

The Valley Flyer

Academy of Model Aeronautics Charter Club # 152

Our 59th Year

www.valleyflyers.com



In Memoriam: George W. Finch

April 2009

The Valley Flyers recently lost one of its senior members, and a dear friend. George W. Finch passed away on April 25th. A former VF president and member for decades, George was active in all aspects of club events and was passionate for his love of RC craft. He will be missed by all of us, and so we humbly dedicate this issue of The Valley Flyer to George.



General Meeting Minutes

April 7th, 2009

Recorded by Scott Ramos, Secretary

Members in attendance: Jason Pakfar, Tony di Leo, Dave Sweany, Gary Stevens, Bob Smith, Ricc Bieber, Scott Ramos, Chuck Thompson, George Finch, Bob Joyce, Gregg Fullington, Adam Gelbart, Gene Haban, Cliff Sonnentag. Members absent: Benny Elkouby, Sam Gengo, Avi Melman, Bert Magbanua, Patrick Ashour.



Meeting called to order at 7:30

Jason Pakfar: Thanks to George Finch for a great race event. The event netted about \$2000. There were about 40 pilots. There were a number of pilots from Northern California, Arizona and even Florida. Trophies had been running about \$600. We can do them for about \$400. We had 12 pre-ordered for the race but found out that we needed 12 per day, so a second set has been ordered. We ordered 24 glass trophies for Howard Reed. Our treasury is doing well considering we have not had any movie deals lately.

The LA Jets web site is up and participants can register online. See www.lajets.org for the site. To all who are running events, Cliff has done all the artwork, but he needs the details (dates, price, and other details) for the events so fliers can be produced. The warbird race is up. Chuck will be reviewing the content. We need to start getting sponsors now. If you need to make trophies or take care of other issues, now is the time to take care of these items.

There was a debate about the Giant scale event. The first one rained out. The second is July 5. Some think this may be a small turnout. Jason suggests that the Giant scale event be moved to the 11th the day before the warbird event. This would be like having a two day event. Bob Joyce says there are three choices: Keep things as is, expand the July 5th event to include the simple scale, or move it to the 11th and include the simple scale. Adam suggests that we leave the event on July 5th and expand it to include the simple scale event.

Our events are getting big. We need to find a better way to make sure that people are registered, even for free events. We need to police it better, particularly in the park flyer and heli areas. We need to further our racing events. This has been the heart of the club. We

have two web sites that need to be developed. Jason received a donation of some items from a fellow leaving the hobby. This includes an OS .26 4 stroke. Jason has 2 2½ x 8 tables to be brought to the field. One can be used for the training container.

We have our insurance in to the city up to April 2010. AMA wanted to discontinue our insurance because they said Jason had not renewed. Jason paid for another membership and provided the AMA with a credit card receipt

Adam: Adam would like to add the simple scale competition to the Giant scale events. This means that the event will either be a giant scale event or a scale event. This can be solved by calling it a Giant Scale and Scale event. The details of the GS event will be up to the CD. There is a question about the August scale event. Will it be a scale masters qualifier or our own scale event? Jason thinks that they would have to be one or the other. The rules between the AMA scale events and Scale Masters Qualifier are almost identical. This year, the Scale Masters final is being held on the West Coast and the draw may be better than last year. Jason's desire is for the club to create our own scale event. Adam thinks that it is better to have an event that will lead to better turnout. Adam will look into how the event can be combined with our scale event. Jason suggests that we approach the Scale Masters officials to see if they will accept our rules meet their criteria. All agree that this will be the best approach.

Dave: Rented a trencher and laid conduit for the electrical. Willie is working on pouring a foundation for the heli area. We approved for paying for the concrete, but the concrete guy has not made a delivery. We may need to find another source. There are 3 chargers in the shed but only one works with the starter. This one is reverse wired and is the only one that can be used.

Bob Smith: The club made \$1930 net from races. Current balance is \$9700 with \$650 in outstanding checks. Check from AMA \$300, and \$490 from Dan Palmer estate sale. And there is \$3000 in PayPal. Total balance is \$16,000. Jason would like to make a contribution to the foundation at the end of the year.

George: Great race over the weekend. Lots of mid-air. New national record for 428 AMA Quickie at 1:01 set by Travis Flynn. It is in the process of being made official.

Tony: Tony got the "Introductory Pilot" AMA membership to allow him to provide intro lessons to non AMA members. There had been a question about an

issue with the batteries for the common sense trainers. Turned out to be not a significant issue after talking to Common Sense RC. The issue is using 2 cell vs 3 cell batteries. Using higher capacity batteries may solve this. We now have 3 electric and 3 gas trainer airplanes operational.

Gregg: The “LA Jets” web site is up. (lajets.org) The May event is mostly a local type event. Sam Wright will be announcing the summer events. It will have tee shirts and trophies and all the bells and whistles. The November event is also a small event. We will have a BBQ for the May and July events. Jason would like Gregg to contact the jet members who need to renew.

