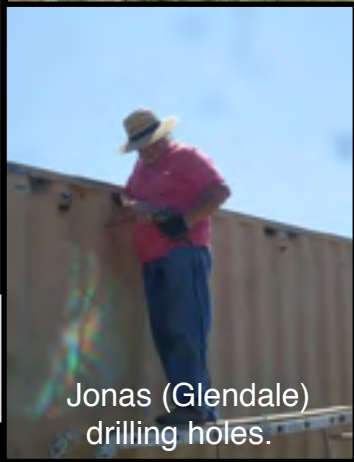
This report along with photos from WILLIE GARDENER



OUR NEW FIELD IN GLENDALE AUGUST PHOTO UPDATE



Bracing paneling while Mario is installing bolts.



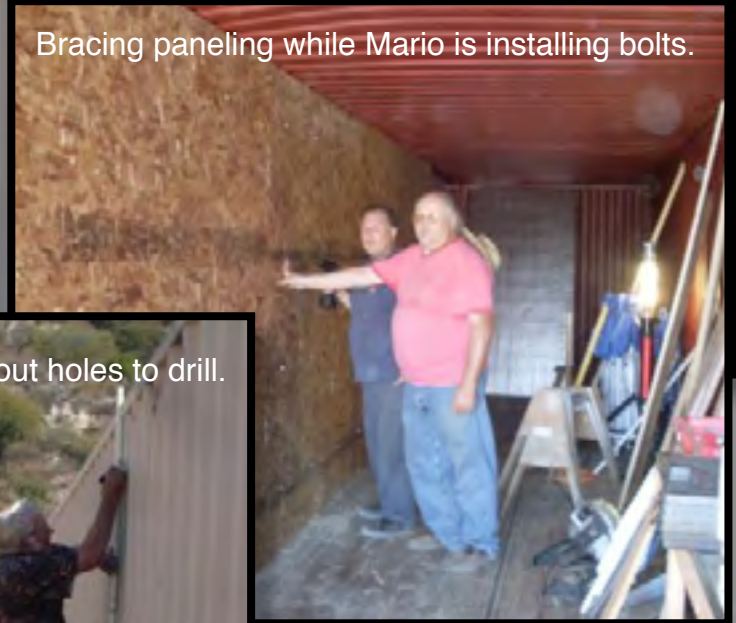
Jonas (Glendale) drilling holes.



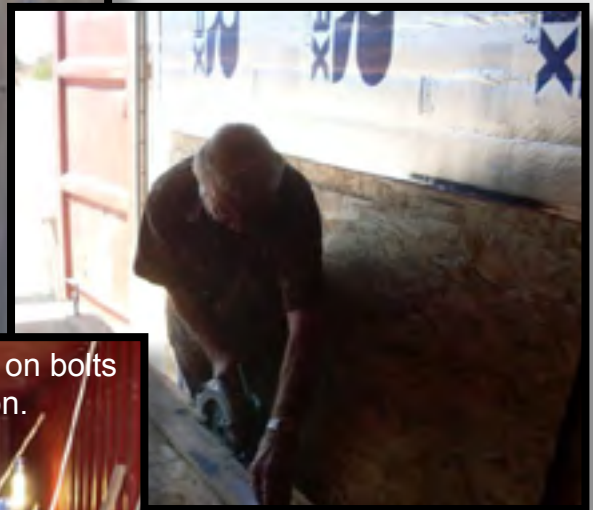
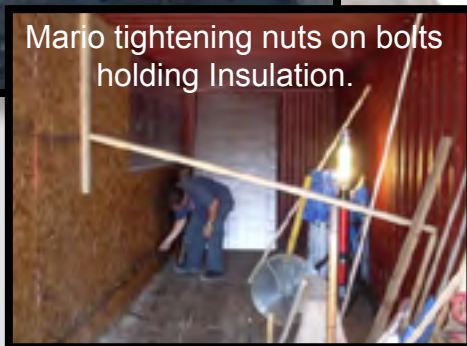
Willie laying out holes to drill.



More holes!



Mario tightening nuts on bolts holding Insulation.



Willie trimming wood panel for "upper" row.

The field is not open for flying yet and no date has been set for the initial opening. Stay tuned for more information as we have it.

