



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

August 2002

INSIDE THIS ISSUE

Board Member Letters	1
President's Corner	1
Treasurer's Report	1
Flight Training Coordinator's Report	1
Program Director	2
Membership Report	2
Safety Views	2
Rotors and Motors	4
Event Reports	4
Camp Encino	4
To The Editor	5
"Willie's Suggestion"	5
Stuff for the Members	5
Lanier Predator	5
What's Right with our Club and Club Meetings	5
Valley Flyers Foundation	6
Valley Flyers Meetings Minutes	6
General Meeting	6
Board Meeting	6
Classifieds	7
Schedule of Events	8
Club Meetings	8
Board Meetings	8
Apollo Field Events	9

Narrows about a year ago and after several \$270.00 tickets no fly zone over flies have pretty much stopped. Safety is something we all need to be aware of. If these violations continue the Recreation and Parks Department can and will shut the field down so come on guys lets get our respective acts together and treat the Basin, one of the best flying fields in the country, with the respect it deserves.

Dianna had samples of the mailers and T-Shirts for the upcoming Valley Flyers Southern California Helicopter Classic. They look great. Some of the top R/C Helicopter pilots including Curtis Youngblood have signed up to do demonstration flights at the event. Many vendors will have booths set up displaying and selling their products. This is going to be a great event for both the flying public and the Valley Flyers. That's about all for now.

Till Next Time

Treasurer's Report

By Matt Carroll

As of August 12th 2002

Previous Balances

Checking	\$5,837.03
Savings	\$2,608.42
Total	\$8,445.45

Activity for previous month

Inflows	\$860.15
Outflows	\$205.00

Current Balances

Checking Balance	\$6,492.18
Savings	\$2,608.42
Total	\$9,100.60

Board Member Letters

President's Corner

By Barry Leavengood

Finally, some good news about the new UControl circle. As most know the Recreation and Parks Department has been moving around dirt for the last couple of months but low and behold they finally paved it. Looks like it will be completed in the next couple of weeks. Once the circle is complete the new signs will be put up which include not only revised rules but also graphic representation of the various flying areas and no fly zones. Once the signs are up the Park Rangers have assured us they will enforce the rules. Once this happens things should get a lot better.

The new frequency flags are now complete and will be mailed out shortly. These new flags have the pilot's name and defined areas for frequency and flying area. This should be an improvement over the existing schemes.

Safety continues to be a hot topic at the field. In the last month or so a couple of planes have crashed on the golf course and Recreation and Parks has received numerous complaints about over flying the golf course and access road. This is a direct violation of both AMA and Park safety rules. The airport police have also been out several times lately for altitude violations. This is a direct violation of FAA guidelines and will not be tolerated. I am going to request that the Park Rangers as well as the airport police monitor the situation and write tickets to offending pilots. A similar process was put in place at Whittier

Flight Training Coordinator's Report

By Tom Peniston

I am very sorry to announce that I must leave the position of Flight Training Coordinator. My ongoing Arthritis problem, along with my

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Change of Address: To insure that you do not miss any issues of The Valley Flyer, send in your new address two weeks before you move to the Membership Director.

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

Advertising: Commercial Advertising - (Cost Per Year/ Cost Per Issue) Full Page \$303.00/\$52.00 Half Page \$212.00/\$43.00 Quarter Page \$112.00/\$22.00 Business Card \$ 61.00/\$11.00. Please contact the newsletter editor for more information.

6-day work schedule and the fact that school is about to start, make it necessary for me to step aside. I've really enjoyed working with everyone over the last year, and will continue to help out when and where I can. If any of you experienced pilots can spare some time to help our newer members spread their wings, your help would be greatly appreciated. Trainer extraordinaire George Finch is still at the field Saturday mornings, but the demand for training is always very high, so please consider pitching in for your fellow club members.

Also, if any of you have Trainer type airplanes and/or equipment that you're not using any more, please consider donating them to the club they will be put to good use.

I would also like to thank Chuck Gould, our newest Flight Instructor, for stepping up to the plate. Chuck has been a full-scale pilot for many years, and has taken to R/C like a fish to water!

The Flight Training program is one of the most important things the Valley Flyers has to offer, and has always been a great inducement for new members. With people like Chuck, George, (& maybe you?) helping out, it will continue to grow & serve our members for many years to come.

Share The Air!

Program Director

By Ricc Bieber



Hey, Campers! Hot August nights are upon us. Makes everything sorta lazy, but my motto is still 'rust never sleeps!' Be that as it may, it's good to have an air-conditioned space to work in sometimes it's even too hot for me!

It's pretty short this month. Meeting coming up on August 27th should have a program, show and tell. By the way, the show and tells have been terrific lately, and everyone gets inspired by the efforts of those of you who bring something to the meetings. See you there!