Gene: One day, the Park Flyers were a bit out of control, so Gene shut down the power to the courtesy charging stations for a day. Their behavior has improved. The power system has been much better since the nighttime shutoff has been installed. Gene will be adding another sign with rules in the park flyer area. Gene is asking for any other suggestions for safety. The extinguisher needs to be re-charged. For grass fires, we need water. We have two water extinguishers and they need to be serviced and filled.

Cliff: Needs help with web sites. Last year he built 9 web sites. He needs help to maintain. We also want to bring other web sites online. The goal is to start with a centralized a location and have all the web sites link to common info. This will simplify the management of the web sites. The central location should be the Valley Flyers web site. It is critical to get it proper and have links to all the other site. Cliff will create a committee

to work on this. The next critical site is the Western eFly. Jason will start working on it. Cliff wants to focus on centralizing the sites and set it up so someone else can manage them. To manage the web sites is a major amount of work and is a board level type of job. The meeting will be on Thursday; Jason Benny, Tony, and Scott. What needs to be done for the electric event? We need fliers and to talk to vendors.

Chuck: Talked to his contact about making badges. Jason suggests that we order what we’ve ordered in the past. Got MP3 player. Got money for Palmer sales and needs receipt. The foundation needs a list of items sold and money turned in. Chuck needs help with the Warbird Race. Benny will help as a co-cd. Chairs and tables donated by Palmer have been put in the container. Avi will be publishing the newsletter. Chuck will be meeting with him this week. Send all items to Avi and CC Chuck. Chuck has scanned 3 or 4 more years of newsletters. One thing they used to do is a club photo. Chuck suggests reviving it. They used to do a model of the month. They could be selected by committee. We could revive the Goof Bowl. A motion was made by Jason to revive the Goof Bowl. [Editor’s Note: I’m as curious as you are as to what the Goof Bowl is... Stay tuned!] The motion seconded and passed. The café shops store. We only used it once. It auto renewed in Jan. If he closes the store, we will get a pro-rated refund. We can publish birthdays in the newsletter.

Ricc: We made \$245 on food sales at the last event. The Pizza Fun Fly is coming up on May 2. Ricc would like a shade structure over the condiments and cooking station. Ricc will price it. The next two jet events will be tri-tip or brisket. Ricc wants to thank pat for his help

Bob Joyce: Tony’s friend will be bringing in a 4 motor helicopter for testing. A video will be put together for the general meeting demo.

Gary: Needs to send emails to members. Current membership is 193. We need to email those who still need to renew their AMA. Jason suggests that we need to phone them.

Scott: Scott will not be at the next general meeting. Chuck will take minutes for the meeting.

Meeting adjourned at 9:30 PM



Y-Fly 2008

On Sunday October 19, 2008, the San Fernando Valley RC Flyers completed its Y-Fly 2008. It was a great success in many ways, and the day was great for flying.

This event began roughly a year ago, after my brother-in-law, Mark VanKirk, had become assistant nation chief of the North San Fernando Valley (Los Angeles) Y-Guides, which is a YMCA-sponsored organization for kids. The Y-Guides (boys) and Princesses (girls) programs have a long history of providing children between the ages of 5 and 9 and their parents with opportunities for good times, learning, and mutual understanding.

Mark used to fly RC, so he was familiar with our hobby. He asked if the Valley Flyers could sponsor an introductory event for the kids and parents.

I had just spent four days at the 2008 AMA Expo and had been considering hosting an AMA TAG (Take off And Grow) event. The Y-Guides situation was different from a TAG project, because it would not be open to the public. However, it seemed like a great opportunity to expose the Y-Guides and Princesses to a fun and interesting activity and a great way to show our hobby to many people who had never been to a flying field.

With one phone call, our AMA District X Vice President, Jim Giffin, and AMA Education and Safety Coordinator, Dave Gee, provided immediate support and helpful advice. Thanks, guys! You helped make this a great day.

Approximately 150 Y-Guides, Princesses, and their parents attended the outing. Mark and I had decided on featuring five main activities: building a rubber-powered balsa model, flying a rubber-powered balsa model, ground school, flight simulators, and flying a real RC airplane with a flight instructor on a buddy box.

We divided the attendees into smaller tribes and controlled in what order they did

the activities. They had to complete the balsa airplane and ground-school events before they could train on the simulators. They had to complete the simulators before advancing to the RC airplane.

Our club is fortunate to have great members, who volunteered their time to plan and staff the event. Flight Training Coordinator Toni Di Leo and I got all five of the club trainers ready to go, and we kept them flying all day. Valley Flyers helped kids and parents assemble and fly more than 120 rubber-powered models and tutored first-timers on seven flight-simulator stations. World-class pilot Jay Replogle was kind enough to provide his services as ground-school instructor. He explained the basics of flight and showed an RC model and transmitter,

described how things worked, and answered every question that many curious kids and parents asked.

