



# The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

October 2002

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during off hours. It is mandatory that certain board members make most of the meetings to insure ongoing operation of the club. We have always had difficulty filling the various board positions with members who both have the time and desire to help run the club and things are not getting any better. I will be asking existing board members to reaffirm his or her commitment to their job or resign. None of these positions take a huge amount of time but some time is required along with giving up an extra night for the board meeting. At this time, we have eliminated the hospitality and public relations' positions and a couple of other positions are in jeopardy of going vacant. I hope some of you are willing to step up and help us run the club.

The Recreation and Parks flight field users meeting held last week went very well. Along with myself, Harvey, Bob and Willie were in attendance for the Valley Flyers. The Giant Scale, Blacksheep and Circle Burners were also represented. I will be working with James Ward to get the signs made and finalize the field airspace reallocation. There seemed to be a very positive attitude towards the field by Recreation and Parks and we look forward to a new spirit of cooperation and productivity in the future.

That's about it for now

## Board Member Letters

### Treasurer's Report

By Matt Carroll

As of the 10<sup>th</sup> of October 2002

### President's Corner

By Barry Leavengood

Man do you believe it's October already. At the last general meeting we passed around a signup sheet for help at the Encino Center's kids Halloween party. This is a great thing and a good way to help the community. Sonia and I, along with Harvey and several other club members, did it last year and had a blast. So come on and help keep the kids off the street this Halloween.

The next VF event will be the Combined Club Fun-Fly, BBQ and Swap Meet on Sunday October 27<sup>th</sup>. Willie, Greg and Ricc are manning the flight line and the barbie. The club is providing chicken, beef and baked potatoes. Attendees are requested to bring a side dish for 10. There is no charge for the BBQ for club members and one guest. Each additional guest is \$5.00. We have included the Giant Scale, Blacksheep, Circle Burners and San Gabriel Valley clubs also. It should be a good flying event; Willie will put together a bomb drop competition, as well as good eats and goodies at the Swap Meet. We do request RSVP by Monday the 23<sup>rd</sup>.

It's time for us to put together the event schedule for next year. We are only going to schedule events that are requested by club members who have a Contest Director (CD) license or have a member CD who has agreed to CD the event. We plan to finalize the schedule at the November board meeting, so get your requests into Ron.

The reality of running a club is the never-ending administrative tasks required to maintain it. We rely primarily on the board members to handle these tasks either at the general meetings, board meetings or

### October Balances

Checking Balance	\$9,615.63
Savings	\$2,608.42
Total	\$12,224.05

### Board of Directors - 2002

President	Barry Leavengood	818-998-4364	bl10@aol.com
Vice President	Greg Horwitz	818-609-7633	gshorwitz@aol.com
Secretary	Stan Gordon	818-781-4118	srgordon@pacbell.net
Treasurer	Matt Carroll	818-706-1533	mattc@phatnoise.com
Events	Ron Nelson		rnelson@eng.lacity.org
Programs	Ricc Bieber	818-349-3014	riccipoo@aol.com
Membership	Bob Joyce	818-886-3715	bobjoy@aol.com
Safety Officer	George Finch	310-459-1577	gwfinch@aol.com
Helicopters	Mitch Kahn	818-708-9725	mknla@juno.com
Jets	Bob Wilcox	805-241-1007	bgwc@earthlink.net
News Editor	Dianna Myers	818-636-7131	dianna@bombfactory.com

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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.

**Program Director**

By Ricc Bieber

Quick Bites and Short Notes:

We got 'em, we burn 'em, you eat 'em. The end of the month is our annual club BBQ, and you are, of course, cordially invited to attend. We got steak and chicken, and even potatoes. You get to bring a side dish, salad or dessert, enough for ten other people. October 27<sup>th</sup> is the date, and you need to RSVP to me by the 23rd, so we have a count. The BBQ is FREE to club members and one guest, additional guests are \$5.00 each.



The Pros From Dover are back! This months' meeting will feature the Hobby People crowd, back from Toledo, with info on the latest and best. If you want to see the newest stuff in the hobby you don't want to miss this one!