Membership Report

By Bob Joyce



New members

Last month 4 new members joined the Valley Flyers. We are pleased to welcome the following individuals.

- Ulysses Lopez
- Neil Nelkin
- Tal Nelkin
- Behnam Salemi

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. Membership cards and "New Member General Information" packages have been issued.

Membership

The membership database has been updated to reflect current status. There are now 146 active members, and we would like to see more of you at our regular monthly meetings We're trying to make our meeting more interesting with presentations/demos on model aviation topics such as building tips, painting, covering, fibreglassing, simulators, safety, aerobatics, or any subjects of interest. We need volunteers to

do this so if you would like to share your expertise with other members, contact Ricc Bieber, our Program Director.

Anyone interested in joining the Valley Flyers can do so at meetings or by downloading the membership application form from our website (www.valleyflyers.com). Fill it out and mail it to Bob Joyce, 9829 Etiwanda Ave, Northridge Ca. 91325 along with a \$15 (\$10 for juniors) check made out to the Valley Flyers. All renewals must include a new completed application form and a copy of you 2002 AMA card or application.

E-mail Addresses

E-mail addresses on file for the following members are incorrect, outdated, or non-existent. Consequently, we cannot communicate with you electronically. If you have an e-mail address, please send it to me via e-mail. Club newsletters will be available only via the Internet unless you specifically request a paper copy via regular mail (snail mail). My address is bobjoy@aol.com

- | | | |
|--------------------|------------------|------------------|
| Dean Apostal | James Arthur | Bill Barker |
| Patrick Campbell | Maurice Coplan | Paige Dunlap |
| Colby Evett | John Fisk | Thomas Gabor |
| Gene Gaines | Gilbert Gfelter | Michael Giraco |
| Dave Hendrex | Chalmer Hill | Robert Janiger |
| Mike Koppin | larry Laulem | Clarence Lee |
| Randall Mytar | John Patout | Fredrick Roberts |
| Robert Rosenberger | Victor Schneidau | Gene Sidwell |
| Jason Somes | Richard Sonheim | Sevino Soriano |
| Robert Stewart | Taylor Thompson | Richard Waddell |
| Ben Wolf | Mark Broadnax | Michael Feeney |
| Bill Malo | George Rothman | Tom Smalley |
| Art Swift | Ed Vigdor | Marvin Weiss |
| Hans Zwicky | | |

AMA Numbers

AMA numbers for the following members are either missing or incorrect in the membership database. Because AMA membership is required for all Valley Flyer members, it is important that your AMA membership number for 2002 is included in our database. Please send your AMA number via email to: bobjoy@aol.com

- | | | |
|--------------------|-----------------|-------------------|
| Donald Beck | David Carriker | Harris Cohen |
| Rocky Dorcy | Russell Epstein | John Fisk |
| Michael Germansky | William Hawkins | Sean Herron |
| Patrick Herron | Frank Hoch | Steve Huang |
| George Kasabian | David Keith | Joe Kelley |
| William Langham | Kelly Locke | Steven Lassonszky |
| Agustin Mireles | John Peyser | Chris Roades |
| Robert Rosenberger | Tim Simes | Edward Stern |
| Ki Sung | Taylor Thompson | Al Verdi |
| Marvin Weiss | Johnny Wen | Richard Sonheim |

Safety Views

By George Finch



I had another confirmation that this column is working to get people thinking about safety. A pink T-6 driver was practicing before our last T-6 race and made a runway to taxiway landing, when I was standing on the taxiway. I scooped up my T-6 and got out of the way in time. If dual rates are not used, the way many racers are set up, they have marginal control during landing, so such is to be expected and during practice sessions, everyone needs to keep "heads up". When I got back to the pits, the pilot came up to me and explained that when it happened, all he could think of was, "Ah sh**, I'm going to be a Tim in George's column". Sorry, but true Tims do stupid things, not just unexpected ones.

I have had some questions about, "why Tim?" so the following is from the first column I wrote:

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 when driving a mixer truck. I was saddened when the management got tired of righting trucks, paying the liability claims, removing set concrete from storm drains, and replacing watery pours because of Tim and fired him. I 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 dummies that practice their unsafe flying art at the Basin.

I ran in to two Daddy Tim's on the same day. The first, who has made other appearances in this column, was in a pilot box about a third the way down the runway with his infant son in a stroller about 10 feet behind him facing north. I went over and found which Tim it was. Knowing that asking him to leave the boy with his daughter in the pits was a waste of time, I suggested that he turn the boy's back to the north so that if a plane came into the infield, at least the stroller would cushion some of the blow, to which Daddy Tim #1 replied, "Naw, the sun will be in his eyes." I am beginning to believe that he really doesn't want anyone to carry his last name into the next generation.

