



# The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

February 2003

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You may have heard about the crash on Woodley. I don't know all the details except a fire ensued and was responded to by the Fire Dept. No one was hurt and there has been no mention to us by Recreation and Parks as of yet. I assume this was an out of control aircraft not just a dumb thumb accident. It is imperative we fly inside the boundaries of the field. I don't know if George heard about it but if so, I'm sure "Tim" will be involved.

Scot Sweet will be filling in part time for Mitch as the helicopter director, as Mitch's work schedule doesn't permit attending most club meetings. As a result, of a request from the heli group we have added an additional helicopter fun fly day to the schedule.

That's about it for now. Hope to see you all at the next general meeting on the 25<sup>th</sup>.

## Treasurer's Report

By Matt Carroll

Account Balances as of 1/31/2003

Checking	\$6,342.17
Savings	\$2,642.78
<u>Total</u>	<u>\$8,984.95</u>

## Board Member Letters

### President's Corner

By Barry Leavengood

Here it is February already and again I'm late with my articles. Guess I'm just having too much fun. Feb the 2<sup>nd</sup> was the 1<sup>st</sup> event of the year but it was blown out. Practice day on Saturday, however, was great. Looked like we were going to have about fifty entrants but the wind started howling at about 8 AM Sunday and never let up. Too bad but there is really nothing we can do about the weather. I would like to thank Ricc Bieber for his help in building a new switch box for the pylon lights as well as those course officials who showed up. The second event was a Trainer, Air Cruiser, T-6 and Slo-Quickie race on Saturday the 14<sup>th</sup>. It went well and is detailed in another article. The next event will be the Jet Rally in March.

We have finalized the 2003 event schedule and it will be posted at the field, on the website and in this and all future newsletters. Please review it so you can come out and support the club and the hobby or at least know when not to come out due to the field being closed. Along those lines, we need your support for all events either as entrants or event officials. The vast majority of revenue needed to run the club comes from event fees. The annual dues barley covers the cost of the newsletter.

The helicopters are now flying at the south end of the field while the park flyers are at the north. My personal observation is that it is working very well. We will be requesting Recreation and Parks move the south end pit fence to provide more shaded pit room for the heli group. George Finch donated some indoor/outdoor carpeting and Mitch will use it to improve the heli pit area.

### Program Director

By Ricc Bieber

Hey, Gang! First of all, I would like to thank all of you who made the effort to bring in a project for Show and Tell. This is the kind of thing that makes the meetings what they are--interesting! So let's keep up the good work, we all like to see what everybody else is up to.



At this month's meeting, we are going to learn about batteries. Big batteries, little batteries, all kinds of batteries! One of our members, Scott Sweet, is a battery maven (one who knows a lot about batteries) and has been kind enough to bestow his knowledge upon us. I hope it's not TOO shocking!

Not a whole lot else going on. More news elsewhere in this tome. See you all at the meeting!

Board of Directors - 2003		
President	Barry Leavengood	bl10@aol.com
Vice President	Greg Horwitz	gshorwitz@aol.com
Treasurer	Matt Carroll	mattc@phatnoise.com
Events	Ron Nelson	rnelson@eng.lacity.org
Programs	Ricc Bieber	riccipoo@aol.com
Membership/Newsletter Editor	Dianna Myers	dianna@lostridge.com
Safety Officer/Training Coordinator	George Finch	gwfinch@aol.com
Helicopters	Mitch Kahn	mknla@juno.com
Jets	Rob Janiger	rob4988@cs.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.

**Membership Report**

By Dianna Myers

New Members

The Valley Flyers are pleased to welcome the following new members!

Brian Kerr	Gary Stevens	James Shaffer
Rachel Tillman	Tony Materna	

Current membership is at 96 for the start of 2003 and more renewals and new members are coming in every week. To everyone who has renewed their membership or joined for the first time I would like to say thank you for supporting the club. Without your support the many projects the club undertakes each year would not be possible.

One of the yearly projects is the Apollo XI Facility Schedule. This effort combines the event schedules for the clubs that use the field (primarily the Giant Scale Club and the Valley Flyers). After the schedule has been created, approved by the clubs and the VF Board of Directors, the Valley Flyers have the signs made and placed at various points around the field. This is, unfortunately, a slow process so please be patient while we work to get the signs made.