That's about it. Come on down and have a good time at our events!

**Membership Report**

By Bob Joyce

**New members**

We are pleased to welcome Richard Dragin as a new member of the Valley Flyers. 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**

As of 1<sup>st</sup> October, there are 148 active members. We hope to see more of you at our regular monthly meetings.

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](http://www.valleyflyers.com)). Fill it out and mail it to Bob Joyce, 9829 Etiwanda Ave, Northridge Ca. 91325 along with a \$10 check made out to the Valley Flyers (covers adults or juniors through the end of 2002). All applicants must include a new completed application form and a copy of you 2002 AMA card or application.

**Invalid E-mail Addresses**

Come on guys – we need your help. This is the third month your names have been listed in the newsletter. For one reason or another, your e-mail addresses in the club database are not valid, and we cannot communicate with you electronically. Members that apparently don't have e-mail have been eliminated from the list, and I believe that the remaining names all have e-mail. So please send me a message with your correct addresses. My address is [bobijoy@aol.com](mailto:bobijoy@aol.com). You may also call me at 818-886-3715.

Mark Broadnax  
Colby Evett  
Gilbert Gfelner  
Bill Malo  
George Rothman  
Ed Vigdor

John Campbell  
Michael Feeney  
John Patout  
Jason Somes  
Tom Smalley  
Marvin Weiss

**Missing/Incorrect AMA Numbers**

AMA numbers for the following members are either missing or incorrect in the membership database. All these names appeared in the last two newsletters, and I have not received inputs from any of you. 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. So please take the time to get in touch with me so we can get your name off the list. Send your AMA number via email to: [bobijoy@aol.com](mailto:bobijoy@aol.com) or call me at 818-886-3715.

Donald Beck  
Russel Epstein  
William Hawkins  
Frank Hoch  
Kelly Locke  
Robert Rosenberger

Harris Cohen  
John Fisk  
Sean Herron  
Steve Huang  
Agustin Mireles  
Tim Simes

Rocky Dorcy  
Michael Germansky  
Patrick Herron  
David Keith  
Chris Roades

**Safety Views**

By George Finch



Back when I was single and keeping all you folk in the south 48 safe from Russian air attacks across Alaska (the Bears and the Badgers never got further in than King Salmon on my watch), I was riding back from Fairbanks to Anchorage in my blue suit with gold bars on the Golden Nugget, a Convair 880 that was the only jet Alaska Airlines had at the time. The revenue passengers consisted of four others, and myself so I managed to corner a very attractive native Alaskan stewardess in the back for most of the flight. After talking about life, my stellar defense of Alaska, her home village on the north coast, that sadly she only had a short layover because she and the 880 were based in Seattle, and the compressor stall in the number 4 engine that had occurred right after takeoff, she suddenly said with a big smile, "You know, being a stew on a jet airplane is really neat for someone who was born in the stone age!" Although, the progress embodied in current radio systems makes them extremely reliable when compared to the almost stone age vacuum tube and escapement R/C gear I was using at the time, radio gurus suggest that anyone who knows what he is doing should open up all new radio gear to make sure it doesn't contain floating solder balls and wire bits that after being exposed to vibration might move and short out something. Seems that most receivers and servos are made in automated factories where they are untouched by human hands. Inspecting new radio gear is particularly important when the radio is to be used in big or fast aircraft that can do a lot of damage if the radio link is interrupted. I heard about a servo failure Bob Halverson had caused by an unstripped lead, where the solder joint originally made a connection only to the end cross-section of the lead. If you don't feel competent to open up your new radio, you might consider a test flight or two in an oil soaker with a runway-balanced prop.

I have a client that uses lots of batteries in his business. In chatting with the head of R & D about NiCads and NiH batteries, he mentioned that no matter where they come from, about 3% fail initially. Since a new radio system has twelve batteries, the odds are that in a third of new systems, a cell may not properly charge. He said that the chance of failure goes close to zero after five cycles. I don't know what testing or cycling the manufacturers do, but it is a good idea to cycle your new batteries at least three times before the first flight, just in case the cycling has not been performed previously.