Daddy Tim #2 was much more responsive. He was talking to a pilot friend at a pilot station with what must have been all 5 of his kids, including a curly headed blond daughter about three. He looked shocked at the thought that he was endangering his family. If you see a large group at a pilot's station, mention the danger. At least some get the message and thereafter keep their kids behind the fence or at least in the pits. When you are at the field, and see something dangerous going on, in a friendly manner, try to explain the danger and suggest a solution. Instead of getting an angry stare or a suggestion that you eat something unpalatable (see expletive above), you will get an occasional, "thanks" and the good feeling that you might have prevented a tragedy.

I was tuning a Saito .91 after crash damage repair, when BANG, it backfired throwing the prop about 50 feet down the pits, the prop washer another 25 feet, the jam nut into the grass along the pits and the AMA spinner nut halfway out the center taxiway. If you are tuning a four stroke, always do it from the rear and make sure no one is anywhere near the front. A couple of my students observed the incident and now have a clear picture why four strokes should always be tuned from the rear.

If something feels wrong during a flight, cut power and land. My trainer racer got funky on the ailerons during the third round of the trainer race. I was in the lead so my caller uttered an expletive when I killed the motor and landed. Funny, it was the same expletive that is quoted above and is the last word usually uttered by English speaking full size airplane pilots when they realize that they are going in, but that is another story. Seems that after a year of sitting in my garage, the receiver battery on the slow charger from midnight to 6 AM didn't get enough juice for two practice flights and three race heats. After a quick charge and a range check, everything was OK, and I was able to race and take home my trainer, unlike Willie, who avoided a midair by planting his trainer at pylon three.

One of our long time members had the wing come off his Air Cruiser the weekend before the last race. From the remains, it was difficult to determine whether the front wing dowel was too short, the threads gave in one rear wood block or the other block pulled out. Personally,

I don't trust wood threads in balsa, even when toughened up with CA, and I pin the wood blocks. I normally use a blind nut (also known as T nuts) under the wing hold down blocks, so I never have to worry about wood threads stripping. Threaded inserts, available at OSH for about \$.60 each, are another solution.

I am reminded of a friend I was helping with his new Right Flyer .60 that had a K&B .65 I had loaned him in the nose. He asked if I would trim it and during the first flight, it seemed to jump when I turned. I asked him if he had eight rubber bands holding on each side of the wing and he answered in the affirmative thinking I meant eight total. I told him I thought the wing was lifting, and since it was in trim by then, when he asked for the transmitter, I had a brain fade and gave it to him. As a poorly thought out test, he put it in a steep bank and pulled back HARD immediately converting the beautiful new Right Flyer into a maple seed (the wing floated down without a scratch) and a road spike on Woodley Ave. The K&B shattered, as did the fuselage and all but the aileron servo of the radio.

During the last month, I have seen two other wing separations and a broken wing hold down dowel. Maybe it would be a good idea to inspect your oil soaked beauty, and either strengthen or retire it. As for the wing dowel, which did not result in a wing separation, a newcomer had glued in the dowel with the grain at a perfect right angle to the rubber band force and had no idea it would make a difference. It is amazing to me how a change in something unrelated (like aluminum Little League bats instead of wood ones where you have to pay attention to the trademark because of the wood grain) results in no recognition in another field like orientation of wing dowels. Dowels, like wood baseball bats, are much stronger if the grain is parallel to the applied force, in the case of wing dowels, the direction of the rubber bands (normally vertical instead of horizontal). Of course his wing hold-downs are extremely strong now, as carbon fiber rods have been substituted for the wood dowels.

I assume that Whittier Narrows will be sorted out by the time this is published. One of our famous racers was practicing with his Q40 at Whittier. Because so few people use the field during weekdays, it was possible to practice flying around one's self on the normal race course. A new Park Ranger declared, "that is the most dangerous flying I have ever seen," and not willing to listen to those who explained that kind of flying was safe and AMA approved, cited our racer with a \$271.00 ticket. It seems that the published "no fly zone" includes almost half of the Whittier pylon course. Imagine the fun the Ranger is going to have at the next Whittier Narrows race!

I heard about a Light Fingered Tim. Seems that after the Black Sheep Electric Fun fly, a helicopter guy had the inevitable happen, you know sort of a whirling Chicken Little thing where suddenly a sky full of helicopter parts starts falling. The upset owner, gathered up the remains, including a YS helicopter engine, set them in a pile in the pits, and then sought the solace of his friends. When he returned to the pile, he found the YS apparently had crawled away. After a search of the pits, the owner gave up and started loading the remaining remains when someone noticed a full gallon of YS 20/20 fuel in a trashcan. Upon lifting it to see why someone had thrown away what looked like a perfectly good gallon of fuel, he discovered the YS hidden underneath. The owner and a friend then decided to wait around. After dark, a car came into the parking lot and the driver did an immediate Dumpster dive into the same trashcan. I understand that being caught with his head in the can, made Light Fingered Tim particularly receptive to the suggestion that if he ever was seen at the field again, a group of flyers would help him discover whether the rest of his body would crumple enough to fit on top of his head in the trashcan. With the exception of Dutch Tim, I have never heard of one modeler stealing from another, but I guess with the influx of toy plane flyers, we now need to keep an eye on each other's stuff.