SUNDAY AUGUST 19TH FUN FLY & SWAP MEET



SUNDAY AUGUST 19 TH FUN FLY & SWAP MEET



Members Present

Chuck Thompson • President
 Randy Mytar • Vice President
 Bob Smith • Treasurer
 Scott Ramos • Secretary
 Bob Tarlau • Public Relations
 Ricc Bieber • Hospitality Director
 Mario Sweet • Event Safety Officer
 Dave Sweany • Field Manager
 Tony di Leo • Flight Instructor
 Ted Mayer • Newsletter Editor
 Steven Fine • Program Director
 Gary Stevens • Membership Director
 Tony Aguila • Media Director
 Robert Burn • Event Director
 Adam Gelbart • Giant Scale Director

Members Absent

Ben Elkouby • Electric Director
 Jeff Tolomeo Turbine Director
 Eric Baker • Helicopter Director
 Mike Stoner • Field Safety Officer

Chuck Thompson

Recent events.

NASA Night. We got a nice letter from the Principal and we have been invited back. We went through a lot of flyers and Bob suggests we have more flyers in stock.

Western E-fly. The prep work on the tables was great.

The June meeting we had **Gene Holloway and David Tarlau** talking about the SAE event and videos. This weekend is a funfly and swap meet. Chuck talked to the Circle Burners and they are running their Teach and Fly event this weekend. We have donations from **Tom Riebolt, Dale Utterback and Dave Hendrexs** to auction off.

Chuck will create some events for the funfly. The next event is LA Jets. The website has been updated. **Sam and Greg** will be CDs. The July meeting will be at the field. **Mike Sardo from Pro Glow** will be there. It will be a pizza night.

Adam's All Scale event is August 4th and 5th.

Scott Ramos's August 19 Fun Fly will need a flyer.

Sept. 9th is an Electric Fun Fly Sept. 23rd is the Pizza Fun Fly. Oct. 14th is the Try and Fly. Chuck will miss the August and September board meetings. **Will Shepard** has been helping out getting all the trainers setup and organized. **Scott Ramos** will provide a labeler. **Bob Smith** sent out a Treasurer's Report. **Bob Gray** was nominated and seconded and passed as Member of the Month.

Randy Mytar

Regarding the Western E-Fly event, having seen what has happened over the last few years it has declined. This year's event didn't meet our past success. Randy recommends that the event be reduced to a 2 day event. We really need two CDs. Randy introduced a motion that a Board position of Promotions Director. The duties of this position will be to promote our events with Vendors, Clubs and others. The motion was seconded and passed. Chuck also suggested that we need someone as a person to coordinate workers for events.

Mario Sweet

Mario is intending on running for VP in the next election. During the last LA Jets we had issues with people adjusting the PA settings. We'll need to run the PA with the cover on.

Adam Gelbart

The event is a simple All Scale

event. Adam is considering that 3D flying to be limited to the last 20 minutes every hour. The one catch is that Sunday morning, Adam will be in late. Scott will cover the Sunday morning.

Ricc Bieber

Willy and Ricc will be going to look at a container. A couple of weeks ago Willy and Ricc staked out the location for the containers. They have picked up the materials for the foundation piers for the container. On the 8th will be hot dogs. There will be a fly day at the YMCA day camp at Dearborn El. Bob Smith will get the sanction. Ricc will not be available for the July 19th funfly or the July 22nd LA Jets. We will have pizza at the July meeting.

Dave Sweany

Dave and Willy installed a vice on one of the new tables, but it's been stolen. Dave and Willy will replace it and weld it into place. Robert Burn Robert will be sending off for the rest of the permits for the year. Scott Ramos The club computer will not start. Scott will try and repair the computer.

Tony di Leo

We have a trainer that has about 270 flights. Tony and Glen will be labeling the items. Also, clipboards have been disappearing. Bob will purchase some more.

Gary Stevens

We are now at 330 paid members

Bob Smith

Chuck had mentioned the idea of offering a small workers raffle for cash prizes for the race events. This could well be the incentive for workers.