Ever replace broken servo gears? If you don't replace all of the gears and clean out all of the grease, make sure to count all the missing teeth on the old gears, find all of them in the grease, and remove them before closing the servo case around the new gears. A loose tooth may stay where it is and never give a problem, but chances are, some day it will wander between two gears and jam the servo.

Using the new digital servos? Be sure to check the electrical drain with the engine running and use a high capacity battery pack. If you still use the battery charger that came with your radio system, recalculate the minimum charge time. For example, if the instructions say charge your original 600 mah flight pack at least 10 hours, charge an 1800 mah flight pack at least 30 hours. According to ex-Valley Flyer, Jim Oddino, the new digital servos are very tight and nice to use on high performance planes, but they can draw a lot of current just trying to overcome vibration that a normal servo wouldn't even sense. I saw big Ultimate equipped with digital servos, where on the ground with the engine off, the rudder danced back and forth. Seems the linkage and pushrod were acting like a spring, and the mass of the rudder was just right to cause the servo to get 180° out of phase and reinforce the vibration. It didn't seem to be a problem in flight, but it had to be draining the receiver battery. Sort of a living example of a condition Matt mentioned when he gave his controls presentation a couple of meetings ago. Moral, if you use digital servos that have a very tight dead band, you have to build the rest of the control system very stiffly to match.

Lately, I have seen a couple of wipeouts where Tim is flying without an observer, sees another airplane that is close, avoids a midair by watching the other plane until it is safely gone, then looks back just in time to see his plane hit. As a pilot, your primary responsibility is the safety of your plane, so fly it and not some other one. By the time your brain registers another plane that is too close, most likely you have already missed (or collided) with it. Even Jay, John, Tony, Simon, Colby and all the others who make their living from your mistakes don't like to see the trash cans full of balsa, Monocote, etc.

During weekends when the field is a zoo, ask someone to help with plane separation. On Warbird Wednesday, don't go up right after eight formation flying overpowered take off even if they all fly from one pilot station. With that many fast airplanes flying in formation, midair chances are good if you are not in formation with them. Besides, normally you probably don't fly when there are that many planes scattered in the sky anyhow.

It was reported to me that Daddy Tim was at it again on a weekday, trying to enter his son in the Darwin Awards Contest (gets the stupid genes out of the gene pool). My latest thought is that if anyone sees him with his infant son in a stroller out on the flight line, suggest that he step back as far as possible from the runway and put the kid right next to him on the windward side. If he doesn't jump out of the way, maybe his body can protect the son.

A couple of Flag Pulling/Flagless Tims have been plying their trade at the Basin. Please try to impress on all newcomers and brain dead the importance of flag discipline.

Hobby Professional Tim was seen making a north taxiway takeoff walking out to the flight line. Now under the circumstances, except for breaking the AMA rules for separation between flight line and the pits, and the field rules, it was a relatively safe thing to do as no one was on the flight line, Tim and the plane's owner were behind the plane, the pits were close to deserted, and Tim, being the expert he is, never left the taxiway yellow line prior to takeoff. However, it is contrary to the rules of the field, and can be semi-safely done only by real experts under the right conditions. On the other hand, pilots seeing such a recognized expert flaunt the rules on a Tuesday morning, might be led to believe that such conduct was proper by them at their inexperience level and when the conditions are not safe.

Last month I talked about inspecting planes before flight. Well, a kid stepped on the tail of my AirMaster T and broke the leading edge of the horizontal. We CA'ed the leading edge and covered the split covering it with tape, but didn't inspect the horizontal to tail glue joint. Now this particular trainer was built for trainer racing and had an MVVS .40 with their tuned muffler on the front. Since I was not restricted by the racing RPM rule of 13,000, I leaned it out to almost 16,000, took off in five feet and did an Apollo XI takeoff (straight up).