Funny, it was the same expletive that is quoted above and is the last word usually uttered by English speaking full-size airplane pilots when they realize that they are going in.

We are now seeing a lot of radio interference at the Basin with single conversion micro receivers that swamp out if exposed to signals from a close transmitter on another frequency. In one case, a flyer was taxing out, when an electric flew overhead and went straight in. There apparently were at least two other interference related crashes at the Black Sheep Funfly. If you have to fly a single conversion receiver at the Basin, you should do so as far away from other transmitters as you can, or Hitec and FMA sell economical dual conversion receivers that are compatible with all transmitters, at only a slight weight penalty.

If you see a Tim doing what Tim's do best, drop me an E-mail about it at gwfinch@aol.com so that I can make sure that all Tims appear here even if they don't fly with me on Saturdays.

SAFETY, EVERYONE'S RESPONSIBILITY

Rotors and Motors

By Mitch Kahn

Hi everybody.

The big news is the 3-D Heli Classic. It is getting big and coming soon!



Below is the welcome letter included in the participant package that will be given to all registered pilots, and I have included a description of "The Great Race". This should definitely be fun. Even if helis are not your aircraft of choice, come and check out this event, especially Saturday for noontime demos - it should be quite something.

Welcome

Welcome to the 2002 Southern California Helicopter Classic.

As the host for this event, the San Fernando Valley Radio Control Flyers would like to thank you for your participation. This is the third year in a row we have held this event on this weekend, and we are very happy to have the Labor Day Weekend associated with one of the largest remote controlled helicopter events on the West Coast.

Last year, at the "Classic", we had 109 registered pilots, and this year we expect to top that by a considerable margin. In addition to the many hours spent by our club preparing and running this event, this could not be held without the participation of our sponsors. These sponsors have very generously contributed to making this event what it is. Our many fine sponsors have donated a remarkable amount and variety of model helicopter and R/C related prizes for the raffles.

Please be sure to visit the hobby shops and others who have set up at the event. There are many show-only-specials not to be missed. These vendors are also a tremendous resource of knowledge and information about this hobby. This direct support of the hobby and our event is exceptionally useful and greatly appreciated.

This year we will have both a public and a pilot only raffle. Both have a large number of prizes. Buy some tickets; our two largest prizes are for complete helicopter packages including built helicopters with engines, exhausts, radio systems, gyros and fuel. Plus we have other helicopter kits as well as other stuff big and small.

This is a major event in the remote controlled helicopter community and we are happy that you are participating.

"The Great Race"

Kit to inverted contest!

Two complete helicopter setups on display all day Friday and Saturday.

Items (Donated by)

- 2 TT Raptor 30 kits (ACE Distributors)
- 2 Airtronics RD 6000 Radios (Airtronics)
- 2 Futaba GY401/9253 gyro/servo combos (Hobbico)
- 2 30-size engines (ZOOMs Hobbies)
- 2 Upgraded mufflers (Robbin's Hobbies)
- 2 Gallons of Fuel (Hobby House)

Registered pilots will have all day Friday and Saturday until the beginning of the noontime demos to sign-up for an opportunity to participate.

Saturday, after the noontime demos, two sets of 3 names will be pulled from those who signed-up. These names will make up the two teams. All interested pilots must be present at the time the names are drawn to be placed on a team (if a pilot's name is drawn and he/she is not present that name will be removed and another drawn until both teams are full).

Each team will be assigned an expert level pilot to advise, inspect and finally fly the completed helicopter.

With an assembly table each, the two teams will build as quickly as possible. Once a team believes they have the helicopter ready to fly that team will inform the CD, the CD consult with the expert once the CD is satisfied the heli is safe to fly the inverted attempt will be made. This process will continue until one team is successful.

First team to hover inverted wins!

The successful team wins a set of carbon rotor blades and a T-shirt each.

- 3 Carbon 550 Blades (MTA Hobbies)
- 3 So Cal Classic T-shirts (SF Valley Flyers)

The other team will win T-shirts and something else TBD.

- 3 So Cal Classic T-shirts (SF Valley Flyers)

The completed helis (in any condition) and all associated gear will be placed into the pilot only raffle, for Sunday.

