



The Valley Flyer

Academy of Model Aeronautics Charter Club # 152



January 2002

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more spectators. Who knows, today's spectator may well be tomorrow's flyer.

A quick update on the helicopter move to the south end of the field and the new U Control circle. The Recreation and Parks department has the funding and are proceeding with building the new circle in the parking lot. As soon as it's finished the Heli group will move to the south circle and the park flyers will have the north end by the containers. Along with all this will be several new signs containing rules and diagrams of the various flying areas. I believe this will be a great move and will alleviate a dangerous situation. The whole thing should be done by the end of February.

James Ward, director of maintenance for the valley park system, will be our guest at the AMA trade show in Pasadena in a couple of weeks. He and his daughter have taken an interest in model aviation to the extent we may be giving them some time on the buddy box. Harvey Elmes and last year's board did a great job cultivating a great relationship with James and the Recreation and Parks department. We will continue promoting this relationship in the years to come.

That's about it for now. I hope to see you all at the next general meeting.

Safety Views

By George Finch

After a long and what must have been frustrating reign as Safety Officer, Jay Lowery should be thanked for doing such a fine job over the years as my predecessor, in raising the awareness of Valley Flyers as to the dangerous aspects of our passion.

Unfortunately, at the Basin, when it becomes a zoo on weekends, it is rare to find more than a handful of active members present to remind non-members that everyone benefits from safe flying. Certainly weekends are not the time to test fly that new tail heavy Super Whizbang or the latest Nelson powered Zipzip, but people do it, especially in the winter time when they are at work during the daylight hours during the week.

I have a friend/client from the northwest that drives a concrete mixer truck and for a while documented the follies of a fellow driver named Tim. Tim clearly had no aptitude or appreciation for the high center of gravity, massive, limited time span world in which he found himself

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Board Member Letters

President's Corner

By Barry Leavengood

First off, I'd like to introduce myself. My name is Barry Leavengood and I've been a member of the Valley Flyers since 1996. I've served on the board as Event Director for the last four or five years. My main R/C interest is pylon racing and along that same line I was the USA F3D team manager for the 2001 Australian F3D Worlds and currently NMPRA (National Miniature Pylon Association) Quarter Forty Vice President. I'm proud to be elected President of the Valley Flyers and will do my best to serve the interests of the club and hobby.

The final event of the year, the Valley Flyer Christmas party, is a done deal and it was great. Ricc Bieber did his usual fine job. He will describe the whole shebang in his article.

A couple of weeks have passed since I started this article and Sonia and I are on our way to Phx for the 1st big race of the year put on by Jim Allen and the Speedworld RC Club. These laptops are great. We just had our 1st board meeting and it looks like it's going to be another banner year for the Valley Flyers. The new board is full of enthusiasm and raring to go. One of the things we will be concentrating on this year is getting more publicity for all the good things the club does, as well as putting notices in the papers about upcoming events to draw in

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Contributions: Contributions are encouraged. Kit reviews, events, contest reviews, interesting models, photos, tips or anything that may be of interest to other SFVRCF members are welcome. Articles can be submitted via e-mail or other electronic media. Please contact the newsletter editor for more information on article submissions.

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51st Anniversary

- 1 -

when driving a mixer truck. We were all saddened when the management got tired of righting his truck, paying the liability claims, removing set concrete from drains, and watery pours because of Tim and fired him. We no longer receive the funny, almost weekly stories. Actually, I don't think the stories would have been as amusing if Tim was operating a little closer to LA than Seattle. Therefore, I will use "Tim" as a pseudonym when describing the like dummies that practice their unsafe flying art at the Basin.

The first Tim that comes to mind launches his high performance airplanes from back on the center taxiway when other flyers are standing in front on the transmitter separation boxes. Such Tims haven't flown long enough to remember the days when a whole flight without a "radio hit" was cause for celebration. Although radio systems are now almost bullet proof, batteries still die, radio components still have a juvenile failure rate, clevises still come off, hinges still come loose, and wings fold. Any of those at the wrong time and the paramedics will be picking Tim's airplane and engine parts out of someone's backside.

Since talking to the Tims of the world doesn't seem to work, my suggestion is when you see dumb unsafe things happening, discuss them loudly with all of the other pilots in the area. Maybe peer pressure will work where confrontation clearly does not. I view my responsibilities as mobilizing the Valley Flyers to make the Apollo 11 Field as safe as possible, not that of policeman. Please do all you can to make the field safe. There is much greater danger of field loss from a bad accident than from proposed sewer ponds, golf courses, or the bird lady.

SAFETY, IS EVERYONE'S RESPONSIBILITY

Treasurer

By Matt Carroll

Monies have been turned over from Steve and I am now in the process moving the accounts over to a bank that is more conveniently located. The old account in the credit union will be kept open with the minimum balance necessary.

Bank Statement balances as of 12/31/01

Checking	\$7118.37
Savings	\$2592.66
Total	\$9711.03

There is a single returned check that is being resolved at this time and will be reflected in the next report.

We should thank Steve Garrison for the fine job he did as Treasurer. It's a big job. Thanks Steve.

Membership Report

By Bob Joyce

New members

The Valley Flyers are pleased to welcome the following new members to the club:

Harlan Gould
Agustin Mireles



We hope that your membership will provide you with helpful advice, training, fun, and the comradeship that is a key part of the club experience. Once again, welcome aboard and happy flying. Your membership cards will be issued soon.