**Safety Views**

By George Finch



I was introduced to Turbine Tim from last month who indicated that the story related to me was inaccurate in its details, including not mentioning the \$800 worth of damage that was done to his jet during the wheel gone landing. I explained that the point of the story was to get people to think about what to do when the flight is over. If I screw up a story and you are the Tim involved, a quick E-mail will set me straight, and perhaps give me more grist for the mill. For example, wouldn't better preflight maintenance and inspection have prevented the problem in the first place?

I spoke to some of Terrible Tim's friends, who confirmed to me that talking to him was a waste of time. They have adopted the policy of avoiding flying when he is up. One "friend" mentioned that Terrible and his overpowered Dago Red waited until the "friend's" turbine was low on fuel and then started buzzing the north end of the flight line, apparently to distract his "friend" while he was trying to get about \$8000 back on the ground. Even his "friends" are starting to shun him. I hope it works and he starts racing his Beemer instead of flying at the Basin or maybe makes new friends at Whittier, where the Park Rangers are empowered by the County. His friends say he seems lucid when not flying, but clearly something snaps when he gets up in the air. I suggested that they stop selling him their castoffs, because apparently he has access to lots of money, but few building skills.

Tassel Tim was seen taking off the north taxiway with his low aspect ratio foam board. At least most of his hovering was done out of direct line with the runway.

Another Wrong Way Tim apparently decided to act like a confused salmon. Thanks to Marv for the picture of the result, a Right Flier II and a T-34 ARF French kissing in the middle of the runway amid parts of both. I don't know which plane was Tim's, but again, don't go against the flow. Lately the wind has been from the north more often than normal, but



just because you have gotten left patterned, is no excuse to land from the north when everyone else is landing from the south.

The February Quickie race was blown out, quite literally. Flight boxes were blown over, Stu made a hovering landing with a Q-40 and when a kite was broken out, the wind of over 30 knots was sufficient to lift Travis off the ground. Unfortunately, the wind increased to an unsafe level during morning practice and about half a dozen planes were lost or damaged beyond quick repair. One spectacular Pylon 3 pole hit by a Nelson powered Quickie resulted in a fuselage scooting across the grass, Barry's place in the pits and into a tree. Barry confided to me that he is planning to pit at the south end from now on.

I watched Chopper Tim making a series of high speed, slide on landings, and was amazed by his skill (or luck) until he snagged something and ended up with his bird doing the Headless Chicken Dance. Never ceases to surprise me that people will spend hours perusing discount ads to try to save a little money, and then, in the name of "fun", destroy the assembled parts carelessly.

Zagi Tim, who had much more airplane than he could handle, was sort of flying in the Park Flier Area, but crashing consistently at the feet of a pilot on the flight line. Zagies may weigh under the limit, even though mine don't, but because of their speed, they should be flown from the regular flight line and east of the runway, especially now souped up brushless motor combinations are being sold to increase their performance.

Seeing Fred Burgdorf, the maker of APC props down for the Quickie race reminded me that you should never use an electric prop on a piston powered engine. Just to be sure no mix-up occurs, felt tip an E on each electric prop in a conspicuous location. The hubs of these props are not designed for the torque pulses produced by a piston engine. Also, if you see that a gray plastic prop blade root turning white on your 4-stroke, it is failing and should be removed and discarded in a place some pack rat can't resurrect it. A thrown prop blade will cut through flesh like a transmitter antenna through old MonoKote® covering an open bay.

**SAFETY, EVERYONE'S RESPONSIBILITY**

**GIANT SCALE FUN FLY**

**San Fernando Valley Giant Scale Squadron**  
**Apollo XI Model Airport**  
**MARCH 16, 2003**  
**8:00 AM**  
**ONLY \$10.00 PILOT'S LANDING FEE**  
**Free Pilot's Raffle**

**AMA required---**  
**I.M.A.A. rules apply**  
**-- 60" wingspan for biplanes and**  
**80" wingspan for single wing**  
**airplanes -- or true 1/4 scale**  
**documentation.**  
**Jets to have a combined**  
**Wingspan + Fuselage of 140".**

**Contact:**  
**Marv Zauss, CD**  
**(818) 768-0855**

## Rotors and Motors

By Mitch Kahn

It's February, and the weather is just great. There have been weeks in a row of 70's and 80's; I don't know how people do it in other parts of the country. I have been flying at least three times a week all winter long – very nice. Some rain now, but that will give us some grass and keep the dust down.



