



2017

The Valley Flyer

March/April

2017 LA QUADROPTER RACES

MULTIGP LOCAL GRASSROOTS Drone Racing

2016 REGIONAL Series

Flying begins at 8am

Saturday April 22nd

Factory Demos
Advanced
Intermediate
Novice Flyers Welcome

Entry fee: \$15
Includes lunch
Membership required
Membership info contact:
Valleyflyers.club

AMA Membership required
(for membership info contact:
Valleyflyers.club)

For more information contact:
CD-Tony Aguila
taguila@yahoo.com

AMA SINCE 1936

VALLEY RADIO CONTROL FLYERS

valleyflyers.club

DESIGN BY TED MAYER

© 2014 VALLEY FLYERS

Victory Blvd
Apollo 11 field
6201 Woodley Av.
Lake Balboa, CA 91436

U.S. 101

For more info contact:
CD-Tony Aguila
taguila@yahoo.com

Coming April 22nd

Upcoming Events

Saturday April 22nd
Quad races

Tuesday April 25th
Club Meeting

Saturday May 6th
Poker Fun Fly

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

**RENEW
NOW!!!**



Glendale Field Member



**MEMBERSHIP
RENEWAL**

Contact: SHARON RIBERDY
(Membership Director)
sliberdy@msn.com

Valley Flyers Field Support Information and Runway Repair Fund

Contact: Chuck Thompson : chuckthompson@mac.com
Checks should be made out to: Valley Flyers Foundation PO Box
2055North Hills, CA 91393

A NOTE FROM OUR PRESIDENT



Hello members.

This Sat. April 22, 2017 at Apollo XI Field, the Valley Flyers is having our 1st Quad Copter Races. Please join us for the exciting event lead by our Multi-Rotor Director, **Tony Aguila**. Tony has worked extremely hard, along with **Tena** to get the equipment and field area prepared for this event. The Valley Flyers has joined **Multi-GP.com** drone racing, so we should have a great turn-out.

I like to thank the many pilots who have donated to our foundation, such as **Mark Bender** and **Todd Hawkins** and to all the pilots to the **GoFundMe** account, for supporting our efforts. The **Valley Flyers Foundation** sup-

ports many of the fields maintenance projects and upkeep for Apollo and Glendale Airfields. Together we all can enjoy our model aircraft flying sites for years to come.

Our March Club meeting guest was **David** from **Smith Bros. Hobbies** in Reseda. David presented us with some new products by **Hobbico**, that are available in the store. Being one of the few hobby stores left to walk into, they are making every effort to supply hobbyist with hands on products for your every need. Be sure to stop by **Smith Bros.** for all your modeling needs.

We had the pleasure of meeting one of our very young drone pilots, **Aston Gamble** an 11yr old drone racer with a 1st place win at the **Ventura FPV** racers regional. He's competing with top racers in the U.S. He goes by the name **Drobot Racer**. Watch for his accomplishments as he gains status in the drone world.

Lately we've had most of our plastic chairs destroyed or missing at the field. We're asking members and non-members to **donate a chair to the field**. Just bring a chair or 2 and place it in the pit area.

Jason Mansfield, Public Rela-

tions Dir. has designed a field safety brochure to be placed inside the new mailboxes for all pilots who visit Apollo XI Airfield. The brochure features rules and safety for all pilots. The new boxes will be installed this week.

For the Glendale Flying field, I'd like to thank **Glen Roe** and **Mike Myers** for their efforts in completing the charging and field maintenance projects. These 2 guys have been working constantly to make sure the pilots at Glendale keep planes in the air, by having a charging platform ready. Future projects are forthcoming.

Valley Flyers are moving forward with orders for **Tee-shirt orders**. If you like to place an order, contact **Winston Brown : wbnme01@yahoo.com** Available in Blue or Black (white shirts coming soon)

Sizes XL @\$15 2xl-3xl @\$17
Check our website valleyflyers.com for upcoming events

May 06 Poker Fun Fly

May 20 L.A. Jets

June 9-10-11 George Finch Memorial Race

June 24 Western States Electric Fun Fly

Winston Brown

President

Welcome new Media Director

I would like to welcome Chris Coart as our new Media Director. Chris make his newsletter debut with this issue. Hope you all enjoy Chris 's photos - Thanks Chris

Ted Mayer
Newsletter Editor



We are still encountering a few problems out at the field. We have new pilots which "Welcome to the club".

Pilots that fly in the Park Flyer area, you need to stay in the cone area

I know there is over lap in the north corner, so watch out for planes flying on the main runway area. Watch all around. Stay out of the golf course also, that's a cause for major complaints. Field etiquette and safety guidelines need to be followed, fly the direction the other pilots are flying, one plane going the wrong direction can cause a mid air accident.

Call all take offs and landings. Landings have priority over any take offs. Fly from the designated flight areas, each area has standing areas. People like to fly at the south end of the park area which is like playing on the 405 freeway, trust me if a plane hits you in the head it will effect the shape of your head. When working on your plane have some one help you especially if your are working on it, and it is pugged in. Those props hit your hand it will end your day going to the hospital. They will cut down to the bone. Don't fly into or over the pit areas. Drinking of alcoholic beverages is strictly prohibited. Your flying along with your driving is impaired. This is a big safety concern. You don't want to hurt someone and you want to be thinking clearly. Remember these are not toys. The

Quad Boys--- You need to fly in the designated area, which is at the south side of the field, not exceeding Woodley Ave Bike Path, Burbank Blvd Bike Path, and once again the Van Nuys Golf Course property. You can be cited by the authorities, and I hear it can be quite expensive. So why do it?? Everyone deserves to enjoy themselves. Last thing our height limit is 400 ft, try to abide by it. We don't need the Van Airport Police coming by. I will try to put out a list of the safety guidelines the following month. Lets fly safe, if there is a problem let the safety committee handle it.

Request:

People that get a new club membership and are requesting flight training- I need to be emailed in advance so I can have a training plane ready.

Safety.

Quadcopters need to flown in the Heli area and flown in the field area, I'm observing FPV flight without a spotter, some one needs to be in line of sight when these are flown. That is a FAA rule. Too many times I'll ask where is your quad, and I get a reply of "I don't know." Remember safety first. Height limit is 400 ft, yielding for scale aircraft at all times. The height limit is for all aircraft. In reverse pattern situations watch out for all scale aircraft approaching Van Nuys Airport from the south for landings, they come in lower than you are use to. Please stay out of their airspace what ever height they approach at.

BIG CAUTION:

Landings have priority over take offs!!

If you are waiting to take off, hold

your position off the runway ***until called landings are completed.***

HEIGHT RESTRICTIONS

We have been getting complaints about planes exceeding designated height limits of 400 feet.

Jets going vertical easily exceed 400feet. In addition 3D airplanes doing maneuvers also exceed these height restrictions.

Rec and Parks have started enforcing no assisted viewing while flying quads. We can only warn and post signs under the Mayor's amendment. If caught by law enforcement they could arrest you and confiscate your equipment. I don't want to see that happening to anyone.

So at this time no flying with goggles and viewing monitors, screens ,I-pads anything other that your natural eye site, with glasses, hopefully I did not leave anything out, cell phones. Do you get the clear picture.

Safety is done informing people of this. We all want to have fun and enjoy the field, but the way its going with exceeding the height limit, I'm still getting calls from Van Nuys Airport Operations, sooner or later we will face field closure. That will really be a sad day when a 60 year old model airfield get closed due to people disregarding common sense safety guidelines to not interfere with scale aircraft landing, fly over the golf course, fly too close to people on the bike path, fly where you should not fly causing a major fatality auto accident. We need to fly smarter and safer with in our field area.

Mike Stoner

VP, Safety Committee

2017 LA QUADROPTER RACES

DRONE RACING
MULTIGP

MULTIGP
LOCAL GRASSROOTS
Drone Racing

2016
REGIONAL
Series



Flying begins at 8am

**Saturday
April 22nd**

Factory Demos

Advanced

Intermediate

Novice Flyers Welcome

Entry fee : \$15

Includes lunch

AMA Membership required

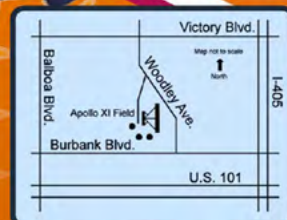
(for membership info contact:

Valleyflyers.club)



For more information contact:

CD-Tony Aguila
taguila@yahoo.com



valleyflyers.club

DESIGN BY TED MAYER

© 2014 VALLEY FLYERS

Apollo 11 field
6201 Woodley Av.
Lake Balboa, CA 91436

Please help support your club by purchasing some raffle tickets!

Our Weather Station News

(Available on our home website page at: www.valleyflyers.club)



Apollo and Glendale field updates.

Apollo

The electric area roof has been repaired, supervised by **Jason Mansfield**. I want to thank all those that helped with that.

I finally finished the new east container wall charge station to replace the 10yr or more original that Willie built. It served us well but was worn and burned out!

The new station has been designed to hopefully handle the newer higher current demand chargers. The internal wiring and jacks have been upgraded.

So has been the 8 circuit breakers on the box that's divided into 8ea 25A zones with new metal banana jacks and clip posts.