Accommodations:

In the interest of safety and brevity:

All components are new in box, however: Engines will be pre-broken in; Blade grip roots, if necessary, will be pre-glued; Batteries will be fully charged. Also, canopies along with all other parts must be installed, but the windscreen need not be cut out and decals will not be installed except by sponsoring parties if desired.

Inverted hover will mean: at least a 30 second inverted hover at any altitude (below 200 feet).

The CD will decide all Controversies.

Event Reports

Camp Encino

By George Finch

Valley flyers Foundation Sponsors Camp Encino Building & Flying

The Valley Flyers Foundation, in fulfillment of part of its charter to provide education in the field of model aviation, sponsored building and flying sessions for the campers of Camp Encino at the Encino Recreation Center. The Foundation provided the kits, stick glue and ribbons, while Hobby People Encino donated CA, kicker, debonder, razor blades, and some red tagged Whoopie Cushions for extra prizes.

With the help of OFFC (sub-group of the Black Sheep) members Bob Nawerth, Don Smith, Don Martin, and Phil Sweeney, and Valley Flyers

George Rothman, Barry Leavengood, and myself, 5 and 6 year old campers built balsa gliders furnished by Dave Gee at the last minute after we chickened out having them try to build Delta Darts, while groups of campers 7 to 8, 9 to 10, and 11 to 12 built Delta Darts. A building session was held for the next older group in the craft room behind the stage while a flying session was held for the previous group in the recreation hall. Hand launch contests from the stage patterned on the Valley Flyers ROG meeting night were held for each group with ribbons and cushions being awarded for the three longest distance and the three longest time flights. Girls dominated, as the boy's Darts seemed to get broken much worse due to carelessness and high speed launches, or maybe it was the way the girls looked up when they asked Barry (a.k.a. King of CA) to repair their aircraft.

The Valley Flyers Foundation is a conduit for those who wish to make tax-deductible bequests or contributions of money or auctionable model stuff to promote local model aviation, especially through improvements to the Apollo 11 Model Aircraft Field. If you want to make a donation or have questions, please contact Bob Smith, Bob Joyce, Greg Horwitz, Barry Leavengood, or George Finch who constitute the Board of the Foundation. They serve at their own expense so all contributions go into modeling. Other recent Foundation projects include the financing of the materials for the new parking lot UControl circle, presently in slow construction by LA Recreation and Parks.

To The Editor

"Willie's Suggestion"

By Willie Gardner

While talking about my "Scratch Bashed" new Trainer for the racing circuit, I forgot to mention a practice that I do now with all my aircraft and would like to see other members who build and pilot their models adopt to it, for the purpose of identifying what frequency your plane is using with out guessing as to what frequency you have.

Maybe some of the Members noticed the CH-11 on both sides of the White vertical Fin. Even though it is not a cure all, it could help in some small way. Any idea is better than no ideas.

Stuff for the Members

By Bob Smith

I hope everyone enjoyed the last club give away. The club made around \$40. Thanks again to the Hobby House for its support.

The August meeting will feature a new kit (depending on availability). I plan on bringing in the new Great Planes 'OLD TIMER .40! From what has been presented on their website <http://www.greatplanes.com/airplanes/gpma0495.html> this appears to be a very nice sport aircraft to add to your stable. It's similar to the SIG Rascal but with a gull wing ala Stinson but no ailerons (a mod that would be worth while). It's about 72" in wingspan for .40 size 2 stroke sport motors or .56 4 strokes.

Speaking of website, if you looking into full size aircraft for your scale project research, look no further; <http://www.russellw.com>. Words cannot describe what you'll find here. Check it out!

A FEW WORDS OF WISDOM – 1st, thanks to Matt Carroll for his very nice presentation of control linkages and flutter. Many of the members are a little ways from working on projects above the .40 class aircraft and won't fully benefit from all of the proposed changes that Matt demonstrated. But, hey, it's never to late to get into good

construction work habits! Speaking of such, don't do as I demonstrated with my Shoestring. Sometimes there's a rush to get a project in for show and tell before everything is ready for flight!

- (1) Spinners without a metal back plate are not a good idea, especially in the .60 and above 2-stroke class and never of a 4 stroke. Plastic back plates warp easily and are very susceptible to breakage.
 - (2) Never use the plastic push rod material sometimes provided with some ARFS. Use quarter forty wires inside the pre-installed plastic tubes, its available at your better Hobby shops.
 - (3) Avoid the star servo arms on your servos except for very light duty. They flex under the slightest load!
 - (4) If you are using more than 4 servos, switch to a 5-cell pack and monitor its use during a session. They actually drain faster than a 4 cell but provide more power to the extra servos. If possible use a regulator that maintains about 5.2 – 5.6 volts, however I have never had a problem with my Airtronics systems using the 5 cells without a regulator.
 - (5) And last but not least, if the battery won't charge up get rid of it! Replacing cells is not worth the cost of your aircraft.
-