The most recent news is Las Vegas. The event was held at the TOC field and this was the second time I have gone. I didn't get there until after dark Friday night, but that had me at the field flying 7:00 am Saturday morning. I was glad that because it allowed me to get in three flights before frequency impound. It was a busy event with a total of about 125 registered pilots, and that makes for long lines to fly no matter what. They did a phenomenal job, and one reason was because they had lots of help. There were 2 people signing people in, 4 people in impound, and 4 people, with radios at the flight stations. They employed a different approach, and below is a post to RunRyder where I responded to how it was as a pilot:

### How the Radio Impound Worked - a pilots view

- Instead of it being frequency driven, it was flight station driven.
- Everyone was given a clothespin with their pilot # on it, and there was a long wire strung across impound that the pins would get clipped to starting at one side.
- This way everyone at the field was on the same line to fly. When your # came up you were called on the PA and you were assigned a flight station.
- What this accomplished was no more long lines at each flight station with everyone out there having their frequency. It also avoided people who happen to have popular frequencies going insane first lining up to get a frequency and then first getting on a line at a flight station.
- If/when your pilot # came up and there was a frequency conflict, you were put on line behind the person currently using it. There were NO worries about trying to find who was on your freq. somewhere. They knew where everyone was because the only people with radios were the people in the short lines 2-3 deep at each flight station.
- If people needed to work with a radio for set-up, they had second priority behind any current pilot AND they had to do the work on a table adjacent to impound. NOBODY had a radio that wasn't on one of the lines to fly or working right next to impound.

I liked the system; I thought it worked very well. Its drawback is that it is labor intensive. Thanks to all you guys and gals who worked it, it helped make it the great time that it was.

I would like to try it at our events with a minor change. I want to use brightly colored vests to assign flight stations. This way, we could have one color for the four main stations, one color for the station furthest north, and one color for the CL circle area. Our field is quite a bit larger, and this may help alleviate some of the people having to be flight station monitors. It's a work in progress, but overall the Vegas event was a lot of fun largely because it was well organized.

Back at the Basin, on the schedule for this year, are two events. The Labor Day weekend event will be a large three-day event as it has been for the last three years, but the early May event will be different. I am hoping to encourage the May event (Saturday, May 10) to be primarily a local helicopter Fun Fly. By this I mean the extended local area, but people probably not coming in from the entire country and beyond.

Saturdays of any event are always the biggest day and this will be no different. It is however, going to be Saturday only (including Saturday

night for night flying). There will be a camping permit Friday night for people who want to filter in Friday, and camping Saturday night for people who wish to stay then too. This way we have the best day of the event without closing the field to the public Friday and Sunday. There, of course is flying in the normal heli area on those days, and this will help to keep the numbers of people to a more manageable level. People complained in Vegas that they had few chances to fly. That is because there were 125 pilots on line for essentially 4 main flight stations, 15 minutes at a time. I am hoping with 50 or 60 pilots, we can all fly more comfortably and more often.

Additionally, I am really going to encourage Valley Flyer participation. We have had a few heli pilots sign up, but the large numbers of regulars at the field, on any given day, are still not members. I want this to be the event where the regulars sign up. This event is for them, and they need to participate. I will arrange the cost to make it advantageous for VF members (by a lot), and I get to glare at those who do not join.

For those who are complaining that we are getting fewer days this year than last, I offer this: Step up to the plate and contribute. Events require an enormous amount of energy, and the support has been exceptionally limited. One of the reasons I enjoyed Vegas as much as I did was because I paid my money and I participated. I did nothing to organize, coordinate or run the event. I enjoy seeing large events at our field, but recently I have been on the receiving end of nothing but complaints – complaints about parking and sun in the eyes, hardtop to crash into, and on; all of this without any constructive alternatives. I have been asking for guys to sign up for the VF's and go to meetings to be part of a decision making process, or merely support the club with their dues for about two years now. bI am hoping this May's Fun Fly will be the event where the regular heli pilots sign up, and now there are complaints that it is only a one day event. Hmm.

## 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.

## To The Editor

### **February Event – Quickie 500**

By Bob Smith

As you will probably read in the President's article, the February event was canceled due to high winds.

The sign up sheet reflected the following; George Finch, Bob Smith, Fred Roberts, Barry Leavengood, Sam Gengo, Willie Gardner, Ron Brawdres and Video Vic. Although the event was canceled, you will still receive credit for the annual give away. If you supported the event and your name is not listed, please advise me either by email, flynbs@pacbell.net, or phone (661) 298-2614.

Thanks again for your support.

