



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

July 2003

INSIDE THIS ISSUE

Board Member Letters	1
President's Corner	1
Treasurer's Report	1
Program Director	1
Safety Views	2
Rotors and Motors	3
From the Editor	3
Members Corner	3
Valley Flyers Annual BBQ	3
Valley Flyers Foundation	3
Show and Tell Featured the Following	4
June Monthly Give Away Results	4
New Airplane & Related Releases!	4
Valley Flyers Meetings Minutes	6
General Meeting	6
Board Meeting	6
Classifieds	6
Schedule of Events	7
Club Meetings	7
Board Meetings	7
Apollo XI Facility Schedule	8

*Remember the
Valley Flyers General Meeting
is Tuesday July 22nd at the
Encino Community Center.*

couple of conversations with them the lack of budget has been high on their talking point priority. In light of this, we may need to mount a fund drive to get some of this work done.

That's about all for now. Hope to see you at the races this weekend.

Treasurer's Report

By Matt Carroll

Account Balances as of 5/31/2003

Checking	\$4,804.28
Savings	\$2,647.67
Total	\$7,451.95

Board Member Letters

President's Corner

By Barry Leavengood

Sonia and I were out of the country last month and missed the Heli Fun Fly and the indoor ROG events but I hear they were great fun. The next event, which will be history before the newsletter is published, is the Howard Reed Q40 / Q500 race this weekend. Chris Hoyer and Travis Flynn are putting it on and I'm sure they will do an outstanding job. After that, at the end of June, comes the Hobby People engine clinic put on by Harvey Elms. Hobby People put on a fantastic seminar on their engines and related products and, I believe, have a raffle or prizes. This event is very informative and everyone should attempt to attend. These events are the lifeblood of the club and promote new interest in the hobby so we should all attend and help out.

The artwork for the new field signs is done, thank you Dianna, and we are now in the process of submitting it to Recreation and Parks to actually get them made. Hopefully they will be up in the next couple of months.

There was considerable discussion on irresponsible and dangerous flying at the last board meeting. A reported incident of a model pulling in front of then chasing a full scale Heli triggered the discussion. The board decided we would contact Recreation and Parks and see exactly what process is in place to have offending individuals banned from the park. We just cannot have this kind of activity going on.

We will be meeting with Recreation and Parks in the near future regarding improvements to the Heli and Park Flyer areas. In my last

Program Director

By Ricc Bieber



The roar of the crowds! The smell of motors straining to take off! The smell of pizza in the air!

This year's ROG is in the books. If you missed it, start getting ready NOW for next May's classic event. We had something for everyone, and it seemed that everyone brought something. There were even some "ringers", but they proved that preparation is the byword. Without it, you don't compete.

The amazing thing to the whole evening was the fact that there was a full gallery of spectators. We also had a few newcomers, one young man who even placed right out of the box. We congratulate all who participated--that's the major point of this event. By the way-the pizzas with anchovies disappeared the fastest!

On a personal note, the Kadet Senior has flown! I want to take this

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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.

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opportunity to very personally thank Dave Hendrix for working with me and getting my plane in the air. It took some time to work out the bugs (mechanical) and get it in the air, and I could simply not do it without the help and guidance of a real "pro". Dave epitomizes the meaning and spirit of our reason for being--helping those of us who don't have the education and experience and making us better for the next time. Thanks, Dave! I'm ready for the next project!

Better weather means more flying time. Use it wisely.

Safety Views

By George Finch

An unfortunate accident occurred at the Howard Reed Race. The engine of a top competitive racer began to go sour. By the time he got it going properly needled, his starting time was running out, so he started to race to his flying position. Previous aircraft had laid down an ample supply of oil on the pylon pad and the combination of slick pavement and a quick move resulted in a clumsy pirouette followed by a knee drop into a carbon fiber propeller turning about over 22,000 RPM! At first glance, the knee looked totaled, but apparently the pilot's kneecap was in good shape, so most of the damage was to skin and propeller, not bone, tendons, and muscle. After a trip to the emergency room, with Good Samaritan, Danny Coe who gave up racing to make the trip, about four hours later the pilot was back limping on the well-banded knee. We all hope that early reports that a complete recovery is expected come to pass.