Every precaution for safety was considered. RC flight instructors and assistants took small groups of kids (each with a parent) to the flightline. The field was closed to the public, so only our trainers were in the air, minimizing the possibility of an accident.

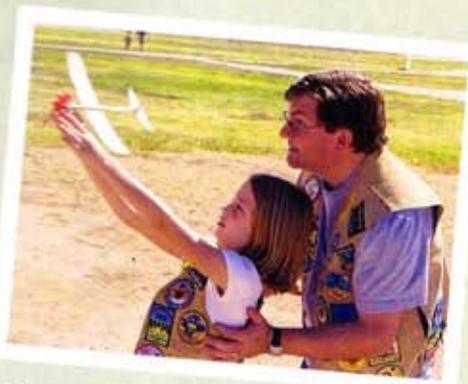
To expose the group to other aspects of modeling, we recruited Bill Grafeman and the Flying Circus AMA air show team, which did a fantastic, professional job of showing off with their gigantic 3-D models whenever we needed them. Burt Magbanua, Valley Flyers

director of helicopters, gave an amazing helicopter 3-D-flying demonstration. Field Manager Dave Sweany provided some great flight demos with his giant Ultimate.

The Valley Flyers normally runs a snack stand at events. We supplied food to the hungry masses at the Y-Fly, which turned the event into a moneymaker for

the club.

That, combined with goodwill, great public relations, and appreciation of our efforts, made the event a rewarding



experience. It was a big undertaking, but I can't wait to do it again this year. I suspect that it will be bigger and better.

FOX 11 TV news from Los Angeles showed up on the scene with little notice. That provided the entire city with 30 seconds of priceless coverage of the Y-Guides, Valley Flyers, the club's Apollo XI field, and our hobby.

The kids did well with the program, and some of the parents are already involved in a new hobby that they can enjoy and share with their sons and daughters. The AMA

and the Valley Flyers picked up some new members, and other Y-Fly attendees said that they would be back again soon. Many want us to host the event again in 2009!

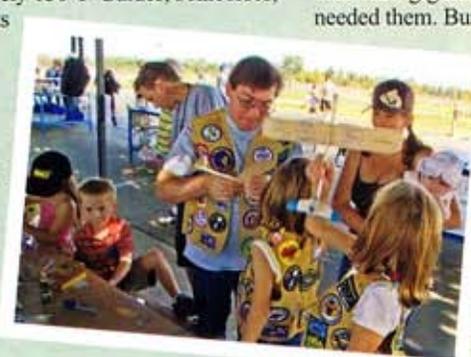
If your club is considering hosting a TAG event or has the opportunity to hold some kind of gathering that exposes kids and the general public to aeromodeling, go for it as soon as possible. You'll probably be happy you did.

Thanks to the San

Fernando Valley Y-Guides and Princesses, Mark VanKirk, and Y-Fly 2008 volunteers. Those were Adam Gelbart, Bill Grafeman, Michael Bernard, Pat Ziliak, Jay Replogle, Ricc Bieber, Tony Di Leo, Gregg Fullington, Mario Sweet, Burt Magbanua, Gene Haban, Dave Sweany, George Finch, Don Farra, Willie Gardener, Clifford Sonnentag, Bob Tarlau, David Tarlau, Sam Gengo, Scott Ramos, Ralph Rosen, Sam Sandweiss, Glen Roe, Mitch Kahn, Rob Janiger, and Danny Ziliak.

You can see our Y-Guide event video, including the Fox 11 news clip, at www.youtube.com/watch?v=tuvRqbq8VQ. For more about the San Fernando Valley Radio Control Flyers, go to www.valleyflyers.com. **MA**

—Chuck Thompson
San Fernando Valley R/C Flyers Vice
President





Serving the model flying community since 1950.

www.valleyflyers.com

BLAST FROM THE PAST

...from the archives of the Valley Flyer Newsletter

Pictured below is our nomination for the best RC club in creation, The Valley Flyers: A beautiful shot by our photographer extraordinaire, Reed Packard.



PACKARD PHOTOGRAPHY
SUNBANK

Our July meeting, which was held at the flying field, turned out to be a good one. We had a tremendous turnout, as can be seen by the picture, and we even held a raffle. Much fun was had by all.

I hope that all of you have seen the safety rules that we have posted at the field. The club was granted permission to post the impressive sign, so long as we were willing to provide it, which we did. Please read and heed.

Now that Ye Olde Editor is finally out of school, he had envisioned unlimited flying sessions with his latest toy. The Golden bird, alas, is no more. After about 60 fine flights on my Futura, I decided to practise spins one night. Note ye now, this is the first airplane that I have ever had that would spin every time a spin was commanded. Needless to say, I commenced to enter spins at lower and lower altitudes until the inevitable occurred. I entered a three turn spin with a scant $2\frac{1}{2}$ turns of altitude. The resulting crash could be heard county wide. As Clarence Lee succinctly stated to me after I had remarked upon my lack of intelligence to him: "Yup, it sure was a stupid thing to do.". My radio gear survived, even though the ship hit hard enough to leave my Max .40 with an egg-shaped intake. Back to the Kwiksilver.