**Trainer/Air Cruiser/T6/Slo-Quickee Race**

By Barry Leavengood

The race was held on Saturday Feb 15<sup>th</sup>. After the monsoon like rains we were concerned we would have to hold boat rather than airplane races. But the field was in great shape and the weather was overcast with no wind. Perfect for racing. No wind and no glare, what more could we ask for.

For those who don't know we hold two of these races each year. The Whittier club holds three making five total. We accumulate points and championship trophies are awarded at year-end. This series is designed to provide a fun, low cost, something for everyone approach to racing. Most anyone interested in racing will find a class that suits him or her.

We got started around 10:30 or so for a fun day of racing. There were 28 entrants spread over the classes. We had expected a few more but think some thought the field would be closed due to flooding. The racing was tight and exciting with a fair amount of carnage. These events are flown on a short course so even though the planes aren't real fast or expensive the flying is intense. The rules for these events are posted on the SGVRCL web site and will be on ours shortly.

Race Results:**Trainer**

1<sup>st</sup> Ron Clem  
2<sup>nd</sup> Derek Espinoza  
3<sup>rd</sup> Dennis Moran  
Fast Time:  
Ron Clem 1:41.75

**Air Cruiser**

1<sup>st</sup> Chris Hickok  
2<sup>nd</sup> Terry Williams  
3<sup>rd</sup> Ken Mastrianna  
Fast Time:  
Ken Mastrianna 1:48.04

**T-6**

1<sup>st</sup> Barry Leavengood  
2<sup>nd</sup> George Finch  
3<sup>rd</sup> Terry Williams  
Fast Time:  
Barry Leavengood 1:24.45

**Slo-Quickee**

1<sup>st</sup> Ken Mastrianna  
2<sup>nd</sup> Mike Shaw  
3<sup>rd</sup> Barry Leavengood  
Fast Time:  
Barry Leavengood 1:24.03

I would like to extend my personal thanks to: Dave Hendrex, Video Vic, Harvey Elmes, Sam Gengo, Tom Gabor, Mitch Kann, Travis Flynn, Jason Somes, Matt Carroll, Sonia Leavengood and George Finch for finding the time to come out and help. There were a couple of others whose name I didn't get, thanks to you also. With out you guys there would be no racing. Thanks again.

**Valley Flyers Meetings Minutes****General Meeting**

January 28, 2003  
by Travis & Chris (special thanks to Sonia)

Meeting brought to order 7:35PM by the President Barry Leavengood.

Old Business: The club is having trouble trying to find somebody to fly the r/c blimp at half time. Paige Dunlop volunteered to fly.

- Member of the Month is Fred Roberts.
- First event of 2003 one-day race. George Finch is the CD. Come work at the race and get your year in workers raffle ticket started.
- Safety brought to our attention an accident that happened at Whittier with regard to helicopters.
- Up coming T6/Trainer Race is the 15<sup>th</sup> of this month. Barry Leavengood is the CD.

- Dianna Myers volunteered to do membership and newsletters.
- George Finch talked about flight endurance.
- Barry noted that the Club's Photo album was brought to the meeting for all to look at.

## Open Floor:

- Fred Roberts suggested different trophies for our contests.
- Barry Leavengood stated that our field with altitude limits is not good for pattern and similar contests.
- Ron Jacobs brought to our attention that we're having trouble with people operating their R/C cars at the field. This is NOT allowed at the field.
- Sun shade for the helicopter's boys and girls is up and coming.

Break was called at 8:02PM.

Show and Tell at 8:15PM.

First man to Show and Tell was Bob Smith. Bob brought his OB 10 scratch built from plans. Plane will have spring air retracts with ten servos. Bob also brought along his Robin Hood 80, Scrap Plane Shoestring. Bob also noted that he had fuel tank trouble.

Chris Hoyer brought in his crashed Quarter Midget wing for all to obtain a cross sectional view of the composite work.

Sam brought in a Global Hobbies Trainer 40. He noted that he had 10 flights on this aircraft. He modified the nose on the aircraft for strength and also added balsa wood, doublers around wing saddle powered by Magnum 46. This is Sam's first Power plane.

Ricc Bebbler brought in his Lazy Bee fuselage Wing has a 22" cord. Ricc noted that the project would take 42 rolls of monocode.

Dave Hendrix brought in his electric airplane - Corkscrew. Dave noted that the airplane needed to be heavily modified. Dave also talked about batteries in single conversion receivers.

Chuck and Tyler Thompson brought in a pair of YF 22 by Wattage/370 Motor. Chuck said this is their first electric airplane.