According to the APC Web Site, all propellers are inherently dangerous, with model airplane propellers being especially dangerous. and those used in high performance racing being extremely dangerous. Model airplane engines designed and modified to achieve maximum operating capabilities create unpredictable and potentially severe loads, leading to various forms of potential propeller failure. Ignoring reasonable safeguards may be catastrophic.

The warnings about propeller use, provided by the manufacturer are not just annoying stickers requiring Goo-B-Gone to remove, but instead must be taken seriously, especially for racing applications. It is very risky to assume that a racing propeller blade will not fail, especially when used with state-of-the-art racing engines. Nevertheless, occasionally Tims are observed standing in the plane of propeller rotation of high performance racing engines running at full power. This is very frightening.

Ideally, a product can be designed with credible knowledge of the environment (loads acting on the product) and capabilities of the product to withstand that environment (not fail). The principle load components acting on a propeller are:

- Centrifugal (from circular motion causing radial load)
- Thrust/drag (from lift and drag acting on blade sections)
- Torsional acceleration (from engine combustion and/or pre-ignition)
- Vibration (from resonant frequencies or forced excitation)

Another potential source of loading is aero-elastic tip flutter. Self-exciting aerodynamic loads at a resonant frequency may cause this.

Of the kinds of loads that appear on a propeller:

- Centrifugal loads are very predictable, given rotational speed and mass density distribution of a blade. Their contribution to total stress is relatively small;
- Thrust/drag loads are somewhat uncertain due to complexities of aerodynamic environments. The relative axial speed at the prop (at any radial station) is aircraft speed plus the amount the air in

front of the blade is accelerated by the mechanics creating thrust. The latter may be approximated using first order classical theory. Much empirical lift/drag data (from wind tunnel tests) exists to quantify lift/drag loads, once relative velocity and angle of attack distributions are established; and

- Torsional acceleration loads are not easily determined (two cycle engines accelerate the prop for about 150° and after 40° more decelerate the prop for about 150° with 4 strokes applying much higher acceleration loads for about 180°). Analytical estimating techniques suggest that torsional acceleration loads can become dominant when pre-ignition or detonation occurs. These analytical observations are supported by test experience with very high performance engines running at elevated temperatures. The latter causes a high torsional load (about the engine shaft) which creates high bending stresses, adding to those from centrifugal force and lift/drag effects. These torsional acceleration loads depend on unique conditions for specific engines. Engines "hopped up" for racing appear to be especially prone to create high torsional loads when lean mixtures lead to high cylinder temperatures and pre-ignition/detonation.
- Vibration causes additional loads from cyclic motions. These motions occur when resonant frequencies are excited or when cyclic load variations exist on the blade. The magnitude of these variations depends on how close the driving frequency is to the resonant frequency and the level of damping in the propeller material. Engine combustion frequency is an obvious excitation. Obstructions in front of or behind the blade can cause cyclic variations in thrust load. Once a blade starts to flutter, those motions alter the flow, causing variations in loading. High performance engines have caused propeller tips to break, presumably due to fatigue failure from vibration. Aero-elastic flutter is speculated to be a dominant mechanism causing rapid fatigue failure near a tip when insufficient or destabilizing tip stiffness exists. The interaction between variable loading and deflection induces a high frequency vibration with unpredictable magnitude.

Propellers that are used in fairly routine and widespread applications (sport and pattern) lend themselves reasonably well to test procedures that provide reasonable confidence. In time, a sufficient database develops that can be used to empirically quantify performance and "anchor" or "tune" assumptions used in analytical models. However, propellers that are used for increasingly extreme performance applications (including overpowered war birds) do not benefit from the large empirical database sport and pattern propellers enjoy. Assumptions and design practices developed for current generations of engines may not be valid for emerging engines whose technologies continue to push engine performance to greater extremes. Consequently, propellers that are used in applications where performance is already relatively high (and expanding) must be used with great caution.