I understand that Clarence got tangled up with a prop and did some rather serious damage to his hand. I hope that all heals up well, those props can be rather nasty.

Our next meeting looks to be a good one. Dick Norsilkian and Bill Hutcheson are going to give a demonstration on foam wing sheeting. I believe that they are going to sheet a stormer wing. Should be interesting. Don Dewey, of RC Modeler Magazine is going to be our guest speaker in September. Should be another interesting session.

Summer of '67: The Summer of Love. From the looks of this photo from the August '67 VF Newsletter, members were loving something alright: Flying!

Autobiography of GENE W. SIDWELL

Modeler since 1928

Birth Date: May, 15, 1921

AMA Number: 59212

Written & Submitted by GWS (1/02)

Transcribed & Edited by SS (11/02)

Career:

- Was heavily involved with model aviation by 1938; flew gas engine Free Flight models
 - Served as an aviation cadet in the U.S. Army Air Corp (which later became the U.S. Air Force) during World War II; flew P-38s, P-39s, P-40s and P-63s
 - Worked for a bit as a test pilot at Air Research Company
 - Got back into model aviation in the early 1960s
 - Became involved with Formula One pylon racing; set a U.S. speed record in August 1987 of 203.613 mph
 - Member of the San Fernando Valley Flyers
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In 1928, when I was 7-years-old, I had my introduction into model aviation. I was living in Los Angeles, California, which at that time was a much smaller city. It was then that I saw a teenaged neighbor boy flying a wind-up stick model. I was intrigued by it and decided I had to have one. My neighbor became a friend and showed me how to build one out of balsa wood and tissue paper. By 10 years later, I was deeply involved in the hobby, flying gas engine Free Flight models at Dicer Airport and at the Gardena Midget Race Track, both of which have long since disappeared.

When World War II came along, with my interest in aviation, I was drawn to the Army Air Corp, which became the U.S. Air Force. I became an aviation cadet. During and after I graduated, I flew many World War II fighters such as the P-39, P-40 and P-63. I wound up in Europe flying P-38s in combat. While I was in Italy, I was injured in a truck wreck and could hardly walk, but I continued flying until the war ended.

When I got back to the States, I spent the next two and a half years in and out of hospitals for treatment of a ruptured disk in my lower back. While in the hospital in San Francisco, California, I met a fellow patient who was interested in radio. At that time, radio control of airplanes was just beginning to get started – it was about 1946. After kicking the idea around, we decided to try to build a Radio Controlled (RC) model airplane. I was to design and build the airplane and he was to make the radio for it. Just at that time, I was moved to a hospital in Central California, and, although we were separated, we continued the project.

I had my airplane fairly well along with a four-foot wingspan, but the radio he designed had a vacuum tube about four-inches tall and it would have taken a giant scale plane to fit the tube into it. To build a giant scale plane in the hospital could not be done. The upshot of it all was when I finished the airplane it was a Free Flight and the radio was never completed.

When I finally got out of the hospital and the Air Force, I got a commercial pilot's license. The twin-engine P-38 qualified me for it. I tried to get an airline job, but the bomber pilots with four-engine time seemed more qualified. I did get a job at Air Research Company as a test pilot, but my wife became pregnant and I decided no more of that.

It was not until the early 1960s that I got back to model aviation. It was along about that time that RC was getting started. I still had two Free Flight airplanes that I thought about converting to RC. So, I switched them from the old ignition system to glow plugs and flew them Free Flight a time or two. I decided not to convert them to radio, and they survived to this day. The oldest was built in 1938, and the other was the hospital-time bird.

In the late 1960s and early 1970s, pylon racing got started. Formula One was the largest challenge, so I went for it. I believe it was in the 1980s that Q500 became popular, and later with the advent of the Nelson Engine they could go nearly as fast as the early Formula Ones.

Speed for me became an obsession, so I decided to go for a world speed record. On August 8, 1987, at Edwards Air Force Base using the same method as the Russians used to set a world record of 212 mph, I was able to do 203.613 mph. I did not beat the Russians, but it was a U.S. record. But, since the AMA did not have a U.S. record established, it is not recognized. The speed record was the high time in my career, but since then I have continued racing and once in a while, I beat someone.

Most of my RC model flying has been as a member of the San Fernando Valley Flyers, whose field is at the Sepulveda Basin in Southern California. Recently, the field has needed re-paving because in the winter it is sometimes flooded. Although the field is under the control of the Los Angeles Park Department and the Corporation of Engineers, they were not interested in parting with any money for the project. The San Fernando Valley Flyers and the Giant Scale Squadron, as well as other clubs that use the field, got together along with the hobby shops in the area to fund the project. The Valley Flyers have a foundation and it was possible to donate money to the foundation, which was tax deductible; and was a way to entice some sizable contributions. After a period of six to eight months, enough money was collected and the field was re-paved. I believe it is one of the best flying sites in the country.