Membership renewal

Membership renewals are coming in slowly. If you haven't done so yet, please submit your renewal as soon as possible. New membership cards for 2002 will be issued so that you will continue to receive the 10% discount at the participating hobby shops. I hope to see a flock of you sign up at the January 22nd Club meeting. Another way to renew is to download the membership application form from our website (www.valleyflyers.com), fill it out and mail it along with a \$25 (\$10 for juniors) check made out to the Valley Flyers to:

Bob Joyce
9829 Etiwanda Ave
Northridge CA 91325

All renewals must include a new completed application form and a copy of your 2002 A.M.A. card or A.M.A. application.

Public Relations Director

By Gus R. Piangerelli

Hi fellow flyers!! This year I would like to encourage you to take pictures of your best projects (you know the flying kind) and submit them to me, or if you are interested, I can take the pictures with my 35mm or digital camera and I'll send them to the respective publications. The reason behind this is that we would like to promote our flying club (it is one of the largest in Southern California) and its events a bit more. Many of the RC magazines are very receptive to receiving such material. I personally have seen some beautiful aircraft displayed at our meetings and at the field and know that many of you are talented builders, aviation historians, and flyers, so what the heck, lets give it a try and see if we can make some front covers. Call me if you have ideas or suggestions.

Program Director

By Ricc Bieber

January here we are!



But first -- a recap of December. From the response we got, and the attendance, this years' Holiday Party was the best one yet. A GREAT time was had by all, and I think the best time may have been ultimately had by Marv Zauss, who was the very surprised recipient of a flight on Kevin LaRosa's P51. In actuality, Ron Brauders was drawn first, with Dianna Myers as stand-in, when, to the surprise and ultimate delight of the recipient, Kevin said he wanted someone to win who was at the party. His wish was granted!

Marv scheduled to take his flight on December 29, and a bunch of us showed up (I'm sure just a BIT envious!) to watch the proceedings. All I can say is that a good time was had by the "ground crew", watching the start-up, seeing the silver flash of the aircraft doing a fast wheels-up low pass on take-off, and zooming off into the sky. Heck--the sound of the engine alone was worth the price of admission! I don't think I've ever seen Marv smile that wide!

At this month's meeting we're going to start slow. Just a big show and tell and the usual business stuff, but we are going to have a busy slate of activities coming up.

See you at the meeting!

Flight Training Coordinator's Report

By Thomas Peniston

Hello, and Happy New Year! I'll cover two topics this month; first the usual- if you are a Valley Flyers and A.M.A. member (forgot to renew? skip to Bob Joyce's Column, then come back) and need flight training, please get in touch with me. I am at the field every weekend (weather permitting), and RC training legend George Finch says he has some openings on Saturdays. My # is (818) 764-7077, & my E-mail is tomspn@juno.com.



Second, several people (here you go, Harvey!) have asked me about the inkjet-printed custom graphics on my four-wing "Quadaselle" Park Flyer. The Quadaselle is a pre-1910 fantasy design a la "Those Magnificent Men & Their Flying Machines" with a flying weight of about six ounces. The upper wings and fuselage sides feature advertising for an imaginary soft drink ("Burma Bubbly, The Ideal Ginger Ale"), which were applied as a tip of the hat to the Wright Brothers biplane that made the first coast-to-coast flight in 1910, covered with advertising for "Vin Fiz" Grape Soda.

All the markings on the Quadaselle were printed directly on the Coverlite covering material before being applied to the airplane, using my very average home computer and no special software! This was my first attempt at this, but the possibilities are limitless, especially if you have a scanner and/or some kind of graphics software. For example, Matt Keenon, a local modeler of amazing talent, has a 1/2a size Fokker D7 model with a full lozenge camouflage scheme, iron crosses, & full surface detail all done this way! I'm not at that level yet, but here are the basics:

First of course, decide what you want to print. Text, scanned images, computer-generated pictures and graphics- anything you can send to your printer will work. In my case it was "old-timey" text, using the Zebrawood font in Microsoft Word. When you have your image ready to print, position it as close to the middle of the page as possible. If you click on "file", then "print preview", you can see how the page will look before you print it. Click "file", then "close print preview" to return to your image page.

Next, print the image on a standard sheet of paper. You can use your lowest quality print settings for this to save ink- this will be the template that shows you where to put the covering material. (A note about covering materials here - I have used Coverlite and tissue with great success- & it will even work on Monokote, but you have to buff with steel wool first, let the ink dry for at least a day & a night, then seal with clear spray).

Now carefully & neatly tape your piece of covering material to the sheet of paper with the sample image on it, positioning the spot you want the image to be printed on right over the sample image. Don't leave any loose edges. If you're covering a wing or fuselage side, the piece of covering will have to be folded up to fit on the paper, but make sure nothing comes too close to the edges, where they might tangle with the printer feed mechanism. (Some printers may be better suited for this than others - in my printer, the paper makes a 90 degree bend with no problem, but if your printer sends the sheets on a roller coaster ride before they come out, proceed with caution.)

Next, carefully load the sheet back into your printer and print the image. I have found that selecting the correct print quality is crucial, and varies depending on the type of covering you use. If the print quality is too low, the image is weak, spotty, or indistinct. If the print quality is too high, too much ink is applied and it may bleed into the material, or, in the case of Coverlite & Monokote, actually bead up on the surface! You can do a test print on a small piece of covering to get it right before risking a larger sheet.