The box itself is limited to 100A by a master circuit breaker. 25A can be drawn per zone, but only a total of 100A total for now. This can be increased if needed however!

The 100A breaker has never been tripped!

If a 25A zone breaker trips, just push the white button to reset it. Chargers can rest on the top of the box or on a shelf under the box.

More shelving will be added.

May I suggest that users consider making a extension cable that allows their charger to sit on

these other shelves on a busy weekend.

I want to thank **Jason, Mark, Rory** and **Isaac** for their help in painting and mounting the new charge box.

The external charge stations are automatically turned on at sun-up and off at sundown.

The new solar panels added last year along with the original ones, are now providing 60A per hour charging into our storage battery bank. This is maxing out our solar charger and excellent!

Thanks everyone for your generous donations that I've used for electric charging upgrades and repair.

The North field charging station shelf area has been repaired and made bigger. Thanks to **Jason, Rory,** and **Isaac** for that needed repair.

Glendale field.

I've completed a install of solar charging for 2ea 100A (200A) storage batteries that connect to a external charge station box. The flyers now as at Apollo, can charge their flight batteries from sunup to sundown.

The external charge station can be upgraded as can the solar panels and storage battery numbers if future demand requires it. I've also added an on site Wx station that like Apollo, is updated to the Internet every 3 min 24/7. Due to radio link delays however, this info can be delayed at certain times.

The Wx link icon is on the first page of the valley flyers website.

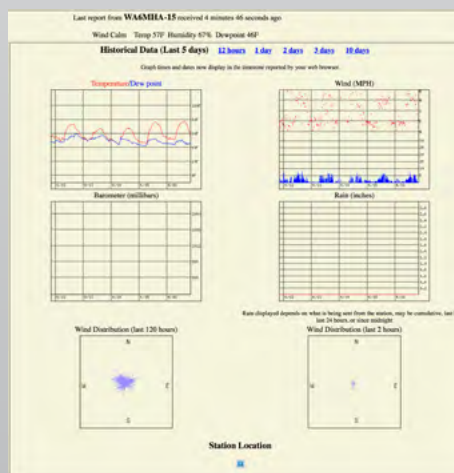
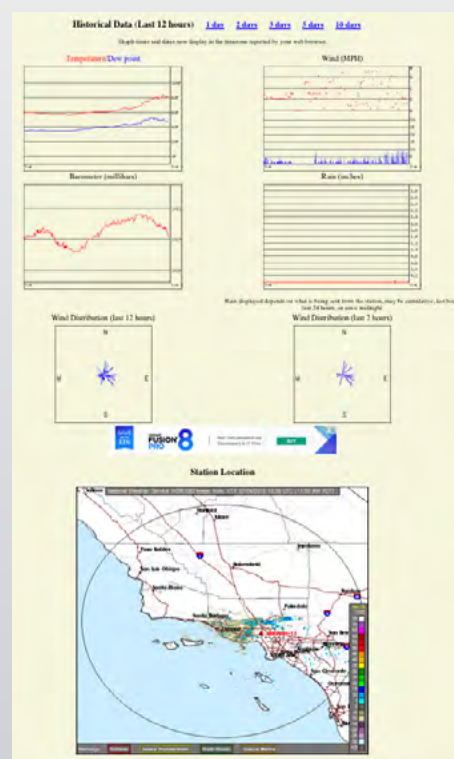
Be sure to always refresh your browser each time to see the latest Wx data update.

I want to thank **Mike Myers, Tina** and **Tony** for their help.

Mike has added a windsock.

Glen Roe

VF Electric Director



VALLEY FLYERS 2017 POKER FUNFLY

**Saturday
May 6th**

**AMA Membership
required.**

(proof of membership
is required)

Entry Fee \$15

Lunch donation \$5



Contest Director:
Winston Brown wbnme@yahoo.com

DESIGN BY TED MAYER



Apollo XI Field



LAJETS SPRING

SATURDAY MAY 20TH

2017

FREE TO SPECTATORS
Landing fee - \$15

**HIGH
PERFORMANCE
ELECTRIC
AND
TURBINE JETS**



Apollo XI Field

(2012 Turbine waiver required for turbines)



CD: Greg Fullington jetdriver9@gmail.com

To help with the event and for more information visit: www.lajets.org

design by TED MAYER



MARCH GENERAL MEETING

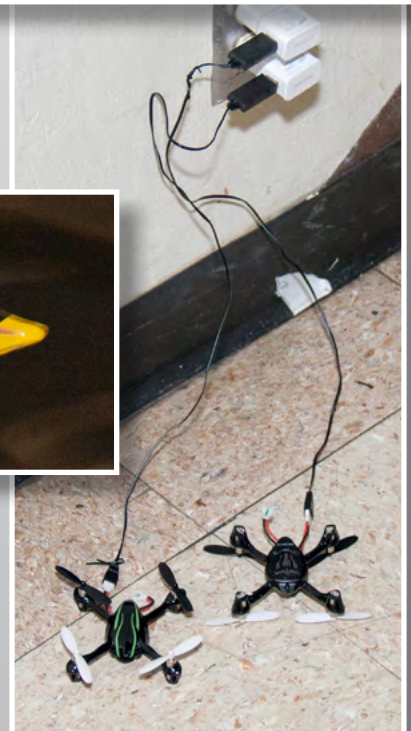
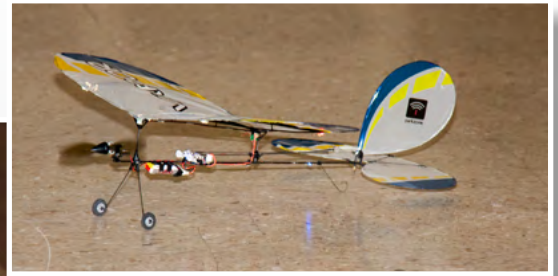
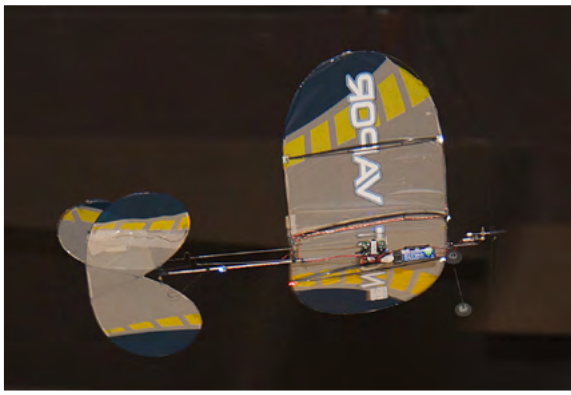
Page 9



Photography courtesy of Chris Coart

MARCH GENERAL MEETING

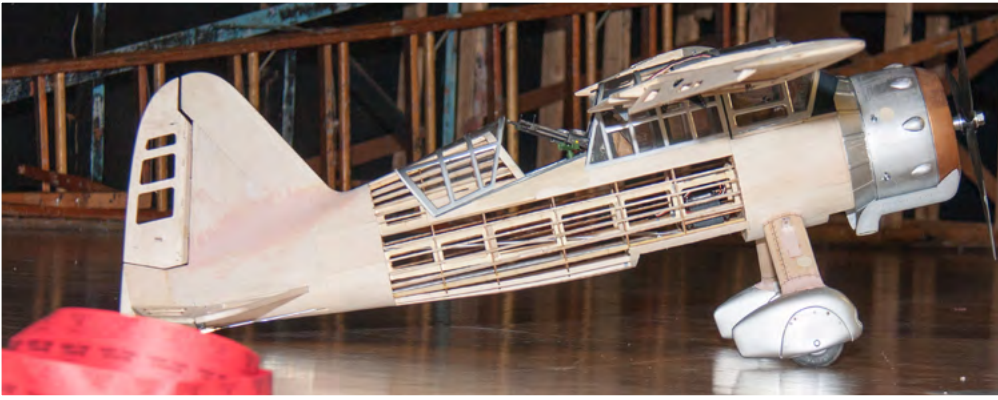
Page 10

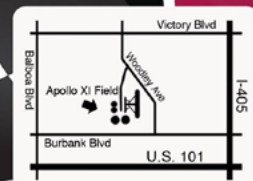


Photography courtesy of Chris Coart

MARCH GENERAL MEETING

Page 11



*George Finch
Memorial***PYL00
RACES****JUNE 9-10-11th****2 one days races both
Saturday and Sunday****422, 424 and 426
(424,426 short course)****424 no composites allowed****\$30 entry per class each day.
(Lunch tickets avail
for purchase both days)****CD Douglas Killebrew
dougaskillebrew@att.net****Apollo Xi Field****www.valleyflyers.com**

WESTERN STATES**2017****electric
FLY**

- \$15 Landing Fee
- Park Flyer Area
- Helicopter Area
- 600 ft Runway

WWW.VALLEYFLYERS.COM

For more information
contact event CD
Greg Fullington jetdriver9@gmail.com

ALL ELECTRIC RC AIRCRAFT WELCOME!**Apollo XI Field**

The Valley Flyers Present the 2017

All Scale Fun Fly

Saturday
July 22nd



Apollo XI Field



Landing Fee \$15

Trophies will be awarded for:

Best of Show in Military, Civilian, ARF makeover, Peoples Choice

600' X 50' paved runway No Overnight Camping

OPEN TO ANY SIZE, SCALE R/C MODEL AIRCRAFT

**Glow • Gas • Electric • Turbine (with waiver) ARF 's • Giants • Foamies • Helicopters
ANYTHING SCALE!**

SPECTATORS WELCOME • FREE FAMILY ENTERTAINMENT

WWW.VALLEYFLYERS.COM

Poster design: Ted Mayer

Drones and the Law: The Sky's Not the Limit



This article should not be taken as legal advice. It merely reflects the views of its author. Please consult with an attorney to determine what, if any, legal requirements or restrictions apply to the use of Unmanned Aircraft Systems in your area.