An adverse cascading effect occurs when propellers are permitted to absorb moisture in high humidity environments. Composite strength, stiffness and fatigue endurance all reduce with increased moisture content. Reduction in stiffness typically causes resonant frequencies to move toward the driving frequency (increasing torsional loads) and, the reduction in strength reduces fatigue endurance. Composite propellers should be kept dry.

Assume that propellers can fail at any time, especially during full power adjustments on the ground. Never stand in or expose others to the plane of the propeller arc and if possible adjust the engine from behind the propeller, since blades and whole props, when thrown, tend to go forward as well as outward. Any time a composite prop blade has a white looking hub, it is failing so throw it away, and finally never hand start a composite prop, unless a large supply of bandages are available and you haven't given blood for at least two weeks.

An update on Terrible Tim. Apparently everyone is emptying the flight line when he makes an appearance. Therefore, Tim is starting his

Dago Red in the pits on a table on a foam cradle and then if he hasn't injured someone by then, hand launching it at the edge of the pits at the center taxiway so it has a better chance of snap rolling and coming back in the pits than when it is launched from further out the taxiway. I guess he wants to clear out the pits as well as the flight line. If this was not a family club, I think I would change his moniker from "Terrible" to that part of the anatomy that puckers and on which the sun does not shine.

SAFETY, EVERYONE'S RESPONSIBILITY

Rotors and Motors

By Mitch Kahn

Well guys, I am taking it on the road. I feel like I am in grade school again, but summer is here, and my wife and I are traveling the country. We are both teachers, and for the first time, we are not working summer session. Yes, of course I am taking a helicopter with me.



As I write this, we are poised to leave California tomorrow morning, and I am not quite sure how clothes, food and camping gear are all going to fit after I pack my Raptor 50, support equipment, fuel and spare parts.

So two things: Since we'll be visiting National Parks and Monuments, the temptation to do, say pirouetting flips in front of Mount Rushmore will probably be overwhelming, so I will need a collection for bail money. Second, like I said before, I'm not working this summer, so I am looking to line up meals for late August. Just kidding; mostly.

Hey, late August. Two remarkable helicopter things are coming up. As it turns out, I will be passing very near Muncie, Indiana on my way back West. I plan to go to IRCHA this year which is mid August, and then our big 3-D Heli Classic, Labor Day Weekend. Very exciting.

So everybody enjoy the summer; behave and try to play nicely with others. While not perfect, Apollo 11 Field is a pretty great place to fly. I'll miss it, and I look forward to our big event Labor Day weekend.

From the Editor

By Dianna Myers

This month I need to announce that due to increasing family responsibilities and work stresses I will be unable to continue as the Newsletter Editor. The newsletter is in Microsoft Word format. I would like to encourage anyone to volunteer to this position.

I would again like to take the time to thank those members who have submitted articles.

Members Corner

Valley Flyers Annual BBQ

By Bob Smith CD for October 26 Safe/Fly

It might seem a little early to some but its time to start planning and scheduling the Annual club BBQ and Safe Fly event for 2003. Mark your calendars for Sunday, October 26

The Safe Fly portion is open to all AMA and Valley Flyer members. Non-club members pay an entry fee of \$5. I plan on having some form of identification to distinguish entrants from the free loaders!

The BBQ portion of the event is free to Valley Flyer members and their significant other. Guests of members are to be charged \$5. Chicken, steak, baked potatoes are the preliminary choices of entree

I plan on having a membership signup for salads and desserts, so hopefully there will be some balance between the two for serving purposes.

I'll also need some volunteers for flight line safety, registration, transmitter impound and of course event setup and dismantling.

If the meals are being served close to the storage bins, the electric flying area will be either shut down or relocated during the meal period.