When the finished image comes out of the printer, DO NOT TOUCH IT! It has to dry for several hours before it can be handled. Also be gentle with your covering iron when you apply the covering to your model. I left my graphics unsealed to save weight, and they have held up well, but they did run slightly when it started sprinkling one day, so a light coat of clear spray paint is a good idea.

That's it! It's actually quite simple once you get everything set right. The beauty of this method is that it lets you achieve very elaborate color schemes & graphics on your Park Flyers while adding virtually no weight! For larger models, you can always print on paper or adhesive-backed label stock, cut out the image, and apply it like a regular decal, with a coat of clear afterwards to seal it.

* It should be noted that this process is only good for inkjet printers. You should not try this in a laser printer or copy machine, as running coverings such as monokote through these heat generating machines will probably result in the machine being ruined.

If you decide to give this a try and have any questions, feel free to call or E-mail!

'till next time, Share The Air!

Rotors and Motors

By Mitch Kahn

It's officially official, a new circle is being built and the helis are moving South. There was a Recs and Parks use meeting just recently and this issue was the main topic. In attendance were five members of the Valley Flyers board as well as the central figures concerned about Control Line flight in the Basin.



The main components of this airspace reallocation are as follows: By about the first of the year a new CL circle will be completed. At this time the South circle will be for helicopter use only and signage will be prominently displayed announcing the new usage. The CL folks will primarily use the 2 circles in the parking lot; they will however have access to the back circle as overflow for them. This still leaves the heli pilots with a considerably larger overall area than we had in the North. Most importantly though is we now have a dedicated space for lightweight aircraft on the North end; finally we should be able to deal with the problem of aircraft flying from and in the infield.

Certain realities: It will take a little while to sort out new flight patterns. There are some pilots who are used to a particular pattern and will have to be gently reminded of the new situation. There will be signs so there will be something concrete to refer to but we need to try hard to make it a smooth transition. This is bound to take a bit of time to work out the details but it is a worthwhile thing to work out.

Next, and this is important. Our newest and closest neighbors will be Control Line pilots. Behind the scenes much work has been done recently to build trust and cooperation. There are bound to be some problems and some friction. I have asked for help on their side to help work through issues (read: CL pilots who are not happy with the situation). I have asked for help to police the field from their side and I have offered to do the same regarding heli pilots. BEHAVE! Respect their space as they must respect ours.

For the most part everyone at the field is gaining. We have a larger space to fly which is out from behind main runway traffic, lightweight aircraft has a dedicated place to fly (this gets them once and for all out from the infield), and the CL folks are further out of harms way with a new circle with better car access. We really do all win.

Frequency control: the pin boards are now all located together at the center of the field. This helps especially now that the helis will be that much further from the center of things. ALL PILOTS SHOULD HAVE A PIN WITH THEIR FREQUENCY, NAME AND TYPE OF AIRCRAFT!!!

Remember, it is a good thing if we can find people who are on our frequency and it is a good thing if other pilots can find us when we are on the frequency. On a busy Saturday how are you supposed to find the person with a screwdriver in the pin? Especially us heli pilots!! ! We will now be in an area further away. If someone is looking for the person on 24 and there is a name and "Heli" on it there are no problems. My pin has been the same for 4 years. I printed it on my computer and folded it around a dowel and then folded clear tape around that. My pin says: "59 Heli Mitch". Do you think anyone has trouble finding me? It is time ALL pilots at the Basin identify themselves.

The holidays are upon us – Happy Holidays! Good flying to all and I wish you aircraft parts as presents.

Four new tables have been built for our field. Chris Hoyer donated a bunch of the materials and the club came up with the rest. I want to thank the guys who helped with the construction. A half a dozen guys helped doing shop work; next time I promise, it will be for just a BBQ – thanks we did a good thing. Also, I want to thank the folks at the field who helped assemble and water seal the tables. It was important that people who fly there and use the facility have some involvement and help out. Everyone is appreciative of improvements but it is much better if they are a part of them – there was a reason we did this on a busy Saturday.

The Las Vegas Crap Shoot Fun Fly is around the corner. For the weekend of January 25, 26 and 27; at last count five rooms have been reserved for Valley Flyers. It seems an especially good show from our club will be there. This is going to be fun! Vegas baby, Vegas.

'till next time, Share The Air!

From the Editor

By Dianna Myers

Well as most everyone has mentioned here it is a new year. Once again I would like to offer a Classifieds section of the newsletter. And for this issue we actually have two takers. So if you have anything you want to sell or trade, please let me know.

I would also like to encourage everyone to take pictures of their aircraft and send in articles about it. These articles will be published in the newsletter and possibly sent on to magazines (see the article by Gus R. Piangerelli, our Public Relations Director). Or if you have an item that you think merits the eyes of the entire club, please send it in. We are always looking for input from the membership.

Event Reports

Holliday Party 2001 Awards and Presentations

By Harvey Elmes

I want to thank all of those members and guests that attended the 2001 holiday party. Once again Ricc Bieber has succeeded in out doing himself. The decorations, food, and presents were even bigger and better than last year. The canned food collection was also very successful. Great job Ricc, keep it up!!!!!!