In response to booming popularity, many people have been seeking information about the legality of using unmanned remote-controlled aircraft. Drones—those carrying cameras as opposed to missile launchers—are legal. However, all but the tiniest will require registration. And commercial users, for the time being, still face some

additional bureaucratic hurdles. In addition, there are a number of rules one needs to follow both to remain legally compliant and, more importantly, stay safe.

This article will focus on small unmanned aerial systems (sUAS), as they are known to the FAA. These fall within the weight range of 0.55 lb (250g) to 55 lb (25kg). Super-small RC aircraft are considered toys in the eyes of the FAA, not worthy of their attention. Before anyone gets offended, let me point out this is just a legal classification. With the miniaturization of electronics, it is quite conceivable a less than 0.55 lb drone will be

a high-end piece of equipment, usable for professional video applications. If miniature drones do start getting used frequently in commercial applications, we may expect a change to the current weight-based approach to classification.

Larger-than-55 lb drones are unlikely to be used by consumers or freelance shooters. Most of these would be operated by companies. Though some hobbyist RC planes are nearly large enough to carry a human payload. But most multi-rotor drones (what the FAA really has its sights set on) weigh less than 55 lb, even with camera, batteries, and gimbal in place.

How to register

If you have a drone on the way and just want to register, here's what you need to know:

- You will need to be older than 13 years of age
- A citizen or legal permanent resident of the US
- Pay a nominal registration fee

For those younger than 13, you will need to have someone older than 13 register for you. For additional details and to register online, go to the FAA UAS landing page. For commercial users, see "Commercial Use," below.

A brief history

As you are probably aware, legislation specifically targeting sUAS was only ratified in late 2015. Before that, we just had the FAA Modernization and Reform Act of 2012 (sections 331-336) and a lot of confusion as to what power the FAA had over RC aircraft regulation. The FAA's biggest sticking point was that flying UAS for commercial use was effectively prohibited with the exception of the Boeing In-situ ScanEagle and the Aeroenvironment Puma, and then only for deployment in the Arctic.

By at least 2014 it was clear that laws were in dire need of updating. Why? Two factors:

- The explosion in popularity of UAS outside the previously niche RC community

• Inexpensive flight control systems that make consumer multi-rotor helicopters possible

Arguably, the two are interrelated. In the past, RC aircraft were more commonly fixed wing, meaning they required a sizable area to take off and land. And the VTOL systems (Vertical-Take-Off-and-Landing, i.e., helicopters) that did exist were very difficult to fly. Inexpensive, computerized flight controllers have made it comparatively easy to fly multi-rotor systems. Because they are VTOL-capable, and relatively compact, they can be deployed essentially anywhere, and in the hands of a skilled pilot, they can be maneuvered into all sorts of nooks and crannies.

Because today's UAS can be flown with varying degrees of autopilot assistance, from full autopilot modes based on "waypoints" (for craft with GPS) to full "agility" modes that disable virtually all safeties, multi-rotors have attracted users with less practical flying experience. More people are using them, and more people are using them without applying common sense. Greater maneuverability means more small UAS in the air, with more being used in unexpected contexts. Because of this explosion, the government finally recognized the technology needed to be addressed formally, not to mention the growing desire on the part of businesses to put UAS to commercial use without going through a baroque-approval process.

How to fly legally

Just because drones are legal, it doesn't mean you can use them however you please. What are the limitations?

Here are some general guidelines (source). But please remember, additional local restrictions may apply. Always consult with RC clubs or local authorities in the area you plan to fly if in any doubt.

- Keep your UAS less than 400' above ground level (AGL) and remain clear of surrounding obstacles.
 - Keep your UAS within visual range. It may have a navigation system that enables it to fly on full autopilot. Nevertheless, you must be able to see your UAS at all times (an FPV video feed does not count as "visual contact").
 - Remain well clear of and do not interfere with manned aircraft operations.
 - Keep out of FAA-controlled airspace. This includes a 5-mile radius around airports.
 - Don't fly near people or stadiums.
 - Don't be careless or reckless with your unmanned aircraft—you could be fined for endangering people or other aircraft.
- What is FAA airspace?

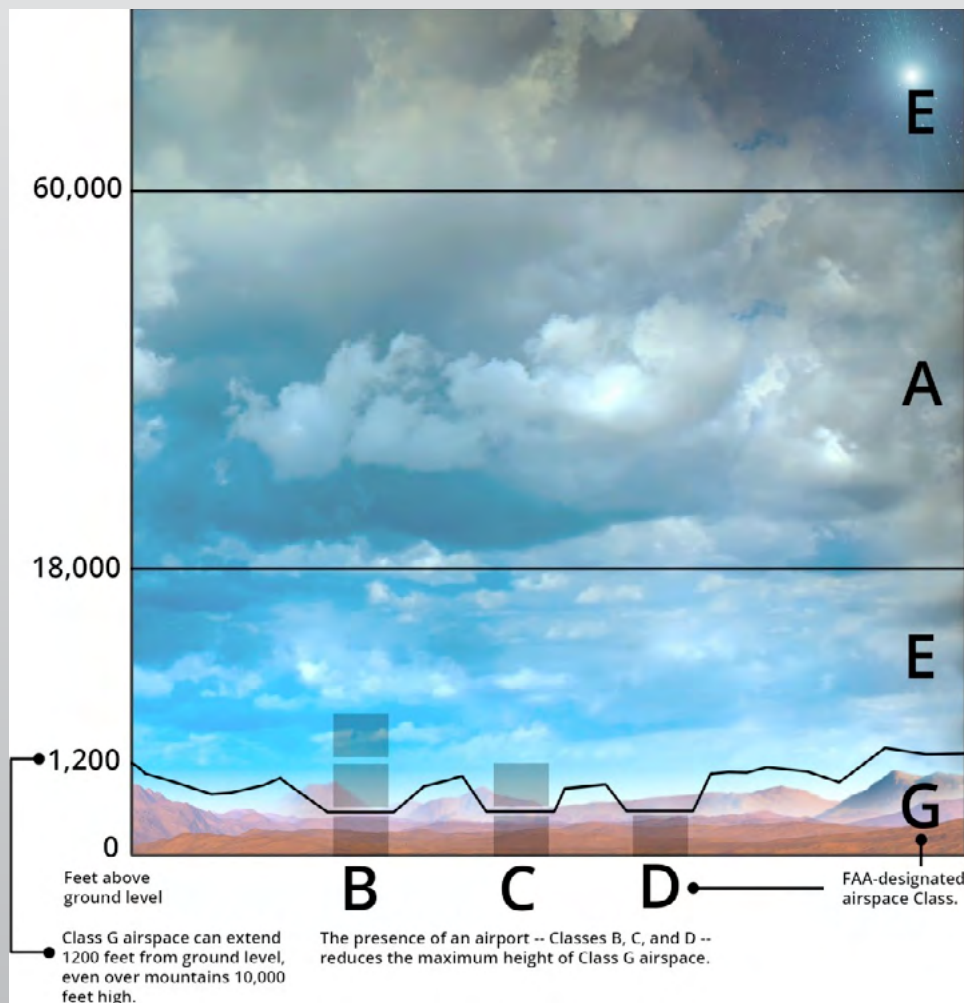
If these are FAA regulations, then what constitutes FAA airspace? If you're reading this article in the United States, or in its possessions or territories, you are within the FAA's airspace, or the NAS (National Air Space of the United States). There's a widely held belief that below a certain altitude, one is outside FAA jurisdiction—some say below 400 feet, others say below 700 feet. Either way, this is a canard. FAA jurisdiction starts at the ground and extends to the edge of space. Most likely, FAA jurisdiction is being confused with FAA-"controlled" airspace.

What is FAA-controlled airspace? Essentially, it is airspace in which manned aircraft operate. The controlled airspace around airports is divided into classes by the FAA, and how these are divided will vary depending on geographical and other factors. However, a good rule of thumb is to assume that all airspace within five miles of an airport, starting at sea level, is controlled, and that operating UAS without explicit FAA approval—approval you won't get—is prohibited.

Commercial Use

Commercial use is now sanc-

tioned, with new rules set to take effect in late August. They include dropping the formal requirement for an airworthiness certificate or Section 333 exemption and a slightly eased restriction on the use of FPV equipment. The pilot can now use FPV as long as a second person maintains direct visual contract. True BVR or autonomous flying is still not allowed, but this adjustment gives the pilot the freedom to opt for FPV rather than visual line-of-sight operation if they choose.



Below are some of the highlights of the new rules.