Harvey Elmes brought in his beautiful Rascal. Harvey noted that this airplane was not easy to build. Pushrod was modified from stock version. Harvey also incorporated remote fuel system and glow driver.

Danny Coe brought in his Bluto Glider weighing in at 3 pounds. This glider is extremely fast. They have been clocked over 100 mph. This aircraft's speciality is dynamic soaring.

Jason Somes and Matt Carroll brought in a Jet Cat Turbine Powered Helicopter. 75 to 1 ratio on gears. Just call Bob Wilcox at Jet Cat USA.

Tom brought in a Carden Peter 60. The fuel fuselage was warped but it is no longer.

The Club Raffle is next. Winner are: James Mock Q500, Fred Roberts won a plane hanger, Bruce Snider won a pilots handbook and fuel pump, Tom Bator won a fuel connector, Ryon Kerr won Zap, Paige Dunlop also won a Zap, and Dave Hendrix/Captain Airplane won some glue brushes.

Meeting was adjourned at 9:05PM.

**Board Meeting**

February 4, 2003

Board members present.

President Barry Leavengood  
 Program Director Ricc Bieber  
 Event Director Ron Nelson  
 Safety Director George Finch  
 Treasurer Matt Carroll  
 Helicopters Scot Sweet for Mitch Kahn

Meeting called to order at 7:30 PM.

Barry:

- Last weekends race was canceled at 10 AM due to wind. We will use the plaques at our next race.
- A resolution was passed to request Recreation and Parks move the south pit fence out to the sidewalk to increase the size and provide shade for the helicopter pit area.
- The pylon lane time clocks were repaired. Some equipment incurred wind damage. It will be repaired prior to the Howard Reed Race.

Ricc:

- The final cost of the Christmas party was about \$2,000.00.
- The next general meeting program will be put on by Scot Sweet and will be about batteries.

George:

- The training program is in good shape for the weekends.
- We do need someone who can train on the weekdays.
- George will post names and phone numbers of our training pilots on the bulletin board.

Matt:

- We need to post the schedule ASAP. We will make temporary schedule and post it until final signs are completed.

- Suggestion was made that we have too many racing events. We will discuss this at a later date.

Scot (for Mitch):

- Requested we do a 1-day Helicopter fun fly in May. Scheduled it for May 10th and moved Fun Fly from May 18th to May 25th.
- Also suggested we have additional information for new flyers. Barry will add section to rules directing new users to see bulletin board where we will post instructions for new users.

Ron:

- Will update schedule and provide copy to Dianna for the signs.

Meeting adjourned at 8:50 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 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.

# LA JETS RALLY

RADIO CONTROL MODEL JET FUN FLY  
TURBINE POWERED HELICOPTERS ARE WELCOME!

**CONTEST DIRECTOR**  
BOB WILCOX  
(818) 203-4923  
BGWC@EARTHLINK.NET

**TWO DAYS**  
SATURDAY & SUNDAY  
MARCH 29<sup>TH</sup> & 30<sup>TH</sup>

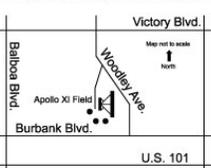
9AM TO 4PM  
\$30 PILOT ENTRY FEE  
TURBINE FUEL AVAILABLE

**APOLLO XI FIELD**  
SEPULVEDA BASIN  
VAN NUYS, CA



PRODUCT DEMONSTRATIONS

**AWARDS FOR**  
PILOT'S CHOICE  
PEOPLE'S CHOICE  
BEST SCALE FLIGHT PERFORMANCE  
BEST SPORT FLIGHT PERFORMANCE  
BEST SCALE JET  
BEST SPORT JET  
BEST ELECTRIC DUCTED FAN