The silent partners of last year's board were again recognized with a gift. Last year some of the wives and significant others were embarrassed at having to come forward to receive their gift, so this year the presentation was done on an individual basis at each table. We really do appreciate all their help and support.

A special plaque was presented to Jay Repogole. Jay is an active member of the club and a past president. He is also the owner of Hobby House. For many years Jay has given the club discounts on the monthly club raffle prizes. He also generously gives support by troubleshooting problems at the field and in his shop when a fellow hobbyist needs it. Once again, thanks Jay for your support of the club and the hobby in general.

Two-Year Service Awards

The following members of the board 2001 received their two-year service awards:

Vice President	Shawn Miller
Director Public Relations	Gene Gaines
Secretary	Ron Batesole
Flight Training Coordinator	Chris Hoyer
Treasurer	Steve Garrison
President	Harvey Elmes
Safety Officer	Jay Lowrey
Field Manager	Willie Gardner

In addition to the above board members the remainder of the 2001 board was introduced:

Event Director	Barry Leavengood
Flight Training Coordinator	Tom Pensiton
Program Director	Ricc Bieber
News Editor (½ year)	Ken Wright
Membership	Bob Joyce
Director of Helicopters	Mitch Kahn
Hospitality	Greg Horwitz
Director of Jets	Bob Wilcox
News Editor (½ year)	Dianna Myers

I have been a lucky president to serve with such a fine group of individuals.

Willie Gardner has for fourteen continuous years served as the field manager of the Valley Flyers. In recognition of this accomplishment a special award was presented to him for his personal contributions to the field and also for keeping the Recreation and Parks Department doing the jobs that were necessary to maintain the field. I tried to negotiate with Willie to stay on for another 6 years by promising him a gold watch. He had a great reply. "If I was younger I would gladly donate another 6 years." He truly has a great attitude.

Reed Packard Award

The Reed Packard award is given for outstanding service as a member for the year. Reed Packard was our club photographer for many years and provided the club with a photo history of all the events during his membership. On his passing, 17 years ago, the member of the year award for the Valley Flyers was renamed in his honor. Of the 18 recipients, two have passed away, 8 are inactive and 8 remain active members. A special badge was presented to the past recipients of the Reed Pack Award. The badge states "Recipient of the Reed Packard Award Member of the Year for the Valley flyers." It also has the individual name and the year they received the award.

Reed Packard recipients and their current status as of December 2001

1983	Marv Zauss	first member to receive the award	Active
1984	Phil Mosko		Inactive
1985	Vic Martin		Deceased
1986	Pat Banner		Inactive
1987	Art Pelka		Inactive
1988	Willie Gardner		Active
1989	Rick Cincis		Inactive
1990	Peter Mahony		Inactive
1991	Marc Broadnax		Inactive
1992	Harold Milhauser		Deceased
1993	Dale Utterback		Active
1994	Don Arvesen		Inactive
1995	Bob Smith		Active
1996	Don Goeshel		Inactive
1997	Dave Hendrex		Active
1998	Ron Nelson		Active
1999	Ricc Bieber		Active
2000	Harvey Elmes		Active

Reed Packard 2001 Recipient

There were many nominees reviewed for this year's Reed Packard award. It is as always a difficult decision. The criteria is an above and beyond willingness to volunteer, and/or contributes when assigned tasks, for the benefit of the club. This award recognizes the long hours and self -sacrifice made by a member.

This year's recipient more than met the criteria and will join the previous 18 members who were recognized for their club service. I was very proud to announce that Barry Leavengood was named the Reed Packard award winner for the year 2001. In addition to receiving an inscribed clock for his office he also received a business card case and his badge as this year's award winner.

I hope that all those who were unable to attend this year's party will be able to join us next year. The fun and camaraderie that takes place can only be appreciated by being there.

Since this is my last article as president of the Valley Flyers I felt that I should leave you with some monumental thought like Douglas McArthur's "Old soldiers never die..." or Winston Churchill's "Never have so many... ". However, the only parting thought that I could come up with is from the words of the immortal Porky Pig... "Bda, Bda, Bda,... That's all folks."

P-51 Ride Winners

By Bob Joyce

The drawing for the ride in Kevin LaRossa's beautiful P-51 was held at the club Christmas party. Ron Brawders and Marv Zauss were the lucky winners and immediately became the envy of all the other entrants. Ron was not present at the party, and Kevin very generously offered a second ride for someone in attendance. Kevin's wife Patty drew Marv's winning ticket.



Kevin and Marv standing alongside the P-51 the day of the flight.

The group that helped to celebrate the event included Marv's wife Phyllis and their family. After liftoff, Kevin kept the Mustang low and made a high speed pass that delighted the group. A similar pass was made when they returned. Marv climbed out of the airplane with an ear-to-ear grin (SEG) and said the flight was perfect. It included some rolls, a high speed run over the ocean (too fast to appreciate any bikinis on the beach) and some stick time for Marv. I'm drooling at the thought of this (stick time not the bikinis).



Ron's flight was the next day, but the gremlins got in the act. More on that later.

Kevin and Ron are standing alongside the airplane prior to takeoff. Ron's wife, Deborah and their two sons were present, as were members of the Valley

Flyers Board. During takeoff, one of the cowling access doors inadvertently opened and Kevin had to fly a slow pattern around the airport and land. The door was subsequently closed, but a hydraulic leak and deteriorating weather caused Kevin to cancel the flight. Even though the flight was short, Ron was still thrilled with the experience and is looking forward to completing the flight on the 14th or 15th of January.