This list is by no means comprehensive. Also, there may be exceptions for some rules if suitable waivers are obtained. • The pilot must have a suitable pilot certificate and be 16 years of age or older. (Currently only FAA, not foreign-issued certificates, are accepted). A non-certified pilot can also fly if supervised by a certified pilot.

- *The same 55-lb weight restriction applies as to hobby UAS.*
- *Visual contact by either the pilot or another visual observer must be maintained.*
- *The aircraft must remain close enough to the actual pilot that it is within effective visual range, even if the pilot is using FPV.*
- *Must only be operated in daylight.*
- *Must operate in a way that does not interfere with other aircraft.*
- *Must fly at not more than 100 mph.*
- *Most remain at or below 400' above ground level (AGL); or remain within 400' of a structure.*

Why does commercial use matter? If a DJI Phantom 4 is used by a private individual to share existing videos on YouTube, normal registration is all one needs. But if one uses the same Phantom 4 to shoot a wedding video for client, suddenly the same Phantom 4 becomes a Civil Op-

erations aircraft. Shouldn't regulation be based on aircraft type rather than use?

Giving the FAA the benefit of the doubt, one could argue that a commercial user is more likely to fly in contexts that expose the public or manned aircraft to risks. Cynics might rejoin that commercial registration amounts to taxation. It's hard to defend charging a hobbyist more than a nominal registration fee; but a commercial user presumably has income related to their drone the FAA can tap into.

Non-UAS laws that may apply

Although the FAA is the main authority when it comes to operating vehicles above ground level, the nature of the way small drones are used opens up other legal risks, including:

- *Reckless endangerment (a felony)*
- *Invasion of privacy (can easily be upgraded to a federal complaint)*
- *Obstruction of police/emergency services duties (a felony)*
- *Noise ordinance violation*
- *Littering*

Of those, invasion of privacy and reckless endangerment, for obvious reasons, will likely serve as the most common basis for lawsuits and prosecution against UAS operators. However, one could envision an imaginative prosecutor coming up with less

obvious grounds to build a case, such as fining an operator for littering, in a case where the UAS crashed in a public area and was abandoned by the pilot. Therefore, one shouldn't assume that just because UAS represent something of a new legal frontier that one will be immune from any form of legal action.

Privacy

Because more and more UAS have cameras built in or support the attachment of cameras, privacy and UAS use is becoming a hot topic. Apart from reckless endangerment, privacy could well become a major basis for prosecution or lawsuits against UAS operators. For now, normal privacy laws would seem to apply to image and audio capture from UAS that apply in general. That is to say, for the most part, one is allowed to record or photograph in contexts where there is no "reasonable" expectation of privacy. A major caveat, however, is that UAS's typically operate well above eye level, and there are cases where this is considered to violate reasonable expectations of privacy.

In a park, or on a city street, for example, there is no "reasonable" expectation of privacy, nor is there generally a legal basis to make an invasion of privacy claim, since one is in what is understood to be a public place. The same may even apply to parts of private property "normally" visible from public space, such as a front yard visible from the street. On the other hand,

recording the interior of a home or private building is illegal, even if the camera is placed outside. Additionally, exterior spaces on private property, possibly a backyard not normally visible from the street, are quite often, like the interior of a home, considered spaces where one has a reasonable expectation of privacy under the law. What this means for UVA operators is that flying over, say, someone's backyard and recording video or photos stands a good chance of qualifying as an invasion of privacy and should be avoided. This is true even where there is no direct over-flight; in other words, where there is no question of trespassing, but the camera is still able to capture images from parts of the property where reasonable expectation of privacy holds.

Will laws change in this regard? My guess is, as legislation evolves, privacy laws will become stricter as they relate to UAS than they are in general. For now, most users seem to be innocent, shooting video for the sheer enjoyment. However, it's only a matter of time before we start seeing the technology used by private investigators and others as surveillance tools. Although currently restricted, it's also likely we will see their increased use by law enforcement, as well as private security, and again it will be interesting to learn how the privacy debate pans out.

Air Rights over Private Property

The question of air rights as it relates to UAS is relatively

novel since manned aircraft operate thousands of feet above populated areas, far too high to be considered trespassing. Air rights in the sense of, say, hoisting a boom over a neighbor's property are well-defined, and such an action, it's safe to assume, would indeed constitute trespassing. Some may be tempted to assume that since UAS operate in a sort of middle ground, below the elevations at which manned aircraft normally operate, yet potentially above the reach of ground-based apparatuses such as a cherry pickers, they are somehow exempt. While this may, to some extent, be arguable for larger, commercial-grade UAS that come closer to manned aircraft in capability (if they ever get legalized), it hardly seems like a good thing to risk in the case of a quadcopter or other consumer UAS. Consumer UAS don't have the range and are too unreliable—many, if they lose signal, will automatically land wherever they are, or will fly at a fixed, low elevation back to a home point. But even if consumer craft were more capable, the requirement that they have to be kept within visual range (see below) effectively limits how high they can be flown.

In other words, one would still be extremely foolish to operate over someone else's private property without permission. In a small town in Colorado, it's now legal to shoot down UAS that are flying over private property.

Beyond Visual Range (BVR)

BVR flying is currently forbid-

den by the FAA, and also goes against AMA (Academy of Model Aeronautics) and other guidelines. In other words, you are required to maintain visual contact with your aircraft at all times. It is now permissible for the pilot to use FPV equipment, as long as there is a secondary observer who is within line-of-sight. Since the size of the aircraft and local visibility can vary, there currently isn't a set distance as to how far away a UAS can be from the pilot/observer. However, there must also be a minimum weather visibility of 3 miles from the control station—in other words, Don't fly in a blizzard!

Since BVR systems no longer require the Pentagon's budget to purchase, I would expect to see a lot of pressure to change this law, or otherwise nullify the FAA's assertion. My guess is BVR will get approval for commercial applications, perhaps including Amazon's proposed drone-delivery scheme. This will be contingent on FAA certification of the aircraft model being used, as well as some sort of licensing requirement on the part of the operator. I am not as optimistic that we will see the FAA's blessing for consumer use of BVR, even though many UAS makers are already promoting BVR systems.

Who Enforces FAA Laws?

Normally, the FAA uses its own agents, and has its own enforcement mechanism. At least in theory, normal police can arrest

you or otherwise enforce FAA legislation. With the widespread public use of UAS, I would expect this to change. Along with new provisions for consumer UAS will come provisions granting local law enforcement justification over non-FAA controlled airspace. Either that or we can expect to see complementary state or local laws that grant local law enforcement authority over the relevant portion of the airspace on top of any FAA legislation. For FAA-controlled airspace, I would expect things to stay more or less as they are. Unless civilian BVR flying is legalized, I would expect UAS to remain largely excluded from operating in these zones.

RC Clubs

The best piece of advice I can give for anyone who's concerned about legalities is to consult a local RC club in your area. In the US, the best place to look is the Academy of Model Aeronautics, or AMA. Not only can they point you toward RC clubs in your area, they provide a wealth of resources for RC pilots and also offer liability insurance that will cover you for up to two million dollars in damages, provided you operate within the safety guidelines they set.

It's not just for legal issues. RC clubs provide beginners with an invaluable community of support. Members have the experience to tell you where it's safe to fly, what pitfalls you may encounter, and they can even provide training, as well as troubleshooting assistance.

Summary

With the caveat that there are always exceptions, and that you should consult with clubs and fliers in your local area before flying, the basic guidelines for flying legally (and safely) can be summarized as follows:

- ***First and foremost, go to the FAA website and register the drone we know you're dying to fly.***

- ***Don't fly above 400'.***

- ***Don't fly at any elevation within five miles of an airport.***

- ***Don't fly around areas where VTOLs (helicopters) or any small commuter aircraft operate.***

- ***Keep your aircraft within visual range and under full control.***

- ***Don't fly over populated areas.***

- ***Don't record video or take photos in contexts where there is an "expectation of privacy."***

- ***Treat the air over private property as private property.***

- ***Follow the safely guidelines set forth by the AMA, even those that are not legally enforced.***

- ***Commercial use has its own set of rules and requires an FAA pilot certificate.***

Note: This list is not comprehensive, and in some cases the FAA may grant exceptions.

For the most part, using your drone legally means using your drone safely—which just boils down to following common sense. The laws are really there to decide what to do in cases where people willfully or negligently choose not to follow common sense. Safe flying!

(Reprinted from B&H Video website.)

FAA and DOT: Your Private Registration Information Will Be Available to the Public

The FAA's FAQ says your private info will remain private.

The DOT and an FAA spokesman think otherwise.

Article By Matt | Dec 18, 2015, 08:44 PM Splash

"The FAA plans to incorporate a search by registration number in the future."

Just when some of you thought the FAA's UAS registration process might be something you could choke down, the rest of us who realized the darker truth involved in the gathering and storage of hobbyist's private information are even more ready to jump ship, even if it is a long way down! An article has emerged on Forbes from contributor John Goglia, claiming that hobbyists that register with the FAA will have their names and registered addresses made public, a statement that sends shivers down my spine.