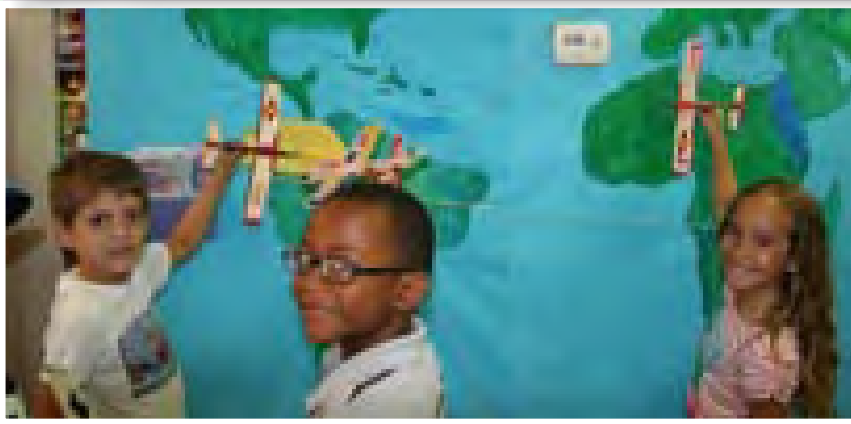
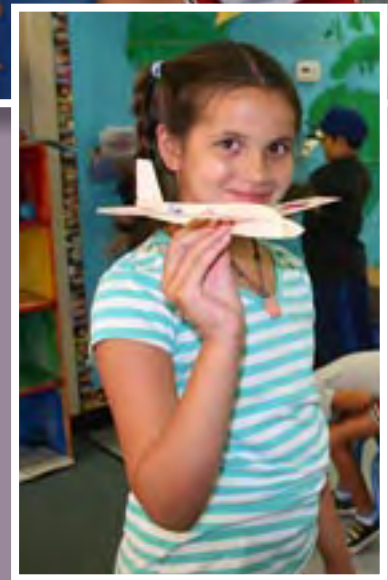
In regard to the billboard that needs replacement. Parks said they would install one if we provided one.



2012 YMCA CAMP DEARBORN ELEMENTARY



2012 YMCA Camp Dearborn Elementary



2012 YMCA Camp Dearborn Elementary



San Fernando Valley R/C Flyers

Y-FLY 2012

Y-Guides and Princess Try-and-Fly Experience

Apollo 11 Field (Sepulveda Basin) - 6201 Woodley Avenue, Lake Balboa, CA 91316



Sunday October 14th, 2012

10 AM - 3 PM

Activities include:

Ground School

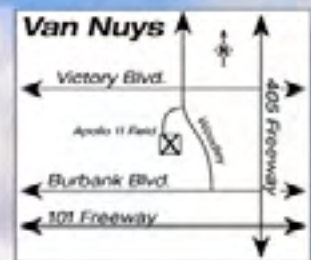
Build and Fly

R/C Flight Simulators

Flight Demonstration

R/C Flight Training

Lunch



SPONSORS



WWW.VALLEYFLYERS.COM

Other non-YMCA children welcome with advance notice. Contact Chuck Thompson chuckthompson@mac.com for details



Y-Guides Event Director • Josie Rea • Phone 818-368-3231 • josierea@ymcala.org

SMACK 'EM DOWN!



Fly WITH THE

VALLEY FLYERS



62 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 2012 the club will enjoy its 62nd 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

glstevens@verizon.net

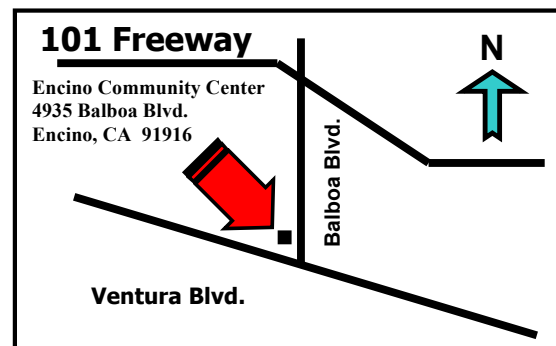
Along with your modest annual dues, you need to have a current membership in the **Academy of Model Aeronautics**.

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.

2012 Club Meeting Schedule			
January	24th	July	24th
February	28th	August	28th
March	27th	September	25th
April	24th	October	23rd
May	22nd	November	27th – Annual Workers Raffle
June	26th	December	8 th 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 courtes

✦ Some restrictions may apply call store for details.



San Fernando Valley R/C Flyers



2012 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

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 2012	

BOARD MEMBERS

President	Chuck Thomson	chuckthompson.com	818-359-3976
Vice president	Randy Mytar	rmytar@gmail.com	818-789-7719
Treasurer	Bob Smith	flynbs@socal.rr.com	661-298-2614
Secretary	Scott Ramos	saramos@earthlink.net	818-407-1180
Membership Dir.	Gary Stevens	glstevens@verizon.net	818-830-1101
Public Relations	Bob Tarlau	bob@valleyflyers.com	818-794-9260
Event Safety Officer	Mario Sweet	mariojsweet@yahoo.com	818-980-9641
Field Safety Officer	Mike Stoner	stoner@gmail.com	818-448-6422
Newsletter Editor	Ted Mayer	emayer@pacbell.net	818-618-2080
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_counterbb@yahoo.com	626-488-8844
Webmaster	Jason Pakfar	jason@saturnis.net	818-206-5777
Hospitality	Ricc Bieber	ricc@bieberic.com	818-497-4567
Giant Scale Dir.	Adam Gelbart	Adam.gelbart@verizon.net	310-441-9408
Helicopter Director	Eric Baker	ehelibuff@gmail.com	661-670-0972
Field Manager	Dave Sweany	demflyer@msn.com	818-447-4510
Turbine Director	Jeff Tolomeo	jrtrc@yahoo.com	805-428-5219
Media Director	Tony Aguila	taguila@yahoo.com	510-421-3906