My next project is to fly my giant scale P-38, which I recently completed and have not flown, yet.

*(signed) Gene W. Sidwell, Capt. U.S. Air Force ATD
January 2002*

- End -

Biography of CLARENCE F. LEE

Modeler since 1930

Birth Date: September 4, 1923

AMA Number: 2579

Submitted by CFL (7/00)

Transcribed & Edited by SS (12/02)

Career:

- 1941: Went to work for Vega Aircraft
- December 1942: Joined the Army Air Corps; served until 1946 and then was in the Reserves for seven and a half years
- Obtained a commercial pilots' license with multi-engine and instrument ratings
- 1956: Started flying Control Line in the service and continued until he became interested in Radio Control
- 1955: Placed third in Control Line Precision Aerobatics and in Proto Speed at the California Nationals
- 1959: Designed the first Lee .45 engine for Radio Control use
- 1966: Placed first at the LARKS Open in Expert class
- Sold production rights of his engine to Veco and proceeded to design numerous engines for them, including the redesigned Veco .45, the redesigned Veco .19, and the Veco .61
- After Veco closed, he eventually started his own model engine business
- Member of the National Miniature Pylon Racing Association, the Valley Flyers Radio Control Club and the Model Engine Collectors' Association
- January 1969: Started writing a column called "Engine Clinic" in the January 1969 issue of *Radio Control Modeler* magazine

Honors:

- 1983: Model Aviation Hall of Fame

Clarence submitted the following biography, originally written for Radio Control Modeler magazine by Don Dewey. In July of 2000, Clarence was writing a column called "Engine Clinic" for the magazine.

An Introduction of Sorts... Clarence Lee, Engine Clinic

By Don Dewey

Born in Los Angeles, California in 1923, Clarence Lee grew up and attended school in nearby Glendale, California. At the age of seven, he built his first solid model, which was quickly followed by flying stick models. His entry into powered aircraft came in 1937 when he built a Megow Quaker *Flash* after working for a year at odd jobs in order to buy the knocked-down, unassembled Bunch Mighty Midget that would power it. His second Free Flight was a Modelcraft *Miss Tiny* powered by a Keener Brat .15. Clarence found the model to be badly underpowered, so he designed a two-thirds size *Miss Tiny* that then flew quite well with the Brat.

Actually, as Clarence remembers it, the reduced size *Miss Tiny* flew well enough that he wore out the connecting rod! Since he was taking auto shop in high school at the time, he asked the shop instructor if he could make a new rod since the shop had a lathe and drill press. The teacher agreed and Clarence learned to operate a lathe – something that he found came quite naturally to him. After a couple of attempts, he had a finished rod and soon after began making parts and repairing engines for his modeling friends.

Lee lived just a few miles from Grand Central Air Terminal where many historic flights took place. As a boy, he would stand outside the terminal fence, dreaming of becoming a pilot as he watched the Ford Trimotors and Curtiss Condors take off and land. A short distance away was an Army National Guard flying field where various military aircraft practiced their maneuvers, and Clarence decided then and there that he would become an Army Air Corps pilot.

While attending high school, Clarence worked part-time for a Glendale Chevrolet dealer, first detailing cars then, as his auto shop experience grew, installing new clutches, new rings, doing valve jobs and, eventually, complete engine overhauls. Lee's first car was a 1929 Model A Ford with a 1932 Model B engine. As he earned money, he installed a Winfield high compression head, a three-quarter race cam, an SR downdraft carburetor, and a Mallory distributor – a hot combination in those days! When he could afford the gasoline, he would run the car through the timing traps at Muroc Dry Lake (now part of the Edwards Air Force Base flight facilities). His best time was 101-102 mph. To this day, as with model engines, Clarence has remained involved with automobile work, both as a hobby and professionally.

After graduating from high school in 1941, Clarence went to work for Vega Aircraft, then a division of Lockheed Aircraft, where he worked swing shift as a machinist. During the days, he attended Glendale Junior College in order to meet the two-year college requirement for joining the Army Air Corps. Shortly after the Japanese attack on Pearl Harbor, that requirement was dropped for those who could pass an equivalency test. Clarence was sworn into the Army Air Corps as an aviation cadet trainee in December 1942. During flight school in Texas, Lee flew the *PT-19*, *BT-13*, *AT-17*, and *AT-10* with his final 10 hours in the *B-25*. Besides the aircraft mentioned, Clarence had flight time in a variety of military aircraft including the *P-38* and *P-51*.

During flight training, Clarence was supposed to be training to fly the Martin *B-25*, but, upon his graduation in 1944, the aircraft was declared obsolete. Lee ended up being sent to the China, Burma, and India theatre where he piloted *C-47s* and *C-46s* for a combat cargo group flying the “hump” (Himalayan Mountains) from Burma to various airfields in the Kunming area of China. He made 67 hump crossings carrying bombs, aviation gasoline, and Chinese troops. On VJ-Day, his group was transferred to Shanghai, China, to take over the Kaingwan Air Base from the Japanese.