Then I started a split S and as I was passing though vertical coming down, the tail blew off. I was able to give a low throttle command, but hitting on the hard ground next to the far side of the runway still wrecked the header pipe, muffler, needle valve assembly, and the AirMaster T. A simple further inspection would have caught the damage, and I would still have it, war weary cracked plastic and all, dripping on my garage floor, instead of filling a trash can.

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



The days are getting shorter, and the air is a little cooler. In most parts of the country that means it is time to look forward to next spring to fly. We, however, enjoy our hobby pretty much the year round. In fact, the 75 degree afternoons are a whole bunch nicer than the 100, 110 degree days of not that long ago.

With the more pleasant days, it seems that finally we will have a new place to fly. The control line circle is completed, fenced in and being used. Signage is being discussed, and it looks as if we will move to the south by the end of this month. It is not a perfect arrangement, but it does offer some distinct advantages.

Upon first look, the area south of the fence is pretty scraggly. There is no clean grass to land and take off, and the weeds are overgrown. This is true, but realize that the area we have been flying to the north has no grass either if we were flying where we should be. I would like to see the fence in this area be taken down, so we could have a small area for hover practice on the grass and still be far enough away from the pits for comfort.

The reality is, there is more room on this end of the field than the other, but we will have to be somewhat more creative to take advantage of it. I also can easily see several squares of carpet staked down once we find where flight stations will be. Everyone's help will be appreciated. We are looking for at least three roomy flight stations as well as at least two hover areas. We will start pitting on three of our new tables under the shade trees immediately south of the paved pit area.

It is realized that some things may be problematic, but hopefully workable.

Potential problems:

- ?? Parking will be tighter in this area.
- ?? We will be further away from fixed wing pilots.
- ?? Unfortunately, we will still be under their flight path if they stray. This is something we will have to work out with individual pilots. They gain quite a bit not having helicopters flying behind their backs at the north end, and they may need to be reminded of this on occasion.
- ?? Prevailing winds make autos more problematic. We will have to be further south to be able to not climb out over the infield or pits.
- ?? The prevailing wind will also bring our exhaust across the pit area on a regular basis. A line (currently the fence line) will have to be enforced, north of which there is NO flying, especially hovering.

This is a work in progress. We likely will have to adjust things as we go. The immediate advantages are great. The infield becomes an absolute no fly zone, alleviating one large danger. The lightweight aircraft will now have a dedicated area to fly in. And we also will have a hopefully safer area to be in.

Until next time, happy flying.

BTW if anyone would like to contribute articles related to helicopters, it would be well received. I would like to hear other people's perspectives concerning helicopters at the Basin, or anywhere.

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### From the Editor

By Dianna Myers

### Articles for the newsletter

It would really be nice to see some articles from our members. I am sure many of you have valuable information, funny or informative stories you could share. The monthly deadline for newsletter articles is the first Tuesday of each month. All articles can be submitted via e-mail to the newsletter editor.

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## To The Editor

### Modeling Tip

By Bob Smith

For those members that build their projects from kit or scratch and actually use sand paper, here is a storage tip. Take a trip to your local office supply store and purchase an Expanding File folder. It will typically be brown in color and have about 16 divisions or folder slots, connecting to each other. I labeled each slot, using a Dymo embossing machine, with the weight number of the sand paper and inserted the sheets in the slot. This makes for a neat storage device and an easy way to locate the weight you need when working on your project!

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### Sig .40 Rascal ARF – Test Flight

By Bob Smith

During the August meeting, I presented a nearly completed Sig 72" Rascal. Well, I've since completed the test flight and it is everything the RCM article said. By the way there are some very handy assembly tips in RCM on the aircraft and I suggest you read the magazine if you are putting one of these aircraft together. Anyway, the Saito .56 lifted this bird with authority, even at a rich setting.

Some recommendations; use the maximum amount of aileron throw. You will need it!

I had Harvey Elmes switch me to high rates right after takeoff and it still was not adequate. When landing, try and slow the aircraft up as much as possible. Do some stall tests at altitude to get the feel of slow flight. It likes to keep flying during approach. Finally, be ready for a smooth flying aircraft. It flies as graceful as it looks. My nickname is SILK for the RASCAL. It's that smooth!