Letters

Learning to Fly a Helicopter

by Jay Lowrey "soon to be chopper pilot"

Not being your safety officer any more. I thought I might give some insight to the non-chopper pilots in the club. You will never know what you are missing until you have one and learn to fly it. I have tried and can fly almost any type of winged prop. Type model A/C. I'm not the best pilot at the field by any means but I can fly and enjoy it very much. But this Helicopter is a breed all to itself. A few things I would like to bring to your attention about this little beast you may not know. It requires a computer radio. With things like throttle curves, pitch curves, and a few more things I know nothing about, but not to worry about that. There is always someone around that understands and will set your TX for you. Not always correctly but they will change everything on your TX and leave you to figure out what should be done next. I feel sometimes it might help if you could cry.

Then there are the flying characteristics of this bird. *It does not have any*. I refer to it as a bird, but a bird can fly, my chopper cannot. It can fall in two or even three directions at the same time. But once it starts to fall there is nothing you can do to stop it. Its like it has a mind of its own and it says "he's getting cocky. Time to show whose boss here." Do you remember the first time you had to fly an airplane coming at you?? You learned how to push the low wing up and that is about all there was to it. Of course you thought every control on the radio had reversed. But with a chopper it can turn half or three quarters and all the controls no longer have any meaning to you. And if this puppy happens to turn its nose toward you my advice is to throw the transmitter down and run for your life. There is one other thing I have not mentioned. Once a helicopter starts toward you there

is no control on the TX that will detour its path. It helps if you are fast and I mean of foot not hand. I have a friend that walked out with me one day. For some reason the Heli went up to about ten feet and turn towards us. I yelled run and we both did. He looked over his shoulder and asked if it was gaining on us. How would I know I was about to run over him as the chopper crashed into the side of the shed.

I noticed when I first started with this thing everyone at my end of the field kind' a moved back. At first I thought they were just being nice but then I figured out they feared for their lives. I had one of the guys tell me I should get a fifty-gallon drum and cut eyeholes near the top . Get inside where I could be safe and learn to fly it. Believe it or not I considered it. Well my crashes are getting farther away from me and you will never know how proud that makes me. That means I'm getting closer to actually flying. I know every time that Jay of the Hobby House sees me take it out he has a slight grin on his face for he knows I will be needing parts before the day ends.

Now I will say one thing I have become a pretty good helicopter mechanic. I can pretty well repair most anything that falls or is torn off. I'm looking forward to the day I can fly in a helicopter event. Some of the true chopper pilots complain because us new guys don't come out and participate in the events. Well it's like this I'm not into self-abuse I don't feel like paying to embarrass myself. Or even worse hurting someone especially myself. I figure I'm down to about 4 crashes per gallon of fuel. Laugh if you must but that is an improvement big time for me.

Anyway I hope you have read this in the same vein that it was written "in fun". I'm having a ball with the chopper and I'm sure it will get better as I go. Not sure if the money or my wife will hold up until I learn. If this comes out before the Holidays I hope each and everyone has a wonderful one and if it is after hope you had a wonderful Holiday.

Remember fly like you wish everyone else would "SAFELY"

Potpourri

By Bob Smith

I hope all of the Valley Flyers members and family had an enjoyable holiday! I sure did. While participating in the Valley Flyer year-end Official's drawing and the Giant Scale holiday gift exchange, I was able to come away with a Hobbico Accu-Cycle Plus and a cordless Great Planes cordless Hinge Slot-cutter, respectively! Both of these items were on my wish list. So was the real P51 ride, but two out of three isn't bad!

Speaking of the drawing, I have two items to mention; (1) if you want to exchange a gift, please be up front with the business you are dealing with. Let them know you won the prize at our drawing and when the drawing occurred. I'm sure they (hobby shop manager or owner) will be willing to make a fair deal with you. Remember, some items are donated but most are offered to the club at a greatly reduced price. This is how the club is able to obtain so many items, within budget. If a receipt is being requested and is absolutely necessary, see the club treasurer. He or she should have the original documentation for purchased items; (2) at next years give away drawing you will see much less fuel in the, gifts for everyone pool, and more gift certificates.

If you have suggestions on what is purchased or how it is disseminated, let me know.

So... what's new! Lanier has a new Q500 ARF on the market and it is priced under \$150.00. It is very nicely covered (not sure if it's Monokote), weighs well under 3.5 pounds (radio system, motor and entire airframe components combined weight). This is a V-tail aircraft

and is very nicely built (made in China). Kit includes push rods, fuel tank, wheels and landing gear. Although it is 2" longer in wingspan (52") than the standard 50" Quickie, the cord is at 9.625 instead of 10", giving it the required 500 sq. inches. I'll let you know how it flies in both test and racing mode.

Next up is Hanger 9's IMAA legal Taylor Craft! At 85.5" in wingspan, this baby is gorgeous!! Covered in Ultra Cote's Red, White and black trim. It also has the red and white checkerboard covering under the wing and tail feathers. Designed for .23cc gas or 1.20 up to 2.10 alcohol motors. Material for detailed interior is also included. I.e. a pilot's seat and instrument panel decal.

The above products are available at your local hobby shop. The market is so perforated with ARFs that no one can keep ahead of products being produced!