The article goes on to state that the author felt something was amiss as the FAA F.A.Q states only the FAA, the contractor(s) and law enforcement agencies would have access to drone/rc airplane modelers private information. However, some very different wording came from the Department of Transportation that reads: "all records maintained by the FAA in connection with aircraft registered are included in the Aircraft Registry and made available to the public, except email address and credit card information submitted under part 48 [the new model aircraft registry]." The DOT goes on to say public searches can be performed by registration number as well.

The author then wrote to the DOT, was referred to the FAA, and then received a reply from an FAA spokesperson stating "Initially the Registration system will not have a public search function. The FAA plans to incorporate a search by registration number in the future. Names and addresses are protected by the Privacy Act. The FAA will handle disclosure of such information in accordance with the December 15, 2015 Federal Register notice."

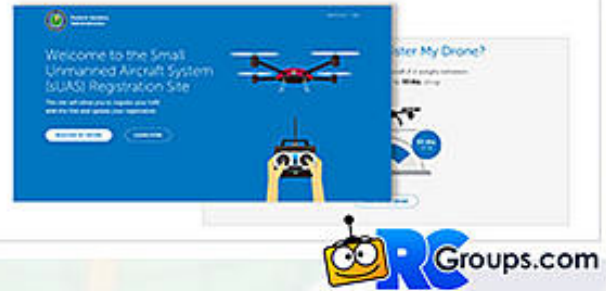
"all records maintained by the FAA in connection with aircraft registered are included in the Aircraft Registry and made available to the public"

In my opinion, it seems highly likely that private information - at the very least your full name and possibly your address - will become public information at some point, searchable by anyone with an internet connection. At what point does this turn into a witch hunt, where local law enforcement and/or privacy vigilantes decide to knock on your door after a mysterious multirotor or fixed-wing aircraft is spotted in your area? I would expect we will receive an official reply from the FAA and DOT before the cutoff date of February 19th. Let's hope it happens. Until then, enjoy the total ano-

UNMANNED AERIAL SYSTEM (UAS) REGISTRATION



Register
My UAS



Free for 30 days. Five Dollar Fee After. Only One Registration Number.

The rules are out! It looks as if the FAA followed some of the proposed recommendations from their Registration Task Force, and decided to go rogue on others. The FAA just posted the rules this morning, 12/14/2015, just in time for the perceived influx of toy quadcopters on Christmas morning that might fly into restricted airspace by children and dads alike... the threat is real! (ahem).

Here's a summary of the rules:

Registration is required for small unmanned aircraft (UAS) weighing more than 0.55 pounds (250 grams) and less than 55 pounds (approx. 25 kilograms).

Under this rule, any owner of a small UAS who has previously operated an unmanned aircraft exclusively as a model aircraft prior to December 21, 2015, must register no later than February 19, 2016. Owners of any other UAS purchased for use as a model aircraft after December 21, 2015 must register before the first flight outdoors.

Owners may register through a web-based system at www.faa.gov/uas/registration.

Registrants will need to provide their name, home address and e-mail address. Upon completion of the registration process, the web application will generate a Certificate of Aircraft Registration/Proof of Ownership that will include a unique identification number for the UAS owner, which must be marked on the aircraft.

Owners using the model aircraft for hobby or recreation will only have to register once and may use the same identification number for all of their model UAS. The registration is valid for three years. The normal registration fee is \$5, but in an effort to encourage as many people as possible to register quickly, the FAA is waiving this fee for the first 30 days (from Dec. 21, 2015 to Jan 20, 2016).

Will Registered Hobbyist's Information Remain Private?

One question that was not answered involves the Freedom of Information Act. What safeguards will be in place to prevent news agencies from suing the Federal Government for the list of all registered hobbyists under the FOIA? Having private info published could cause a witch hunt by media and vigilante citizens if a drone or rc airplane is reported in your area. I, for one, hope there will be safeguards in place to protect the private information of law abiding citizens that register their rc aircraft.

“all records maintained by the FAA in connection with aircraft registered are included in the Aircraft Registry and made available to the public”

In my opinion, it seems highly likely that private information - at the very least your full name and possibly your address - will become public information at some point, searchable by anyone with an internet connection. At what point does this turn into a witch hunt, where local law enforcement and/or privacy vigilantes decide to knock on your door after a mysterious multirotor or fixed-wing aircraft is spotted in your area? I would expect we will receive an official reply from the FAA and DOT before the cutoff date of February 19th. Let's hope it happens. Until then, enjoy the total anonymity of flying your model aircraft in the NAS.

Drone Registration Scam Sites

Shortly after the drone registration task force announced their recommendations to the FAA, fake registration websites began to appear. These sites are scamming model pilots to register in an attempt to steal personal and credit card information. Many of these fake sites look credible or appear to belong to the FAA. The FAA recently warning pilots to avoid sites that offer paid services assisting model pilots in the registration process in a post at <http://www.faa.gov/news/updates/?newsId=84245>. Reports to the AMA about these scamming sites have increased since the FAA UAS Registration site launched on December 21.

As a reminder, the AMA suggests members hold off on registering with the FAA until advised by the AMA or until the FAA's legal deadline of February 19. We are continuing to pursue legal and political remedies to address the registration requirement. You can learn more at <http://amablog.modelaircraft.org/amagov/2015/12/17/hold-off-on-registering-model-aircraft/>.

Thank you,
AMA Government Relations Team



Join the
FLYERS



67 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 2017 the club will enjoy its 67th year! 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.
- RC eNews – Timely and informative email messages about upcoming events, field closure notices and more.
- 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® through the paypal@valleyflyers.com portal.

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

Sharon Riberdy, Membership Director
slriberdy@msn.com
 818-621-4799

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 (800) 435-9262 or visiting www.modelaircraft.org online.

SFVRCF Club Meetings

Club meetings are held on the 4th Tuesday of each month at **7:00 PM**. Refreshments will be available. Please bring a couple of extra dollars for refreshments and raffle tickets if you so desire.

2016 Club Meeting Schedule

January	24 th	July	25 th
February	28 th	August	22nd ^h
March	28 th	September	26 th
April	25 th	October	24 th
May	23rd	November	28th Election Day
June	27 th	December	2nd Holiday Party, Officials Drawing



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.



San Fernando Valley R/C Flyers

2017 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.

INITIAL

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

I am a certified AMA CD (Contest Director).

Yes/No

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

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/ Quads
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:

FOR OFFICIAL USE ONLY

Received / /

Paid \$ /

Membership Year 2017

Support the hobby shops that support your club



Bruce & Esther Holden
Owners

Phone: 916.691.6467
Fax: 916.684.5334
800.533.5665

"Extreme Glare" Sunglasses
by
Zurich International

9418 Snow Lake Place
Elk Grove, CA 95758
www.extremeglaresunglasses.com



M-F, 8am-4:30pm PST at 877-eHobbies (346-2243)

14325 Alondra Blvd La Mirada www.ehobbies.com/info.html

PiroFlipRC.com

RC Pro Shop



(818) 781-3401

info@pirofliprc.com



Robins Hobby

Mon-Sat 10-7 pm Sun- 12-4pm

1844 W, Glenoaks Blvd. Glendale 818-240-2093

AeroScott
Model Engine Repair Services
www.aeroscott.com

Scott Swirles
10820 Central Ave
Ontario, CA 91762
909-562-7106



Marty's Hobbies

Mon-Thur 10-8 pm, Fri 10-9pm, Sat 10-6pm, Sun- 10-5pm
1728 Moorpark Rd. Thousand Oaks 805-497-3664