Lanier Predator

By George Finch

Lanier makes a quick building ARF Quickie in the Predator. I bought my Predator from Jay at 2:00 PM Saturday of the Howard Reed Memorial Q500 Race after a radio failure took out my 8-year-old Quickie Saturday morning, and raced it (poorly) Sunday. The Whittier guys told me they had some come apart and that it needs reinforcement of both the firewall (I used carbon fiber wrapped around the front end) and the wing hold down blocks (I pinned them to the sides and back of the fuselage), and replacement of the cheap plastic wheels that shatter on the first rough landing, which fortunately didn't happen until after the race. I understand that the new Predators are stronger and use 4-40 rods for the aileron torque rods instead of the weak 2-56 rods mine has. I am told you can tell a new one by its plywood wing hold-downs if your eye is not calibrated for thread sizes. I usually reinforce the firewalls of my Quickies with carbon fiber anyhow and have had complete wipeouts where the firewall was still attached to the remaining 2 inches of fuselage. Also, the incidence of the tail, wing or both of my Predator was incorrect. With full down trim and proper CG, it still wanted to climb. I quick fixed mine by putting a 1/32" plywood shim under the wing trailing edge held in place by the rear wing bolts. Shawn Heritage had more time. He cut the tail out of his and rotated the leading edges of the V up, while others just fly them with about 3/32" down elevator mechanically cranked in. My Predator was all white and disappeared when I was sport flying straight at me so I put black self stick covering on half the bottom of the wing and wrapped it around the leading edge about an inch. It looks like an anti-ice strip from the top and now I can see it against a clear sky and tell which way it is turning. The next one I build will be set up with my laser incidence meter which works great and can be borrowed.

What's Right with our Club and Club Meetings

By Bob Smith

There have been some recent opinions that our club is going 'down' the tubes. Not sure what spearheads the opinion, but that is what I hear. The meetings are not entertaining enough is one of the comments.

Although I agree everything, including meeting agendas, can be made better, I have been in attendance of other R/C club meetings and I'm of the opinion, based on this experience, that we are doing a lot of things right.

1. It might be a little shaking and under manned at times, but we do have flight trainers and a flight-training program.
2. Each year, consistently, we have more than one instance of where young people are introduced to the R/C hobby by conducting flying and building sessions.
3. We have a show and tell on a consistent basis at our meetings.
4. We occasionally have guest speakers attend our meeting from the R/C hobby industry.
5. We always have a member give away concluding each meeting.
6. We conduct competitive and fun fly events on a 'regular' basis.
7. We conduct events on different platforms. I.e. jets, helicopters and fixed wing.
8. We give prizes, exclusively to members that are officials at events during the year!
9. And last but not least, we have a holiday party!

Most of these items are non-existent at many clubs or is just getting of the ground.

Item #4 was at one time a consistent occurrence at our meetings. With the advent of most of the local R/C manufactures leaving the state, this function has all but dried up.

Item #9 is a pretty popular event with most clubs, the others are not. So... if we can make meetings more entertaining this would be a good thing. If not, let's be thankful for what is working.

Thanks to the Board and club members that work to make these various club events and functions happen!

Valley Flyers Foundation

George Finch, Chairman

In case you haven't noticed, the new UControl circle has been laid. The circle was financed by the Foundation through donations from the three clubs, existing funds that had been previously donated by R/C modelers, and in reliance on pledges, 75% of which were made by U-Controllers. I am sorry to report that in spite of their pledges, no U-Controller has actually donated.

The next time you hear a U-Controller bitching about something at the Field, you might mention the story about a father talking to his three sons at his 50th wedding anniversary party. When asked, "what gift did you bring to me and your mother?" the first son replied that what with vacations to Europe and the purchase of a new car, he was short and thought that the lack of a gift would not be noticed. The second son said he had planned to get a gift, but he thought his parents had everything they needed. The third son said he had bought a gold tea set but it looked so good in the new house that he had decided to keep it. At that point the father said he was glad that they had come to the party, but he had a secret to share with them. "50 years ago, your mother and I planned to get married, but other than a quick ceremony in the hotel elevator by a bellboy, we never really did." The sons said in unison, "you mean we're b#####s?" to which the father replied, "yes and damn cheap ones as well!"

Valley Flyers Meetings Minutes

General Meeting

July 23, 2002
By Stan Gordon

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

Old Business

Guest introduction.

The new Control Line circle is in work. Completion date TBD.

Some board members have resigned. The board will try to carry on without them. Thank you for all your help.

The new Frequency flags for all members are ready and will be handed out at the break.

New Business

July 30 Camp Encino at the Community Center. George Finch could use some help.

The AMA Nationals are being held at this time

George Finch asked for some trainer airplanes for the club and one of the members volunteer some.