Did I mention that Hobby People donated 2 electric Wattage Lighting ARFs and 1 WACO Biplane for .30 engines to the club? They will be part of the featured drawing over January and February 2002. Thanks to HOBBY PEOPLE!

See you at the January 22nd meeting.

Valley Flyers Foundation Financials

By Greg Horwitz (Treasurer of the Valley Flyers Foundation)

As of January 10, 2002 the Valley Flyers Foundation has total assets of \$9,631.50

Minutes from Meetings

Valley Flyers General Meeting November

November 27, 2001

By Ron Batesole

The meeting was called to order by the president, Harvey Elmes. Board members absent: Bob Wilcox, Tom Peniston. Harvey led the Pledge of Allegiance.

New members and guests: Stan Gengo, Song Kim, Dave McCord and Peter Slakey.

Minutes from Board meeting approved as submitted.

FENCE FOR GATE TO FIELD OFF OF WOODLEY

It was determined that a new fence was needed to secure the flying field entrance off of Woodley Ave. A five foot high chain-link fence 150 feet long will do the job and cost \$1,620.00. It was MSC to purchase the fence.

SCHEDULE FOR 2002

The Schedule for 2002 contains two fewer events than 2001. There will be five Q40/Q500 races, two fun flies, the LAX event. It was MSC to accept the schedule as written. The annual use of the field will be 30 days, divided between the Valley Flyers, Black Sheep and Giant Scalers.

PROPOSAL TO CHARGE FOR USE OF FIELD

The Dept. of Recreation and Parks has stated that in July 2002, the Valley Flyers and other clubs will have to pay a fee to use the field for club events. This situation is still under negotiation and is not firm.

BOARD OF DIRECTORS FOR 2002

The following members have agreed to serve in the following positions for 2002, with two vacancies remaining to be filled:

Secretary	Stan Gordon
Event Director	Ron Nelson
Field Manager	Vacant
Hospitality Chairman	Vacant

It was decided to accept the board as presented with continuing attempts made throughout the year to fill the vacancies.

2002 MEMBERSHIP

Bob Joyce reminded all members to renew their membership as soon as possible.

FIELD MODIFICATIONS

Willie Gardner gave a time line for installing the memorial plaque. About two weeks after the fences at the entrance to the field are completed, the plaque will be placed. The Frequency Flag Holders are now installed in the center of the pit area. New signs for "Electric Fly" and "Helicopters" will be installed when new U-Control circles are completed. Willie requested volunteers to help him with the fieldwork.

Willie graciously thanked the club members for the support he received during the past 12 years as Field Manager. He received a rousing ovation for his years of dedication and commitment to making Apollo XI Field one of the finest fields in Southern California.

HOLIDAY PARTY

Ricc Bieber reported that 80 reservations had been received. The deadline for reservations is 12/11/01. One new part of the program this year includes bringing a "them" gift for the family for the gift exchange. A family must "bring a gift to get a gift". Also, canned food will be collected to be donated to a local food pantry.

Q40/Q500 RACE REPORT

George Finch reported that the November 18th event was outstanding! There were 35 pilots who were able to get in 5 rounds of flying. The officials worked through lunch. Randy Bridges set a new speed record for the Q500.

GIANT SCALE SQUADRON CONTRIBUTION

The Giant Scale Squadron president, Bob Smith, presented a check to the Valley Flyers Foundation for \$400.00 for the year 2001.

VALLEY FLYERS CONTRIBUTION

Not to be outdone, the Valley Flyers president, Harvey Elmes, presented a check for \$1,000 to the Valley Flyer Foundation for 2001.

OFFICIALS' RAFFLE

Bob Smith directed the annual Officials' Raffle. As an incentive to recruit officials at club-sponsored races, prizes are purchased and a drawing held to reward members for their participation in staging club race events. Any members who worked at an event in 2001 received a prize. Those who worked more events, received larger, more

expensive, prizes. Bob was commended for his commitment to this activity and the way he staged this rewarding raffle.

SHOW AND TELL*Mort Rosenthal*

Displayed a Dynalift Super Decathalon Giant Scale model. It weighed 17 lbs; had a G23 magneto engine that made for smooth idling. He also displayed a carrying stand made of plastic pipe that converts to a workbench.

Stan Gordon

Displayed an F4U Corsair, 40 size with a Super Tiger 51 and fixed landing gear. It weighed 6 1/2 to 7 lbs.

Mitch Kahn

Displayed a Thunder Tiger Rapid 60 helicopter. He crashed it twice since the last meeting due to the loss of the tail rotor both times. He repaired it and was ready to fly it again.

CLUB RAFFLE

Ed Chisma	Avistar 40 ARF, gas tank
Stan Gordon	monokote
Bruce Snider	control rods, monokote
Harvey Elmes	Template
Bob Smith	Speed wheels
Gus Piangerelli	hemostat
Stan Gengo	Allen wrench set
Dale Utterback	Allen wrench set

The meeting was adjourned at 9:15 PM

Valley Flyers Board Meeting December

December 11, 2001

By Stan Gordon

The outgoing President Harvey Elmes called the meeting to order at 7:30 P.M.

All outgoing and new Board members were in attendance.

HARVEY ELMS

Two unsafe flyers have previously gotten into some altercation at the field and there may be a court case some time in the future. The Valley Flyers Board has elected not to get involved.

There will be new signs made for the No-Fly and Fly areas and will be up in about 2 weeks.