17721 Vanowen Street, Reseda 818-609-1968

Smith Brothers

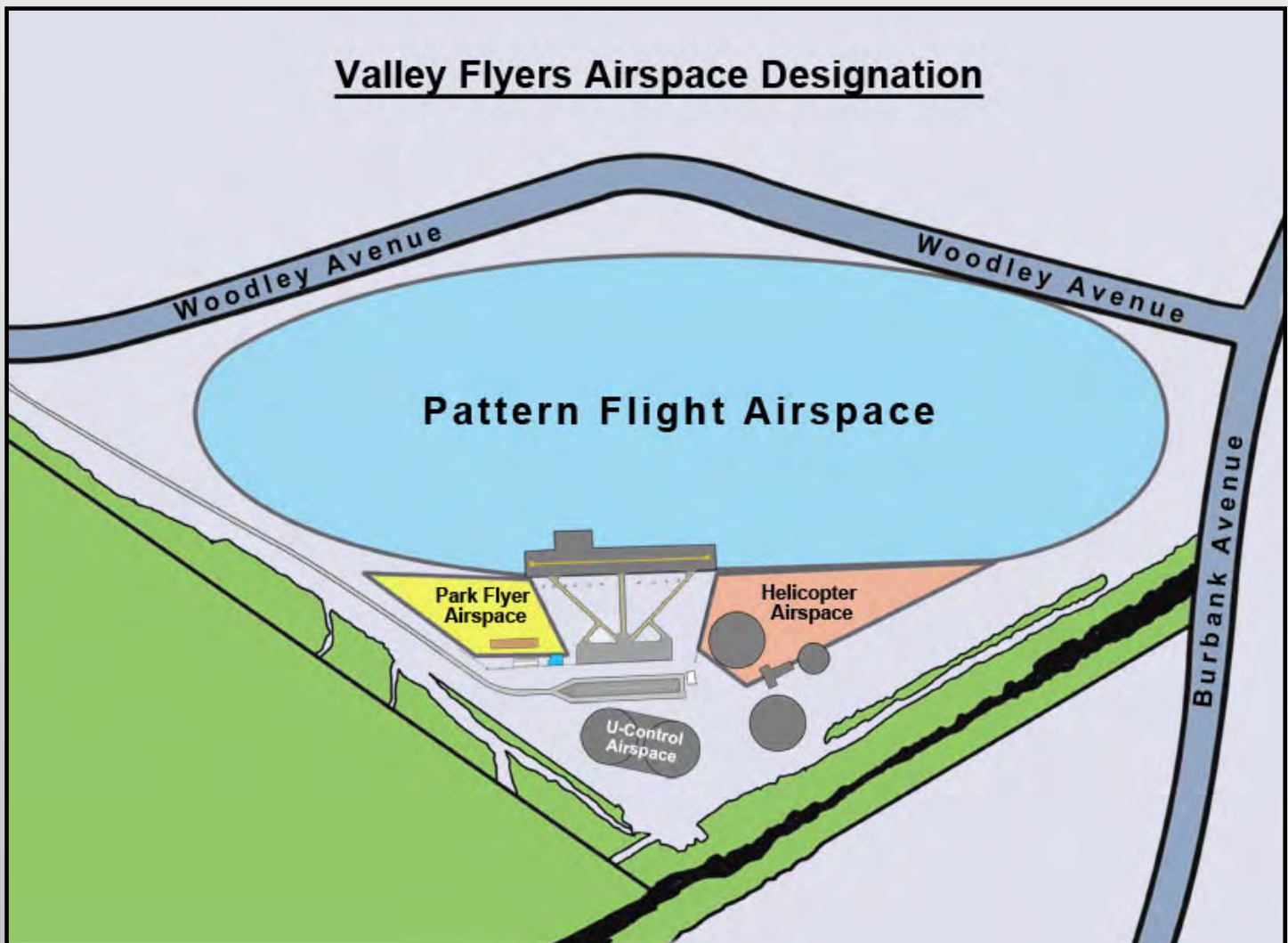
Mon-Sat 10-7 pm, Sun- 10-5pm
8941 Reseda Blvd, Northridge 818-885-8636

Apollo XI Field Flying Regulations

This facility is designed to accommodate four general types of powered remotely controlled aircraft in separate areas of the park.

1. Radio controlled heavier than one pound on the main runway.
2. Radio controlled one pound or less & R/C gliders North of the pit area.
3. Radio controlled helicopters South of the pit area
4. Control line flight in the designated Control line circles

This facility does **NOT** accommodate free flight aircraft, Kites, rocketry of any kind:
R/C cars or R/C trucks.



Radio Control Flight Rules

1. All pilots must fly from one of the designated pilot stands.
2. The frequency board will be used at all times and pilots must post their frequency usage with a card or I.D that contains their name or picture I.D.
3. Open flying is restricted during scheduled events.
4. No take offs and landings from the pit area, taxiways, or grass.
5. 400 feet maximum flying altitude.
6. Take-off and landings to be in the same direction according to the wind.
7. Down-wind passes over the runway are prohibited when other aircraft are flying.
8. Some sort of fuel recovery system must be used when fueling planes to avoid spillage.
9. All pilots will follow taxiways directions as posted.
10. Pilots will call out their intentions (landing, take-off, etc) and clear the runway quickly.
11. There shall be no flying during facility mowing operations
12. Flying over the Golf course, access roads or public roads is prohibited.
13. Each type of aircraft must fly and pit within the area designated on the map for that type of vehicle. Fixed wing aircraft will have a standard left or right pattern depending on the wind.

Failure to comply with these regulations may result in a citation, loss of flying privilege or both.

****Pilots please note, the Field is closed to open flying during all Valley Flyers Events.**

Pilots must check-in to participate. A valid VF Club membership and/or AMA membership is required.

Become a member, visit www.Valleyflyers.com for more information. 2/2013

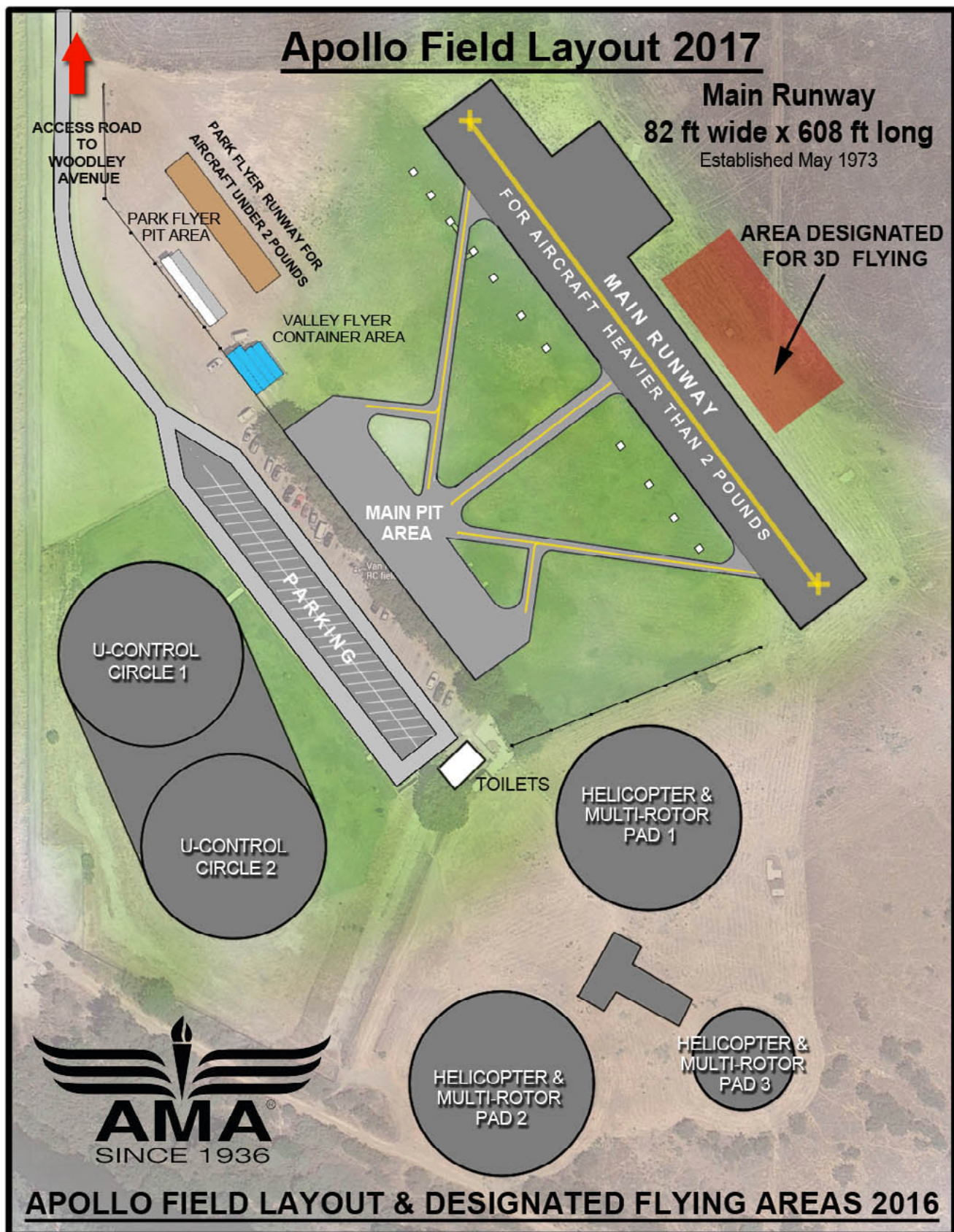
ADDENDUM TO RULES AND REGULATIONS

- 1) Fly from the designated flying areas, no taxi way take offs please to prevent low pass collisions.
- 2) Fly on the runway side with the other flyers, to communicate with each other.
- 3) Call your intentions-Taking Off, Landing, **Remember Landings have priority.**
- 4) Fly the pattern everyone else is flying, unless you communicate with each other.
The first one out flying dictates direction, or wait til he is finished.
- 5) 3 D stunt flying should be done **off** the runways to avoid mid air collisions.
- 6) stay within the boundaries as much as possible to avoid mid air collisions.
- 7) Most of all: new pilots at the airfield, If you think you might need help a lot of us are there to assist you, so you don't crash your plane, or crash into some one. Working on your planes, make sure some one is helping you, I've seen too many times propeller cuts to the pilot or bystander.

The following is being proposed as an addendum to the bylaws within ARTICLE III SECTION III REGULAR MEETINGS

To insure meetings are conducted in a way that the President or 'meeting coordinator' has control of who is speaking and for how long, the board of directors is authorizing the 'meeting coordinator' to have complete control of guests that want to speak. If the 'meeting coordinator' anticipates or determines that the guest's subject matter needs to be deferred to the 'board' meeting, he or she, the 'meeting coordinator', is authorized to interrupt the guest from speaking and advise that their discussion will have to be deferred for a board meeting. The 'meeting coordinator' is also authorized to stop the discussion in it's entirety, based on their judgment, determining that the subject is not appropriate for the general meeting, without any explanation or justification.