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.		
Evetts 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		

Organized Events Provide Field Improvements for Everyone!

Date	Club	Event	Contest Director (CD)
FEBRUARY			
4	SAT eve	VF	Numb Thumb Night Fly Jason Pakfar 818-206-5777 jason@saturnis.net
19	SUN	VF	FREE VF Members Fun Fly & Swap Meet Sam Gengo 310-318-1049 thevalleyflyer@yahoo.com
MARCH			
4	SUN	BSS	Electric Control-line Fun Fly Tony Naccarato 818-842-3693 <i>R/C Runway not affected.</i>
16-18	FRI-SUN	VF	Aero Design West Collegiate Weight Lifting Contest/SAE Sam Gengo 310-318-1049 thevalleyflyer@yahoo.com
30	FRI ½ Day	VF	George Finch Memorial Race Q40/ Q500 Travis Flynn 818-843-4107 flynnracer@aol.com
31	SAT		
APRIL			
1	SUN	VF	George Finch Memorial Race Q40/Q500 Travis Flynn 818-843-4107 flynnracer@aol.com
29	SUN	BSS	All Electric Fun-Fly Tony Naccarato 818-842-3693
MAY			
12	SAT	VF	Pizza Fun Fly / Engine Clinic Bob Smith 661-298-2614 flynbs@socal.rr.com
12	SAT	VCB	The May Stunt Meet – 2 Circles Stan Tyler 526-423-4634 Stan.tyler@verizon.net <i>R/C Heli Pad not affected.</i>
19-20	SAT & SUN	VF	LA JETS Spring - 2 Days Jason Pakfar 818-206-5777 Jason@saturnis.net
JUNE			
8	FRI ½ Day	VF	Q40/Q500 Travis Flynn 818-843-4107 flynnracer@aol.com
9-10	SAT & SUN		<i>Western Championship Series</i>
22	FRI	VF	Western States 3 Day Electric Fun Fly Benny Elkouby 818-235-9098 bennyel@worldnet.att.net
23-24	SAT & SUN		
JULY			
8	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
21-22	SAT – SUN	VF	LA JETS – Summer – 2 Days Bob Wilcox 818-203-4923 bob.w@jetcatusa.com
24	TUE	VF	Club Meeting at Field 7:30 PM Chuck Thompson 818-359-3976 chuckthompson@mac.com
AUGUST			
4-5	SAT & SUN	VF	All Scale Event Adam Gelbart 310-441-9408 adam.gelbart@verizon.net weldit74@yahoo.com
12	SUN	VCB	Hot August Stunt Contest Scott Dinger 805-526-9074
19	SUN	VF	4 Circles VF Fun Fly & Swap Meet Scott Ramos 818-407-1180 saramos@earthlink.net <i>No Heli Flying</i>
SEPTEMBER			
9	SUN	VF	All Electric Fun-Fly Benny Elkouby 818-235-9098 bennyel@worldnet.att.net
23	SUN	VF	VF Fun Fly / Member's BBQ Bob Smith 661-298-2614 flynbs@socal.rr.com
OCTOBER			
6-7	SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest 4 Circles Bill Barber 805-241-0453 barcam@verizon.net <i>No Heli Flying</i>
14	SUN	VF	Try & Fly : Public Open House Chuck Thompson 818-359-3976 chuckthompson@mac.com
21	SUN	BSS	All Electric Fun Fly Tony Naccarato 818-842-3693
NOVEMBER			
3	SAT	VF	November Fun Fly & Night Fly Jason Pakfar 818-206-5777 jason@saturnis.net
11	SUN	VF	LA JETS – Fall 1 Day Bob Wilcox 818-203-4923 bob.w@jetcatusa.com
18	SUN	VCB	CL Fun Fly & Swap Meet Bill Barber 805-241-0453 barcam@verizon.net
DECEMBER			
9	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

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