July 28 the Blacksheep Squadron will be holding their event at the field.

Bob Joyce reported that there are 142 members in the club and has some new Membership packages.

Matt Carroll provided entertainment for the evening on the subject of Linkages. He gave an outstanding slide show on servo arms, the best ones to use, control surface linkages and flutter and how to avoid it

Show and Tell

Shoestring racer	Electric park flyer Cub
¼ Midget Formula One Racer	Corsair
FW-190	Quickee racer
1/2A Home made design pusher.	Jap Zero
Large Lil Rascal	RC Car

Raffle

ARF Trainer and CA glue was won by Bob Smith
Fuel Tank was won by Dave Hendrex
Glo Plug Starter was won by Jason Jones
Fuel Pump and Hemostat was won by Gene Sidwell
Zap A Dap A Goo was won by Harvey Elmes
Ultra Stand was won by Hunter Thompson
Coverite Ironex was won by Willie Gardner
After Run Oil was won by Michael Cook

Meeting was adjourned at 9:30 PM

Board Meeting

August 6, 2002
By Stan Gordon

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

Barry Leavengood

Willie Gardner volunteered to remain on as Field Manager. The board voted and he will continue on in this capacity. He also will be the interface between the Valley Flyers and the Department of Recreation and Parks.

Sunday August 11 will be a Quickie Race at the Field. Food will be available.

Food will also be available at the Helicopter Classic scheduled for August 30th thru September 1st.

A question was floored as why we don't have an Aerobatic Pattern Event. The answer is this "The field height restrictions." Most pattern flyers fly big airplanes and take up a lot of altitude to do their maneuvers. They just can't do it in less than 200 feet.

The Board position of Public Relations held by Gus Plangerelli has been eliminated. Thank you Gus for your help.

Bob Joyce

He proposed some new changes to the big safety sign. The board voted on them, passed three-vetoed one and wanted the wording changed on the fifth. The city is making up these new signs and Barry will see if it's not to late to get these changes incorporated.

Dianna Myers

The T-shirts and postcards for the Helicopter Event are done. Post cards have been sent out to 9 hobby shops (most outside the local area). There will also be a 2 big Raffles held at the event (public and pilot only).

Local pilots are eagerly snapping up the T-Shirts and paying for their registrations.

Tom Peniston

Tom spoke to Tony of Tony and Addie's Hobby shop and found out that the City signed a 99-year lease with the Corp of Engineers back in 1956 for the development of the basin into a park area, as we now know it.

That doesn't mean if we break the rules (flying to high, flying unsafely, flying over the golf course, cause some kind of accident) that they can't kick us out of there and put in some other park activity. Think hard about it boys and girls, Fly Safe.

Tom is having some physical problems and is stepping down as Flight Training Director. Geo Finch is still available on weekends and is looking for a few new people to help train. Good Luck Tom.

Next Board meeting will be held on Sept 3,2002

Meeting was adjourned at 9:10 PM

Classifieds

Wanted for donation to the Valley Flyers Foundation

If you have trainer you no longer need, or radio gear (Futaba, Hitec, Airtronics) that could be used in a trainer, please make a tax-deductible donation to the Valley Flyers Foundation. The Foundation will then provide the donated gear to the Valley Flyers Training Program that is getting low on equipment due to some poor landings. Please see Bob Smith, Barry Leavengood, Bob Joyce, Greg Horwitz, or George Finch.

Wanted new Valley Flyers Instructors

Give something back to the hobby by volunteering to be a Valley Flyers flight instructor. Benefits include practice in recovery from unusual attitudes, a sore finger from the trainer button, and a healthy suntan. New instructors will be taught how to instruct by an ex-professional FAA certified flight instructor. See Tom Peniston or George Finch.

To run an ad in the Valley Flyer Classifieds please submit your ad via e-mail to dianna@bombfactory.com. Ads and newsletter articles must be submitted before the first Tuesday of the month.



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Schedule of Events

Club Meetings

Club meetings are held on the 4th Tuesday of each month at 7:30 PM.

Please bring a couple of extra dollars for refreshments and raffle tickets.



Board Meetings

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


2002 Schedule

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

2002 Schedule

January	22 nd	July	23 rd
February	26 th	August	27 th
March	26 th	September	24 th
April	23 rd	October	22 nd
May	28 th	November	26 th
June	25 th	December	21 st