Clarence returned to the United States and was discharged from active duty in 1946, although he remained in the Army Air Corps Reserve for an additional seven and a half years. Lee currently holds a commercial pilot's license with multi-engine and instrument ratings.

After his return to the U.S., Clarence married his wife, Peggy, who at the time had a small floral shop located in a local nursery. Inasmuch as many thousands of pilots had returned home from World War II a year before Lee, the commercial piloting jobs had all be filled; by cashing in some war bonds, the Lee's managed to raise enough money to rent a larger building in the main part of Tujunga, California, where they opened up a floral business and where Clarence worked for several years.

Clarence began flying Control Line models while still in the service and continued until 1956 when he became interested in Radio Control. One of his best Control Line endeavors was placing third in precision aerobatics at the 1955 California Nationals where he also captured third place in proto speed.

After taking up Radio Control, Clarence was somewhere unhappy with what was available in the way of engines for Radio Control use. As a result, in 1959 he designed and built his first Lee .45 engine he designed strictly for Radio Control use. The engines were an instant success and used by most of the top pattern flyers for numerous contest wins during that era. His own personal best was a first place win at the 1966 LARKS Open in expert class. This event was the major West Coast contest of the year, drawing in excess of 120 entrants.

Clarence's custom-made Lee engines carried a money back guarantee if the purchaser was not happy with the performance. He never had anyone take him up on that guarantee! Following the success of the engine, he sold production rights to Veco Products and a redesigned version became the Veco .45. Lee was then commissioned by Veco to design a new ball bearing version of the original Veco .19 designed by Mel Anderson. Parts for four prototype engines were made and the first production engines released in September of 1964. Clarence kept serial number 001 and well-known West Coast flyer, Dale Nutter, got 002. Dale went on to set a new AMA Pylon speed record with the engine.

Lee was then commissioned by Veco to design a .61 size engine. With his past experience with the .45 and .19, he knew what he wanted in the way of a crankcase, so they went directly to the die-cast case without building sand-cast prototypes. While the dies were being made, Clarence made the crankshafts, pistons/sleeves, and remaining parts. Parts for six prototype engines were made with five engines being assembled and the sixth saved for replacement parts. Serial number 001 of the new Veco .61 was given to Cliff Weirick in July 1965 and Cliff went on to win the AMA Nationals with it that same year.

The next Veco commission for Clarence was to design and build a new ball bearing .29-.35 engine following the basic design of the .19, .45 and .61. Three prototypes were built, with one of them going to a Control Line Speed flyer, Gene Leedy. Gene, subsequently, set a new Class B Proto speed record with that engine. Unfortunately, the engine never went into production since Henry Engineering, the parent company of Veco Products, decided to drop the model engine business and concentrate on their manufacturing of aircraft seats since the airlines were in the process of developing the first wide-bodied commercial airliners.

Clarence competed in Radio Control competition pattern events for about 10 years until he became tired of the constant practice required. Not one to give up on competition, however, he entered the then new Formula I Pylon Racing event, first racing as a team with his good friend, Wayne Wainright, and later as a team with his own son, Jack Lee.

Today, Clarence laughingly refers to himself as semi-retired although he has not yet found a way to take things easier. In fact, busier than ever, Lee's model engine business is now a full-time operation as he sells custom fit versions of engines in the K&B line. Having sold many