2003

## 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.

#### 2003 Schedule

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

#### 2003 Schedule

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

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

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

**Apollo XI Facility Schedule**

Date	Club	Event	Contest Director		
<b>FEBRUARY</b>					
15	Saturday	VF	T-6/Cruiser/Trainer Race	Barry Leavengood	(818) 998-4564 bl10@aol.com
<b>MARCH</b>					
16	Sunday	GS	Fly In	Marv Zauss	(818) 768-0855 mzauss@earthlink.net
29	Saturday	VF	Jet Rally	Bob Wilcox	(818) 889-9362 bgwc@earthlink.net
30	Sunday				
<b>APRIL</b>					
11 ½ Day	Friday	VF	JR Gold Races	George Finch	(310)459-1577 gwfinch@aol.com
12	Saturday				
13	Sunday				
<b>MAY</b>					
10	Saturday	VF	Heli Fun Fly	Mitch Kahn	(818) 708-9725 mknla@juno.com
25	Sunday	VF	Fun/Fly/Pizza/Swap Meet	Greg Horwitz	(818) 609-7633 gshorwitz@aol.com
<b>JUNE</b>					
7 ½ Day	Saturday	VF	H. Reed Q40/Q500/APRA	Barry Leavengood	(818) 998-4564 bl10@aol.com
8	Sunday			Ron Nelson	(818) 845-9739 rnelson@earthlink.net
29	Sunday	VF	Fun Fly/Engine Clinic	Harvey Elmes	(661) 298-2614 helmes@thevine.net
<b>JULY</b>					
13	Sunday	GS	Fun Fly	Dave Hendrex	(323) 758-2935
26	Saturday	VF	T-6/Cruiser/Trainer Race	Chris Hoyer	(818) 709-1551
<b>AUGUST</b>					
10	Sunday	VF	Q40/Q500/APRA	Chris Hoyer	(818) 709-1551
11	Monday	VF	Camp Encino	Harvey Elmes	(661) 252-1477 helmes@thevine.net
29 ½ Day	Friday	VF	Helicopter Classic	Mitch Kahn	(818) 708-9725 mknla@juno.com
30	Saturday				
31	Sunday				
<b>SEPTEMBER</b>					
21	Sunday	GS	Fun Fly	John Curran	(818) 701-9663 fly300s@aol.com
<b>OCTOBER</b>					
5	Sunday	GS	BBQ		
26	Sunday	VF	Fun Fly/BBQ	Bob Smith	(661) 298-2614 flynbs@pacbell.net
<b>NOVEMBER</b>					
9	Sunday	BS	Electric Fun Fly		
23	Sunday	VF	Q40/Q500/APRA	George Finch	(310) 459-1577 gwfinch@aol.com
<b>DECEMBER</b>					
7	Sunday	GS	Toys-for-Tots	Darrel Martin	(818) 368-1488 MMartin168@aol.com

½ Day: Although the schedule states ½ day for the first day of a 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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**JUICED!!! Electrifying Performance.**

Take the next step in fun fly Park Flyers with the WattAge Live Wire. This advanced design incorporates concepts proven in our own Crazy Max R&D program like the lightweight thick airfoil wing platform and combines it with the latest design styles and techniques found in larger 3D aircraft. It's exaggerated control surfaces and huge stabilizing surfaces give the Live Wire the instant response needed to fly close-in and low. The 370 powerplant combined with our new ball bearing supported high gear ratio gearbox and the efficient 10" propeller make the perfect power combination for the Live Wire.

**Features:** Includes 370 motor with special ball bearing gearbox and WattAge 10 inch prop; can use the popular 8-cell, 800mAh, 5/4AAA NiMH batteries; will work with all micro servos and receivers; 30 amp ESC required due to its use of 4 servos.

Coming March 1

NO.128435 **ONLY 69<sup>99</sup>**  
List \$89.95



Span: 35 in.  
Area: 318 sq.in.  
Length: 32.5 in  
Weight: 15-17 oz  
Wing Loading: (approx) 6.8-7.7 oz/sq.ft

## VX400 400-Size EP ARF

**A V-Tailed Beauty!!! With Fiberglass Fuselage, Too!**

Flying "Speed 400" powered sailplanes has never been better. The Vx400 will get you into the air fast with precision factory prefabrication and clear, concise instructions. Balanced properly, this glider indicates "green air" and will stay in it due to its factory set tip dihedral and right-sized stabilizer surfaces. "Speck out" several times and climb out several times with our recommended battery pack.

**Vx400 Aircraft Features:**

- Molded, painted fiberglass fuselage
- Balsa, open framework wings
- Real iron-on transparent red covering
- Easy access battery hatch under bolt-on wing
- Long motor compartment will accept wide range of motors and in-line gearboxes
- Detailed, step-by-step, photo illustrated instruction manual

**High Flying Performance!**

**VX400**

NO.128421  
List \$129.95

In Stock!



The Vx400 is impressive from the quality of construction to its high performance in the air.

**ONLY 99<sup>99</sup>**

- Wingspan: 60.75"
- Wing Area: 425 sq."
- Length: 37" • Weight: 26-28oz
- Wing Loading: 8.75-10 oz/sq.ft.
- Functions: Ailerons V-tail/Throttle



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Saturday, May 3rd;

11:00 - 6:00

Sunday, May 4th;

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