Any Valley Flyer member in good standing can ask the 'meeting coordinator' to invoke his or her right



BYLAWS - SAN FERNANDO VALLEY R/C FLYERS**ARTICLE I**

NAME, PURPOSE, OBJECTIVE, OFFICES

SECTION I NAME.

The name of the club shall be "San Fernando Valley R/C Flyers, Inc."

SECTION II PURPOSE.

The organization is organized exclusively for charitable, educational and scientific purposes under section 501 c(7) of the Internal Revenue Code or corresponding section of any future federal code.

SECTION III OBJECTIVE.

The objective of the club is to: (A) Promote model aviation; (B) Maintain the Apollo XI field both physically and politically for model aircraft use; (C) Promote safe flying; (D) Promote good fellowship and community relations.

SECTION IV OFFICES.

The principal office of the Corporation shall be located in the State of California the county of Los Angeles. The Corporation may have other offices as decided by the Board of Directors as the affairs of the Corporation may require from time to time. The other offices may either be within or outside of the county of Los Angeles, in the State of California.

ARTICLE II

MEMBERS

SECTION I CLASSES OF MEMBERS.

The Corporation shall have one class of member. The qualification and rights of members shall be as follows:

SECTION I-A QUALIFICATION OF MEMBERS.

(A) Applicants for membership shall be members in good standing or have applied for membership in the Academy of Model Aeronautics; (B) Members operating models shall comply with local safety rules at any given flying site.

SECTION I-B VOTING RIGHTS.

Each member shall be entitled to one vote on each matter submitted to a vote of the members.

SECTION II ELECTION OF MEMBERS.

Persons applying for membership shall be accepted provided any member of the quorum present at a regular meeting does not oppose their application. If membership is opposed, there will be a vote for acceptance; said acceptance will be determined by a majority of the members present.

SECTION III TERMINATION OF MEMBERSHIP.

The Board of Directors, by affirmative vote of a majority of all of the members of the Board, may terminate the membership of a member for cause after an appropriate hearing and by a majority vote of those present at any Regular Meeting.

SECTION IV RESIGNATION.

Any member may resign at any time with no refund or prorating of dues.

SECTION VI TRANSFER OF MEMBERSHIP.

Membership in the SFVRCF Corporation not transferable or assignable.

SECTION VII BYLAWS.

All new members shall be provided with a set of current bylaws, membership roster, and club rules.

Current members may obtain the bylaws, roster, and club rules at the Valley Flyers web site or upon request.

SECTION VIII COALITION /LIAISON APPOINTMENTS.

The president will appoint a member to act as a liaison for the Valley Flyers at the general meetings of the Black Sheep Squadron.

ARTICLE III

MEETINGS OF MEMBERS

SECTION I ANNUAL MEETING.

An annual meeting of the members shall be held on the fourth (4th) Tuesday in the month of November for the purpose of electing and for the transaction of such other business as may come before the meeting.

SECTION II SPECIAL MEETING.

The President, the Board of Directors, or not less than ten (10) members may call a special meeting of the members, provided the membership is notified of the time and place of the meeting.

SECTION III REGULAR MEETINGS.

A regular meeting of the members shall be held on the fourth (4th) Tuesday of every month at 7:30 P.M. at a place designated by the Board of Directors.

(amended 3/29/2016)

To insure meetings are conducted in a way that the President or 'meeting coordinator' has control of who is speaking and for how long, the board of directors is authorizing the 'meeting coordinator' to have complete control of guests that want to speak. If the 'meeting coordinator' anticipates or determines that the guest's subject matter needs to be deferred to the 'board' meeting, he or she, the 'meeting coordinator', is authorized to interrupt the guest from speaking and advise that their discussion will have to be deferred for a board meeting. The 'meeting coordinator' is also authorized to stop the discussion in it's entirety, based on their judgment, determining that the subject is not appropriate for the general meeting, without any explanation or justification.

Any Valley Flyer member in good standing can ask the 'meeting coordinator' to invoke his or her right to bring control to a meeting using this bylaw section. Decision is up to 'meeting coordinator'.

SECTION IV QUORUM.

Fifty percent (50%) of the members present shall constitute a quorum at any Regular Meeting.

SECTION V VOTING.

All matters submitted for vote at a meeting of the members shall require an affirmative vote of greater than fifty percent of the members in attendance. Voting may be oral or by a show of hands except that in the election of the board, where voting shall be by secret ballot.

The secret ballot policy will apply when more than one nominee is being considered for any board position; otherwise a show of hands is sufficient with the majority rules as the policy.

Only current year Valley Flyer members shall be given a ballot or choice to vote. The current year status of the member must be verified by the most recent roster. If they are not on the roster for the current year, they will not be given a ballot, unless they can produce a current year membership card. Members joining or renewing with the club on the night of the balloting will not be allowed to vote.

The roster can be provided by any current board of directors.

ARTICLE IV

BOARD OF DIRECTORS**SECTION I GENERAL POWERS.**

The affairs of the Corporation shall be managed by its Board of Directors, which shall consist of nineteen (19) directors.

SECTION II QUALIFICATIONS AND TENURE.

Directors must be members of the corporation. Each Director shall hold office for a two-year period with the goal of having one half of the board being elected at each annual meeting of the membership.

SECTION III REGULAR MEETINGS.

Regular meetings of the Board of Directors shall be held each month at a specified day, time, and place as designated by Board of Directors.

SECTION IV QUORUM.

A majority of the Board shall constitute a quorum for the transaction of any business meeting of the Board. But if less than a majority is present, a majority of the directors present may adjourn the meeting.

SECTION V COMPENSATION.

Directors as such shall not receive any compensation or stated salaries for their services; but nothing herein contained shall be construed to preclude any director from serving the Corporation in any other capacity and receiving compensation.

ARTICLE V**OFFICERS****SECTION I OFFICERS.**

The officers of the Corporation shall be President, Vice President, Treasurer, Secretary, Hospitality Chairman, Program Director, Event Director, Newsletter Editor, Flight Training Coordinator, Field Manager, Membership Chairman, Safety Officer, Public Relations Director, Helicopter Director, Turbine Director, Giant Scale Director, Electric Flight Director, Media Director, and Webmaster. These officers shall be selected from membership at the end of each term. These officers shall constitute the Board of Directors.

SECTION II ELECTION AND TERM OF OFFICE.

The active membership on a yearly basis shall select the board of the Corporation from the membership, to fill any end of term vacancies. The Board shall fill any additional offices that may be deemed necessary by the board on a temporary basis from the membership. The Board shall fill any additional offices that may be deemed necessary by the board on a permanent basis from the membership, and amend the bylaws to reflect the new positions (Article IV & Article V).

SECTION III REMOVAL.

Any officer, elected or appointed, may be removed by the board whenever, in their judgment, the best interest of the Corporation would be served.

SECTION IV VACANCIES.

The Board, for the un-expired position of the term, may fill a vacancy in any office.

SECTION V PRESIDENT.

The president shall be the principal executive officer of the Corporation and shall, in general, supervise and control all of the business and affairs of the Corporation in conjunction with the other members of the Board. All members of the Board shall have one vote, of equal magnitude, on any issue

concerning the club. The president shall preside at all meetings of the members and of the Board; he may appoint any committee to serve the Corporation as needed. The president shall coordinate activities with the Department of Recreation and Parks and will attend or assign members to attend the monthly Department of Recreation and Parks User meetings. When possible, make reports for the newsletter.

SECTION VI VICE PRESIDENT.

In the absence of the President, or in the event of the President's inability or refusal to act, the vice-president shall perform the duties of the president, and when so acting shall have all of the powers of and be subjected to all the restriction upon the president. The Vice-President shall perform such other duties as may be assigned to him by the President of the Board. When possible, make reports for the newsletter.

SECTION VII TREASURER.

The treasurer shall have charge and custody of and be responsible for all funds of the corporation; receive and give receipts for monies due and payable to the Corporation from any source whatsoever and deposit such monies in the name of the Corporation in a federally insured bank account; and in general perform all the duties incident to the office of treasurer and such other duties assigned to him by the president or by the Board. The Treasurer will be responsible for insuring the Federal and State taxes are filed on an annual basis.

SECTION VIII SECRETARY.

The secretary shall keep the minutes of the meetings of the members and of the Board in the books provided for that purpose, and be custodian of corporate records. Keep a register of the post office addresses of each member, which shall be furnished to the Secretary by the Membership Chairman. The secretary is also responsible for keeping the bylaws in order and up to date. And in general perform all the duties as may be assigned to him by the president or by the Board. When possible, make reports for the newsletter.

SECTION IX HOSPITALITY CHAIRMAN.

Provides: (A) refreshments and snacks for the general club meetings; (B) Coordinates concession stands at club field events. Monies for purchases shall be requested from the Treasurer. Profits from events shall be remitted to the Treasurer. When possible, make reports for the newsletter

SECTION X PROGRAM DIRECTOR.

Prepares and presents programs of education or instruction for monthly membership meetings. When possible, make reports for the newsletter.

SECTION XI EVENT DIRECTOR.