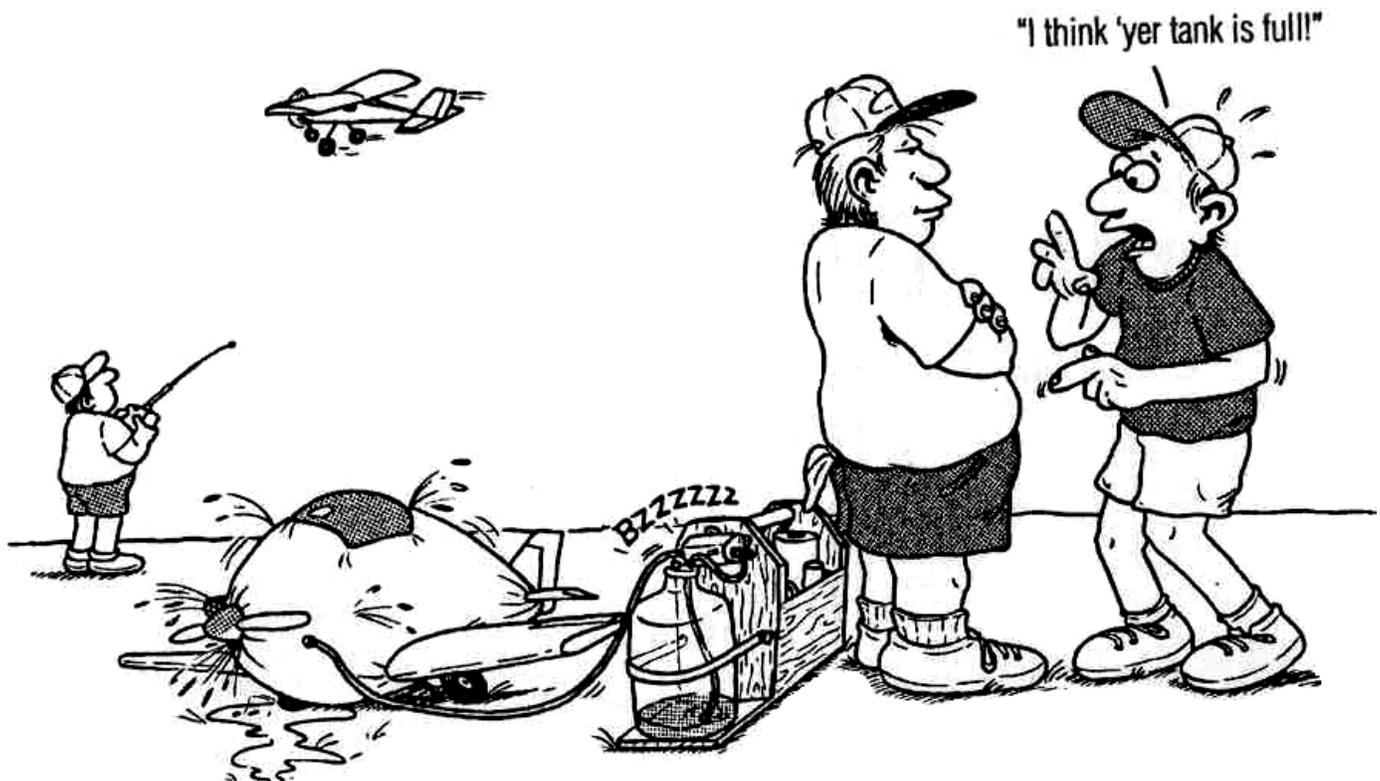
thousands of engines over the years, the servicing, and repairing of these engines is almost a full-time operation in itself. Clarence admits that he continues the model engine business mainly to keep active, never having been a person who could sit back and do nothing.

Clarence Lee holds AMA number 2579 and was inducted into the Model Aviation Hall of Fame. He is a member of the National Miniature Pylon Racing Association, the Valley Flyers Radio Control Club, and the Model Engine Collectors' Association. In addition, a ham radio operator, Clarence's ham call is WB6SAF.

Clarence's column, "Engine Clinic," has appeared in every monthly issue of *Radio Control Modeler* magazine since January of 1969. His column has been immensely popular with our readers since its inception and has always ranked among the top three in ever Reader Interest Survey conducted by the magazine. In addition, without fear of contradiction, I believe that most of us have learned most of what we know about the Radio Control engine from Clarence Lee. His personable type of writing, combined with his vast knowledge of his subject material has made him one of our sports most valuable assets.

- End -

Barney's modified fuel pump needed to be monitored closely...



Tips & Tricks

Wires

Get a hold of a junk VCR and take it apart. Quite often there are a lot of wire harnesses in it. While the wire is other colors, as well as black and red, it is high quality and works very well for RC hookups.

Lite Ply Replacement

My favorite material is "doorskins" to use in place of Lite Ply. You can purchase these at your local building supply company for around 5 bucks. The sheets are 36-inches wide by 80-inches high and about 1/8-inch thick. I have used this in place of Lite Ply in fuselage sides, hatches, landing gear mounts, servo mounts, etc., and have never had a failure.

Plywood on the cheap

Also along those lines, cabinet makers have birch- and oak-faced ply pieces in different sizes 1/4-inches thick, that they will sell to you for a responsible price. I use these for firewalls, gear mounts in bigger airplanes, and you can double them up to make firewalls for gas engines.

Hardwood

For spars, I use 1/4 x 8 feet poplar or maple. One board can be carefully cut in a table saw with a fine blade (be safe when you use power tools). You can cut these in 1/4 x 3/8, 1/4 x 1/2, etc. and make enough sticks to last for years!

—all from the First State R/C Club, Wilmington, Delaware



Position	Name	Phone	Email Address
President	Jason Pakfar	818-206-5777	jason@pakfar.us
Vice President	Chuck Thompson	818-359-3976	chuckthompson@mac.com
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Secretary	Scott Ramos	818-407-1180	saramos@earthlink.net
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Program Director	Bob Joyce	818-886-3715	bobjoy@aol.com
Event Director	George Finch	310-459-1577	gwinch@aol.com
Flight Coordinator	Tony di Leo	818-652-9366	toniano@yahoo.com
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Membership	Gary Stevens	818-830-1101	glstevens@verizon.net
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Media Director	Clifford Sonnentag	818-558-1157	clifford@bobeproductions.com
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We're also in need of an experienced RC hobbyist to provide technical support to our customers via e-mail and over the phone. When our customers have questions about product specifications, matching components, troubleshooting, and a range of other topics, you'll be there to help.