It may take 3-5 weeks for the new control-line circle to be installed.

A motion was raised and passed to remove 10 feet from the east and west ends of the existing fence at the south end of the field for the Helicopter flyers' access to their new flying circle.

There was interest by the Department of Recreation & Parks on making the field an AMA field for insurance purposes. There is a lot involved in doing this and the matter is being handed over to the 2002 board to investigate.

Budget for the Officials raffle is under by \$300. A 4-channel radio did not get into the raffle. A motion was made to raffle it off to the officials mid-year as an incentive to get people to come out and help. This motion was put on a back burner for the new board to deal with.

Hobby People have donated about \$1000 to be used by the new board in raffles.

The NMPRA cages will be removed and disposed of but no date has been set.

GENE GAINS

Club shirts are still available (please support the club and wear your colors proudly).

WILLIE GARDNER

Requested that new signs for allocated flying time be made and installed. Motion passed that flying time limits would be added to the new signs being made by the Department of Recreation and Parks.

The event sign is to be updated as soon as the schedule is finalized.

The entry gate fence and the Memorial Plaque have been installed.

MITCH KAHN

Expressed some concern about the Control-liners using the Helicopter circle in case of C.L. events. Harvey Elmes felt that with the new communication between clubs this would not be a problem.

Ham radio frequency poles should be of a different color. Motion was put off to be addressed by the 2002 board.

There will be 4 new tables in the pit area soon after the first of the year.

The old board took their leave at 8:15 P.M. to a large round of applause.

BARRY LEAVENGOOD

President for 2002 took over the meeting.

A standard frequency flag was talked about but no decision was reached.

AMA wanted to know if we wanted a booth at the IMS Show. The offer was turned down.

Barry and another member will attend a "Focus on Education" discussion at the trade show.

A question was brought up about insurance at the field. The Valley Flyers maintains a year round policy (24 hours a day, 7 days a week). It also maintains a policy for events.

It is questionable that there will be food available for one-day events. Two-day events are covered.

This will be discussed with the individual CDs.

Holiday Party:

There are expected about 80 people at the Holiday party with raffle prizes for everyone.

Brought in an example of proposed Valley Flyer Hats. He will get a catalog and price list to supply to the Board.

Meeting was adjourned at 9:15 P.M.

Valley Flyers Board Meeting January

January 8,2002
By Stan Gordon

The President Barry Leavengood called the meeting to order at 7:30 P.M.

All Board members were in attendance except for Ricc Bieber, Bob Wilcox, and Matt Carroll.

BARRY LEAVENGOOD

The new U-Control circle is behind schedule. No idea at this time when it will go in.

There was a report of a model jet aircraft flying over the golf course.

There are still no volunteers for the Field Manager position.

BOB JOYCE

Membership is off. More about that in Bob's column.
Bob will also be coming up with a new Phone List. Be sure he has your latest info.

GUS PLANGERELLI

Gus will be having available videos on "How To" for the new model builder to check out and learn building techniques. He also will provide model publications with pictures and articles on the club events.

GEORGE FINCH

Safety at the field is still a problem. We all have to practice safety.

MITCH KAHN

The 4 new tables for the pit area are out there.

He also made up some frequency flags that he intends to hand out to pilots who use sticks, broken props, etc at the field.

A question was brought up about the new frequency flag stand. Should it state to "Please pit in assigned area" or should it be deleted. The board voted to delete that statement.

TOM PENISTON

Stated he could use some help with flight training. George Finch volunteered to help.

Meeting was adjourned at 9:15 P.M.

Classifieds

Rare Byron quarter scale CAP 21 already built in good condition for sale \$250.00 call Gus "Gusser" Piangerelli (818) 368-5487

Wanted to swap TopFlight P-47 Kit (60 size new in box) for a TopFlight P-39 Kit (60 size new in box), please contact Stan Gordon (818) 781-4118.

To run an ad in the Valley Flyer Classifieds please submit; your ad via e-mail to dianna@bombfactory.com include "vf classified" in the subject line. Ads must be submitted before the first Tuesday of the month.

Schedule of Events

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.



2002 Schedule

January	22 nd	July	
February	26 th	August	
March	26 th	September	
April	23 rd	October	
May	28 th	November	
June	25 th	December	

Board Meetings

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

<u>2002 Schedule</u>			
January	8 th	July	2 nd
February	5 th	August	6 th
March	5 th	September	3 rd
April	2 nd	October	1 st
May	7 th	November	5 th
June	4 th	December	3 rd

OPEN TUES THRU SAT 10 AM TO 6:30 PM
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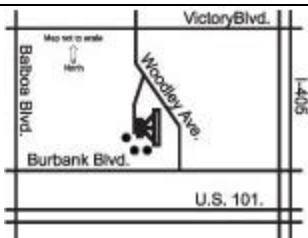


San Fernando Valley R/C Flyers
present

RACE'N AT THE BASIN
Sunday, February 3rd 2002

AMA 422 - Quarter Midget 40
AMA 428 - Quickee
AMA 424 - Quickee (NMPRA)

PowerMaster 15% supplied
Proof of 2002 AMA membership required
\$25 1st event - \$20 2nd event - \$15 3rd event



Practice starts 1:00 PM Saturday the 2nd
Registration closed 8:30 AM Sunday
Trophies to 3rd place and Fast Time each class
Hard Hat Required