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Marty's Hobbies Marty Friedman	1728 Moorpark Rd Thousand Oaks, CA 91360 (Mon, Tue, Wed, Thu 10-8); (Fri 10-9); (Sat 10-6); (Sun 10-5)	(805) 497-3664
Robin's Hobby Robin Hambley	1844 W. Glenoaks Blvd., Glendale, CA 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 12-4)	(818) 240-2093
Hobby Zone Edwin	1617A Victory Blvd. Glendale Ca 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)	(818) 546-2291
Hobby Lobby Tony and Addie	3512 W. Victory Blvd., Burbank, CA 91505 (Tue, Wed, Thu, Fri, Sat 10-6:30); (Mon & Sun Closed)	(818) 842-5062
Smith Brothers David	8941 Reseda Blvd., Northridge, CA 91325 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)	(818) 885-8636
Hobby People Chris	5541 Balboa Blvd., Encino, CA 91316 (Mon, Tue, Wed, Thu, Fri 10-9); (Sat 10-6); (Sun 10-5)	(818) 995-1162
Hobby House Jay Replogle	17721 Vanowen Street, Reseda, CA 91335 (Mon, Tue, Thu, Fri 11-7); (Sat 11-6); (Wed & Sun closed)	(818) 609-1968

Apollo Field Events

2002 Schedule

<u>Date</u>	<u>Club</u>	<u>Event</u>	<u>Contest Director</u>			<u>Field Status</u>	
FEBRUARY							
3 rd	VF	Q40/Q500/APRA	George Finch	(310) 315-8234	gwfinch@aol.com	Closed	
17 th	½ Day ¹	VF	VF T-6/Air Cruisers/Trainer Race – Practice			Closed	
16 th	VF	VF T-6/Air Cruisers/Trainer Race				Closed	
MARCH							
10 th	GS	Fly In	Marvin Zauss	(818) 768-0588		Closed	
23 rd	VF	Jet Rally	Bob Wilcox	(661) 298-2614	bgwc@earthlink.net	Closed	
24 th	VF	Jet Rally	Bob Wilcox	(661) 298-2614	bgwc@earthlink.net	Closed	
APRIL							
6 th	½ Day ¹	VF	Q40/Q500/APRA – Practice	Bob Smith	(661) 298-2614	flynbs@pacbell.net	Closed
7 th	VF	Q40/Q500/APRA	Bob Smith	(661) 298-2614	flynbs@pacbell.net	Closed	
21 st	VF	Pizza /Safe Fly/Swap Meet	Ricc Bieber	(818) 349-3014	riccipoo@aol.com	AMA	
MAY							
3 rd	½ Day ¹	VF	Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
4 th	VF	Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed	
5 th	VF	Hirobo Cup Heli Meet	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed	
19 th	VF	Safety Fun Fly/Hobby People Engine Clinic	Harvey Elms	(661) 252-1477	inhelms@thevine.net	AMA	
JUNE							
7 th	½ Day ¹	VF	H-Reed Q40/Q500/APRA – Practice	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed
8 th	VF	H-Reed Q40/Q500/APRA	Barry Leavengood	(818) 998-4564	bl10@aol.com	Closed	
9 th	VF	H-Reed Q40/Q500/APRA	Ron Nelson	(818) 845-0521		Closed	
22 nd	BS	U-Control				Open	
23 rd	BS	U-Control				Open	
23 rd	GS	Fun Fly	Dave Hendrex			AMA	
JULY							
9 th	½ Day ¹	VF	Lax			Closed	
13 th	VF	T-6/Air Cruiser/Trainer Race	Ricc Bieber	(818) 349-3014	riccipoo@aol.com	Closed	
23 rd	½ Day ¹	VF	Lax			Closed	
28 th	BS	Black Sheep Electric				AMA Electric	
AUGUST							
10 th	½ Day ¹	VF	Q40/Q500/APRA – Practice			Closed	
11 th	VF	Q40/Q500/APRA				Closed	
12 th	½ Day ¹	VF	Camp Encino			Closed	
30 th	½ Day ¹	VF	Southern California Helicopter Classic	Mitch Kahn	(818) 708-9725	mknla@juno.com	Closed
31 st	VF	Southern California Helicopter Classic	Mitch Kahn	(818) 708-9725	mknla@juno.com	Closed	
SEPTEMBER							
1 st	VF	Southern California Helicopter Classic	Mitch Kahn	(818) 708-9725	mknla@juno.com	Closed	
15 th	GS	Fun Fly				AMA	
OCTOBER							
6 th	GS	BBQ and Social				Club	
27 th	VF	Safety Fun Fly / Swap Meet	Ron Nelson			AMA	
NOVEMBER							
10 th	BS	Black Sheep Electric				AMA Electric	
16 th	½ Day ¹	VF	Q40/Q500/APRA – Practice	Finch/Horwitz		Closed	
17 th	VF	Q40/Q500/APRA	Finch/Horwitz			Closed	
DECEMBER							
8 th	GS	Toys for Tots				AMA	

¹ Although the schedule states ½ day for the first day of every multi-day event, the field will be closed before noon if a significant number of event participants are present and ready to fly. The exception to this is Pylon racing in which case the field will always be open for sport flying during the practice day morning.

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