The Saito .56 is a little on the high side as far as recommended power, but I'm building some Great Planes .40 sized floats to fly off the water and thought I might need a little extra power with the increased drag. I should have the floats for presentation at the October meeting.

By the way, I understand there is a 100" RASCAL ARF just released. It's designed for the 1.20 size four stroke! So... who will be the 1<sup>st</sup> on the block to have one?

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### A Modest Proposal

by George Finch, Safety Officer

At the general meeting, I proposed that we install safety barriers around the pilot boxes. The airplanes being flown at the Basin are much bigger and faster than those being flown when the field was originally laid out, so we need to increase the safety margin. Currently, I think the barriers should be constructed with concrete foundations set in the ground at the points of a V, two about 8 feet north and south from each pilot box and even with the rear thereof and one about 5 feet in front, so there is room for the barrier to absorb energy from an errant plane. Then, each of the barriers would be three PVC posts that slide down into holes in the foundations with about three to four foot wide plastic netting stretched between them, to form a barrier about each pilot box on the active end of the runway. That way the barriers can be removed for races and can be moved from one end to the other when the wind shifts. Another design is to extend the barriers parallel to the runway with only small gaps to the downwind side of each box. Any other design ideas will be appreciated. The current preferred V design minimizes repair costs if someone violently objects to the barriers and allows for the day when the wind direction is shifting back and forth. Also, it allows the number of barriers up to be matched to flight line load.

One objection I have heard is that pilots taking off with their foot on the runway and then trying to back onto a pilot box will get tangled in the barrier. My attitude is "great" if the barriers force pilots to stay clear of the runway, a benefit I hadn't thought of.

Marv Zauss is soliciting approval and ideas from the Giant Scale guys. Whittier has had a series of straight barriers for a number of years, as do most private fields where the pits are much closer to the runway. At Whittier, the pilot boxes are close to each other so the gaps between the barriers are also relatively small. Therefore, a plane is unlikely to pass between the barriers and still hit someone in a pilot box.

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### Boy Scout Thanks

The letter below is a thank you from Boy Scout Troop 549 for the R/C flight introduction hosted by the Valley Flyers on August 21, 2002.

September 6, 2002

Mr. Robert Joyce  
Mr. Greg Horowitz  
Mr. Barry Leavengood  
Mr. George Finch  
Mr. Ron Brawders

Gentlemen:

On behalf of Boy Scout Troop 549, I want to thank you for the time and effort that you all made to make our flying experience a resounding success. The boys thoroughly enjoyed their time at the controls in addition to listening and learning about the mechanics of flight during our time together. I know that the boys left enthused about their experience since they are still talking about their newfound skills.

I fully appreciate the work involved to make this event a success and want you to know how much the boy's parents and I personally appreciate your willingness to share your expertise and time with us.

Sincerely,  
Clifford A. Olson Scoutmaster Troop 549

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## Valley Flyers Meetings Minutes

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### General Meeting

September 24, 2002  
By Stan Gordon

President Barry Levengood called the meeting to order at 7:30 P.M. with the Pledge of Allegiance

Guests were introduced.

### Old Business

Harvey Elms spoke on the upcoming meeting with the Dept. of Recreation and Parks to be held on Oct 3 at Balboa Park. (N. W. corner of Balboa and Burbank Blvds). We will try to resolve the signs and fences and control line allocations at that time. If you can make it, a big turnout will help.

Willie Gardener spoke on the upcoming Fun Fly/Bar- B-Que to be held Sunday, Oct 27. There will be free food for members and a \$5.00 charge for non-members.

### New Business

George Finch proposed a safety barrier around the pilot boxes. This will be looked into.

The Encino Community Center will be having a Halloween Party. Why not show up and have lots of fun with the little kids and helping out in any way you can.

George Finch provided entertainment for the evening. It was a Video on "Covering Wings With Composites". (Fiberglass and Carbon Fiber Cloth)

Next Month "Hobby People" will be at the meeting to show the latest in new products.