Contacts:

George W. Finch CD (310) 315-8234 fax (310) 315-8210 E-Mail gwfinch@aol.com

Apollo Field Events**Remaining 2002 Schedule**

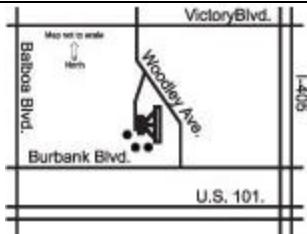
Date	Club	Event	Contest Director	Field Status
FEBRUARY				
3 rd	VF	Q40/Q500/APRA	George Finch	(310) 315-8234 gwfinch@aol.com
16 th	VF	VF T-6/Air Cruisers/Trainer Race		Closed
MARCH				
10 th	GS	Fly In	Marvin Zauss	(818) 768-0588
23 rd	VF	Jet Rally	Greg Horwitz	(818) 609-7633 gshorwitz@aol.com
24 th	VF	Jet Rally	Bob Wilcox	(661) 298-2614 bgwc@earthlink.net
APRIL				
7 th	VF	Q40/Q500/APRA	Bob Smith	(661) 298-2614 flynbs@pacbell.net
21 st	VF	Pizza /Safe Fly/Swap Meet	Ricc Bieber	(818) 349-3014 riccipoo@aol.com
MAY				
3 rd	VF	Hirobo Cup Heli Meet	Shawn Miller	(310) 665-6337 shawn@usinter.net
4 th	VF	Hirobo Cup Heli Meet		Closed
5 th	VF	Hirobo Cup Heli Meet		
19 th	VF	Safety Fun Fly/Hobby People Engine Clinic	Harvey Elms	(661) 252-1477 inhelmes@thevine.net
JUNE				
8 th	VF	H-Reed Q40/Q500/APRA	Barry Leavengood	(818) 998-4564
9 th	VF	H-Reed Q40/Q500/APRA	Ron Nelson	bl10@aol.com
22 nd	BS	U-Control		Closed
23 rd	BS	U-Control		Open
23 rd	GS	Fun Fly	Dave Hendrex	Open
JULY				
9 th	VF	Lax ½ Day		Closed
13 th	VF	T-6/Air Cruiser/Trainer Race	Ricc Bieber	(818) 349-3014 riccipoo@aol.com
23 rd	VF	Lax ½ Day		Closed
28 th	BS	Black Sheep Electric		Closed
AUGUST				
11 th	VF	Q40/Q500/APRA		
12 th	VF	Camp Encino ½ Day		
30 th	VF	Helicopter Meet	Shawn Miller	(310) 665-6337 shawn@usinter.net
31 st	VF	Helicopter Meet		Closed
SEPTEMBER				
1 st	VF	Helicopter Meet		
15 th	GS	Fun Fly		
OCTOBER				
6 th	GS	BBQ and Social.		
27 th	VF	Safety Fun Fly / Swap Meet	Ron Nelson	AMA
NOVEMBER				
10 th	BS	Black Sheep Electric		
17 th	VF	Q40/Q500/APRA.	Finch/Horwitz	
DECEMBER				
8 th	GS	Toys for Tots		AMA
21 st	VF	Christmas Party		



San Fernando Valley R/C Flyers
present
**T-6, Air Cruiser, Trainer
RACE'N AT THE BASIN**
Saturday, February 16th 2002

**T-6 – Whitter Rules
Air Cruiser – Whitter Rules
Trainer – Valley Flyers Rules**

**Props supplied for T-6 and Air Cruiser
Proof of 2002 AMA membership required
\$15 1st event - \$10 2nd event - \$5 3rd event**



**Practice starts 1:00 PM Friday the 15th
Registration closes 8:30 AM Sunday
Trophies to 3rd place and Fast Time each class
Hard Hats Required**



Contacts:

George W. Finch CD (310) 315-8234 fax (310) 315-8210 E-Mail gwfinch@aol.com
Barry Leavengood (818) 998-4564 E-Mail BL10@aol.com

Hobby People®

Global Hobby Distributors IS NOW THE EXCLUSIVE DISTRIBUTOR FOR Clancy Aviation

Global Hobby Distributors, a major distributor located in Southern California, recently finalized negotiations to become the exclusive distributor for Clancy Aviation. Global President Matt Fales said, "Clancy Aviation is the perfect addition for us. We believe it is one of those highly anticipated, exciting product lines that only comes along once in a great while. We are indeed fortunate to have



Founder of Clancy Aviation,
Andy Clancy (left) shaking hands with
Global President, Matt Fales.

Clancy Aviation counted among our many innovative exclusive lines. It, too, will help Global and continue bringing great new products to the hobby. Global is always searching for exciting new products it can offer our customers."

Fales and Andy Clancy, founder of Clancy Aviation, have agreed that they will work together on the manufacturing side of Clancy Aviation products including the manufacturing

of ARF versions of the more popular models. Clancy expressed his excitement for this new association by declaring, "Wait till you see the new products which will include a flying wing and scale airplanes. I can now focus on the designs, bringing imaginative planes to our customers." Fales added, "Andy is one of the top designers in the world, and this relationship further cements Global as a leader in the airplane market." Global is ready to make an aggressive push of Clancy Aviation in the hobby marketplace.

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North Hill at Locust
626-568-0883

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Hawthorne & 168th
310-214-0244

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