Shall participate in event scheduling and obtaining Contest Directors for events. Shall work with Contest Directors on their event to insure proper sanctions and permits are in place, necessary event officials have been contacted, necessary equipment is available and advertising is done. Shall attempt to coordinate event schedule with other clubs and districts. Shall generally oversee all events. When possible, make reports for the newsletter.

SECTION XII NEWSLETTER EDITOR.

The editor shall be in charge of the publication of the monthly newsletter, which shall be issued to the

members. When possible, make reports for the newsletter.

SECTION XIII FLIGHT TRAINING COORDINATOR.

Coordinates the training of new pilots. Works with the flight instructors and student(s) to arrange times for training sessions. Inspects new student's aircraft and flight equipment. Advises student(s) on the purchase of equipment. Briefs new student(s) on safety rules and protocol at the field. Works with the membership chairman to use the training program for club recruitment. The Flight Training Coordinator is also trustee of the club's training aircraft(s) and equipment. When possible, make reports for the newsletter.

SECTION XIV FIELD MANAGER.

Monitors the physical condition of the field and reports to the Board of Directors and the members. Helps to enforce safety regulations. Maintains an open dialog with the City of Los Angeles, Department of Recreation and Parks. Receives estimates for any field improvement project. Supervises any construction activities at the field. When possible, make reports for the newsletter.

SECTION XV MEMBERSHIP CHAIRMAN.

Collects and remits dues to the Treasurer. Issues membership packets (packets to include: copy of the bylaws, club rules, field rules, Board Member contact list, printed logos and information about each of the clubs represented by the corporation, membership cards, and the current Newsletter.) to old and new members. Prepares a roster, at least twice a year, of active members for publication in newsletter. Prepares annual lists for the Academy of Model Aeronautics in cooperation with the Secretary. When possible, make reports for the newsletter.

SECTION XVI SAFETY OFFICER.

Reviews field safety regulations with Field Manager and the City of Los Angeles, Department of Recreation and Parks. Develops and monitors field safety activities. Helps to enforce safety at the field. When possible, make reports for the newsletter.

SECTION XVII PUBLIC RELATIONS DIRECTOR.

Public Relations Director shall keep correct and complete books and records of all club ordered supplies, shirts, decals, trophies etc. and maintain the club video library. The Public Relations Director will also obtain quotes and request budget funds for items (shirts, decals, trophies, etc.) as will be needed by the club from time to time. Contact Newspapers and other media for advertising of events. Update AMA magazines and Model Magazines with Articles for past events supplied by the Contest Director of the Events. When possible, make reports for the newsletter.

SECTION XVIII HELICOPTER DIRECTOR.

Shall be responsible for communication between the helicopter pilots and the club. When possible, make reports for the newsletter.

SECTION XIX TURBINE DIRECTOR.

Shall be responsible for communication between the Turbine Aircraft pilots and the club. When possible, make reports for the newsletter.

SECTION XX SCALE DIRECTOR.

Shall be responsible for communication between the Giant Scale pilots and the club. When possible, make reports for the newsletter.

SECTION XXI ELECTRIC FLIGHT DIRECTOR.

Shall be responsible for communication between the Electric Aircraft pilots and the club. When possible, make reports for the newsletter.

SECTION XXII MEDIA DIRECTOR.

Shall be in charge of media with respect to the club activities. This includes design of graphics, video, event flyers, and other publications. The Media Director is the artistic sights and sounds of the club. Maintain the club photographic and video data and archives. May guide the design and layout of graphic artwork for such publications as, but not limited to, membership cards, event badges and flyers, and the web site. When possible, make reports for the newsletter.

SECTION XXIII WEBMASTER.

Responsible for maintaining and updating the online web site at valleyflyers.com and its corresponding URLs. Maintain current links on the web site, update information in a timely manner, and maintain an active list of "MetaTags" of relevant search data to make finding our web site and various pages more probable from web searches. When possible, make reports for the newsletter.

ARTICLE VI**CONTRACTS, CHECKS, DEPOSITS, AND FINDS****SECTION I CONTRACTS.**

The Board may authorize any officer of the Corporation to enter into any contract on behalf of the corporation. Such authority may be general or confined to specific instances.

SECTION II GIFTS.

The Board may accept on behalf of the Corporation any contributions or gifts.

ARTICLE VII**BOOKS AND RECORDS**

The Secretary of the Corporation shall keep correct and complete books and records of all minutes of the proceedings of meetings. He also shall keep a record giving the names and addresses of members entitled to vote. All books and records of the Corporation may be inspected by any member or his agent or attorney for any proper purpose at any time by making a written request to the Board of Directors, who will make an appointment for the review.

ARTICLE VIII**DUES****SECTION I AMOUNT OF DUES.**

The annual member dues of the Corporation shall be payable in full at the first of each year, in the case of continuing members. The Corporation shall not operate at a loss due to insufficient dues payments, and may by majority of vote of the membership, change the dues structure. The Board of Directors and Past President members are exempted from dues. Family and junior members shall have special reduced rates. A dues schedule shall be recommend and voted on at the Annual Regular Meeting.

SECTION II PAYMENT OF DUES.

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

January 1 thru March 31 \$25.00

April 1 thru June 30 \$20.00

July 1 thru Sept. 30 \$15.00

October thru December 31 \$10.00

SECTION III MEMBERSHIP APPLICATION.

All members including past presidents and Board members shall submit an application of membership each calendar year. The application will be used by the Membership Chairman to maintain the membership roster.

SECTION IV DEFAULT AND TERMINATION OF MEMBERSHIP.

When any member shall be in default in the payment of his dues and/or does not submit a membership application for a period of two months from the beginning of the calendar year his membership may thereupon be terminated.

ARTICLE IX

CERTIFICATES OF MEMBERSHIP

The Corporation shall provide a certificate of membership in the corporation. Such certificates shall be signed by the Membership Chairman and state the name of the member and date of expiration. The name and address of each member and the date of issuance of the certificate shall be entered in the records of the corporation. If the certificate shall be lost, mutilated, or destroyed, a new certificate may be issued.

ARTICLE X

WAIVER OF NOTICE

Whenever any notice is required to be given under the provisions of the General non-profit Corporation Law of California or under the provisions of the Article of Incorporation or by the Bylaw of the Corporation, a waiver thereof in writing, signed by persons entitled to such notice whether before or after the time stated therein, shall be deemed equivalent to the giving of such notice.

DISSOLUTION CLAUSE XI

Upon the dissolution of this organization, assets shall be distributed for one or more exempt purposes within the meaning of section 501©(7) of the Internal Revenue Code, or corresponding section of any future federal tax code, or shall be distributed to the federal government, or to a state or local government, for a specific purpose.

ARTICLE XII

AMENDMENTS TO THE BYLAWS

These bylaws may be altered, amended or repealed and new bylaws may be adopted by a majority of the members present at any regular meeting of the Corporation at which a quorum is present, if at least four (4) days written notice is given of intention to alter, amend or repeal, or to adopt new bylaws at such a meeting.

REVISED MARCH 29, 2016

Apollo 11 Facility Schedule 2017 v.5 (4.5.17)

Organized Events Provide Fun & Field Improvements

Date	Time	Event	CD	Contact	Email
April					
Sat 22	8am-5pm	Multi-Rotor Race	Tony Aguila	510.421.3906	taguila@yahoo.com
May					
Sat 6	8am-5pm	Poker Fun Fly	Winston Brown	323.243.6146	wbnme01@yahoo.com
Sat 20	8am-5pm	L.A. Jets	Gregg Fullington	818.631.8347	jetdriver9@gmail.com
June					
Fir-Sun 9-11	8am-5pm	George Finch Q40/Q500 Memorial Race No Heli or Park flyers anywhere on premises	Douglas Killebrew	818.843.4107	douglaskillebrew@att.net
Sat 24	8am-5pm	Western States Electric Fun Fly	Gregg Fullington	818.631.8347	jetdriver9@gmail.com
July					
Sat 8	8am-5pm	Fun Fly/Swap Meet Free for VF members	Benny Elkouby	818.235.9098	bennyel@att.net
Sat 22	8am-5pm	All Scale Fun Fly	Winston Brown	323.243.6146	wbnme01@yahoo.com
Tue 25	7pm-Dusk	Club Meeting at the Field	Mike Stoner	818.448.6422	mstoner06@gmail.com
August					
Sat 12	8am-5pm	National Aviation Day Fun Fly	Winston Brown	323.243.6146	wbnme01@yahoo.com
Tue 22	7pm-Dusk	Club Meeting at the Field	Winston Brown	323.243.6146	wbnme01@yahoo.com
September					
Sat 16	8am-5pm	Fun Fly/BBQ Free for VF members	Bob Smith	661.977.1117	bobthesmith2003@yahoo.com
November					
Sat 4	8am-5pm	Fun Fly Free for VF members	Gregg Fullington	818.631.8347	jetdriver9@gmail.com
Sun 19	8am-noon	Swap Meet	VF Foundation		
December					
Sat 2	3pm	Christmas Party	Bob Smith	661.977.1117	bobthesmith2003@yahoo.com
Sun 3	8am-5pm	Toys for Tots	Benny Elkouby	818.235.9098	bennyel@att.net