### Show and Tell

.60 size Hawker Sea Fury  
.40 size Great Lakes Biplane  
R/C Wanderer Glider  
Space Walker  
Electric B-2 Bomber  
Cap 232

### Raffle

Baseball Hat was won by Bob Smith  
See's candy was won by Dave Hendrex  
Video was won by Micheal Feeney  
Flight Simulator was won by Bruce Snider  
Airplane Cleaner was won by Micheal Feeney  
Airplane Kit was won by Ron Brawders  
Hand Sander was won by Gene Sidwell

Meeting was adjourned at 9:30 PM

### Board Meeting

October 1, 2002

7:45 P.M. the meeting was called to order

The field users meeting scheduled for Thursday Oct. 3<sup>rd</sup> was discussed. The signs for the field were brought up, and will be discussed at the users meeting.

Harvey Elmes had a meeting with James Ward of Recreation and Parks, the upshot was that Recreation and Parks will do the signs. An approval letter will be requested from Recreation and Parks authorizing the Helicopters to move south onto the old Ucontrol circle and surrounding area.

The events for next year will be scheduled a little differently. Instead of scheduling an event then hunting for a CD, the opposite will take place. The CD who wants to run an event will be found first then the event will be scheduled.

The annual BBQ is coming up on Oct 27<sup>th</sup>. The Giant Scale Squadron and the Black Sheep are invited to join us as our guests. Club shirts and hats will be available at the BBQ.

To assure that all the board responsibilities are being taken care of, if a board member is unable to complete his/her term their responsibilities will be reassigned to the remaining board members.

Our show and tell for the October meeting will be a presentation by Hobby People.

The club received a thank you letter from the Boy Scouts for our help at the field teaching the scouts how to fly.

The installation of a set of barriers, one at each pilot station, was discussed. George Finch will make some drawings for further discussion.

9:00 P.M. meeting adjourned.

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## Classifieds

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### 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.

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

#### 2002 Schedule

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

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### SUPPORT THE HOBBY SHOPS THAT SUPPORT YOUR CLUB!!

<b>eHobbies.com</b>	14325 Alondra Blvd., La Mirada, CA 90638	<b>(877)eHobbies (346-2243)</b>
Brian Carlevato	Valley Flyers Online discount will be deducted in the shopping cart by using link from the Valley Flyers website.	
<b>Evett's Model Shop</b>	1636 Ocean Park Blvd., Santa Monica CA 90405	<b>(310) 452-2720</b>
Colby Evett	(Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun Closed)	
<b>Hobby House</b>	17721 Vanowen Street, Reseda, CA 91335	<b>(818) 609-1968</b>
Jay Repogle	(Mon, Tue, Thu, Fri 11-7); (Sat 11-6); (Wed & Sun closed)	
<b>Hobby Lobby</b>	3512 W. Victory Blvd., Burbank, CA 91505	<b>(818) 842-5062</b>
Tony and Addie	(Tue, Wed, Thu, Fri, Sat 10-6:30); (Mon & Sun Closed)	
<b>Hobby People</b>	5541 Balboa Blvd., Encino, CA 91316	<b>(818) 995-1162</b>
Chris	(Mon, Tue, Wed, Thu, Fri 10-9); (Sat 10-6); (Sun 10-5)	
<b>Hobby Zone</b>	1617A Victory Blvd. Glendale Ca 91201	<b>(818) 546-2291</b>
Edwin	(Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)	
<b>Marty's Hobbies</b>	1728 Moorpark Rd Thousand Oaks, Ca. 91360	<b>(805) 497-3664</b>
Marty Friedman	(Mon, Tue, Wed, Thu 10-8); (Fri 10-9); (Sat 10-6); (Sun 10-5)	
<b>Robin's Hobby</b>	1844 W. Glenoaks Blvd., Glendale, CA 91201	<b>(818) 240-2093</b>
Robin Hambley	(Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 12-4)	
<b>Smith Brothers</b>	8941 Reseda Blvd., Northridge, CA 91325	<b>(818) 885-8636</b>
David	(Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)	

## Apollo Field Events

## 2002 Schedule

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

<sup>1</sup> 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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