We take great pride in our Customer Service, and unless you're willing to always make the customer your number one priority, this is not the job for you. Successful technical support representatives are able to either provide 100% accurate answers or provide customers a source that can do so.

If you're a good fit for either of these openings, please send a cover letter and resume to sales@CommonSenseRC.com.



Apollo XI Facility Schedule – 2009

Organized Events Provide Field Improvements for Everyone!



Date	Club	Event	
FEBRUARY			
22	SUN	VF	Swap Meet & FREE VF Fun Fly
MARCH			
6 – 8	FRI – SUN	VF	Aero Design West – Collegiate Weight Lifting Contest
15	SUN	BSS	Electric Control-line Fun Fly
22	SUN	VFGSS	Giant Scale Fly In
APRIL			
3	FRI ½ Day	VF	Q40/Q500 / APRA/AMA
4 – 5	SAT & SUN		
19	SUN	BSS	West Coast Racing Series All Electric Fun-Fly
MAY			
2	SAT	VF	Pizza Fun Fly / Engine Clinic
3	SUN	VCB	C/L Stunt Clinic – 2 circles – Runway OPEN
23 – 24	SAT & SUN	VF	LA JETS Spring 2009 - 2 Days
JUNE			
5	FRIDAY	VF	Western States 3-Day Electric Fun Fly
6 – 7	SAT & SUN		
19	FRI ½ Day	VF	Howard Reed Memorial Q40/Q500 / APRA/AMA Pylon Races <i>Western Championship</i>
20 – 21	SAT & SUN		
JULY			
5	SUN	VFGSS	Giant Scale Fun Fly
12	SUN	VF	Second Annual Warbird Race
24 – 26	FRI – SUN	VF	LA JETS – Summer – 3 Days
28	TUE	VF	Club Meeting at Field 7:30 PM
AUGUST			
7	FRI	VF	Western States Scale AMA Scale, Expert, Sport & Fun
8 – 9	SAT & SUN		
8 – 9	SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest – 4 Circles
30	SUN	VF	Swap Meet & FREE VF Fun Fly
SEPTEMBER			
13	SUN	VFGSS	Giant Scale Fly In
27	SUN	VF	Valley Flyers Fun Fly / BBQ
OCTOBER			
3 – 4	SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest – 4 Circles – Runway OPENpen
9	FRIDAY	VF	LA 3-D Helicopters
10 – 11	SAT & SUN		
25	SUN	BSS	All Electric Fun Fly
NOVEMBER			
7	SAT	VF	November Fun Fly & Night Fly
29	SUN	VF	LA JETS – Fall – 1 Day
DECEMBER			
13	SUN	VFGSS	Toys-for-Tots: Open to all sizes

½ Day: Although the schedule states ½ day for the first day of a multi day event, the field may 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 the field will always be open for sport flying during the practice day morning.

2009 Schedule of Events

Club Meetings

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

Please bring a few extra dollars for refreshments and raffle tickets.



We have the Meeting Hall reserved until 9:30 PM on meeting nights so we have plenty of time for Show & Tell!

2009 Club Meeting Schedule

January	27th	July	28th ^{Field Nite Fly}
February	24th	August	25th
March	24th	September	22nd
April	28th	October	27th
May	26th	November	24th Raffle
June	23rd	December	Party !

Board Meetings

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

2009 Schedule			
January	8th	July	2nd
February	5th	August	6th
March	5th	September	3rd
April	2nd	October	1st
May	7th	November	5th
June	4th	December	3rd

Fellow Member Has Investment Opportunity with Animation Project!

How would you like to become a part of a new trend of mixing Hollywood award-winning storytelling with the visual appeal of Japanese Anime? Hi, I'm Avi Melman, fellow member. I started with the Club about 3 years ago but lately my flying time has been taken up by work: Right now, our studio is co-producing a huge animation project with global marketing strategies. Interested in some profit-sharing potential? A percentage of income from DVDs, video games, toys, comics, etc. can be yours. My team is selling "Producers Points" in our production. Interested in more info, email me at amelman@cybergraphix-anim.com or call me at 818-216-8825.

SUPPORT THE HOBBY SHOPS THAT SUPPORT YOUR CLUB!

eHobbies.com 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.	(877) eHobbies (346-2243)
Evetts Model Shop Colby Evett	1636 Ocean Park Blvd., Santa Monica CA 90405 (Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun 10-1)	(310) 452-2720
eHobby House	17721 Vanowen Street, Reseda, CA	(818) 609-1968
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
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 Zone Edwin	1617A Victory Blvd., Glendale Ca 91201 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 1-5)	(818) 546-2291
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
Smith Brothers David	8941 Reseda Blvd., Northridge, CA 91325 (Mon, Tue, Wed, Thu, Fri, Sat 10-7); (Sun 10-5)	(818) 885-8636
TdL Model Systems Tony di Leo	CNC Foam Cutting by Appointment www.TdLModels.com	(818) 652-9366