If you have any special needs for this event, such as frequency restriction for special training needs, I need to know as soon as possible, so that the flyer will reflect these restrictions! Don't show up at the field with special requests! Let me know well in advance (by the end of July).

Last but not least, I'll need volunteers for the 'food committee'. Those would be the folks who have the food area prepared along with the meals. I will be verifying membership for those that plan on attending the BBQ and providing members with 'meal' tickets, so that a member of the food committee can verify they qualify for the BBQ meal.

More to come...

Valley Flyers Foundation

By George Finch

Bob Smith was elected at the June Board Meeting of the Valley Flyers Club to serve a 5-year term on the Foundation Board.

The Foundation wishes to thank Chuck Gaudette for donating two FMA Co-Pilots. They are being installed on club trainers for use with absolute beginners. Thanks again Chuck.

August 5, the Foundation is sponsoring an aviation educational program at the Encino Rec. Center as part of the preteen Camp Encino. The youngest kids will be building and flying foam plate gliders from already marked plates. The next age group will have to trace the pattern on the plate before cutting it out. If you want to see the construction article, it is up on the AMA web site at: www.buildandfly.com/fpg9instructions.ap. As a test I built a plate glider and gave it to Chuck Gaudette's active six year old at the ROG meeting. It survived a series of really awful launches (knuckle balls, curves, straight downs, etc.) as well as some beauties. Chuck told me at the June meeting that it still exists, so it seems to have passed the acid test. The older kids will build, fly, and repair Delta Darts. The Old Farts from the Black Sheep are helping out again this year as they are true experts in Delta Dart construction. If you want to spend a day removing CA from fingers, and repairing Delta Darts, come join us. Although the flight contest ribbons, plates and Delta Dart kits are being supplied by the Foundation, John at Hobby People Encino has donated the building supplies.

The Valley Flyers Foundation is a conduit for those who wish to make tax-deductible bequests or contributions of money or auctionable model stuff to promote local model aviation, especially through improvements to the Apollo 11 Model Aircraft Field. If you want to make a donation or have questions, please contact Bob Smith, Bob Joyce, Greg Horwitz, Barry Leavengood, or George Finch who

constitute the current Board of the Foundation. They serve at their own expense so all contributions go into modeling.

Show and Tell Featured the Following

by Bob Smith

1. **Dave Hendrex** and his electric Miss 2. Dave demonstrated how to cool this electric bird, which is not included in the instructions. Dave also presented blown up plans (IMAA legal size) for the Valley Flyer sport aircraft, featured in the February 1971 RCM magazine. On the cover was Dick Adam's (an employee of the pre Jay Replogle rendition of the Hobby House) daughter.
2. **Fred Roberts** presented his unusual aircraft, the Crossbow. The elevons sweep forward and attached to the wing! An O.S. powers it .46. Somehow the discussion came up regarding the new Magnum XLS engines, of which Fred has just installed in his Spitfire. It's a .52 two stroke and after some pretty serious bench break is doing very well on the aircraft! Dave Hendrex reported that Quickie pilots have been testing the new .40 XLS and have indicated it should do very well in running the APRA class of Q500.
3. **Gene Sidwell** brought a Chipmunk, which he brought back to life after purchasing in a swap meet. It has .91 four stroke for power, retracts, flaps and is guided by an Airtronics radio.
4. **George Finch** showed off his Predator APRA class Quickie. After losing a previous aircraft to structural failure, he reinforced this version at the fuselage behind the wing mount and at the firewall with carbon fiber. Looked pretty strong to me! He's running a Thundertiger .40.
5. **Sam Gengo** presented his Clancy Aviation electric Lazy Bee. He had decided on some modifications to lighten the aircraft and seems happy with the results!
6. **Steve Garrison** completed his 'real' kit of the Bridi Aircruiser. Nicely finished aircraft in Purple and Green Monokote with yellow painted stripes on the will tips. Powered of course by an O.S. .25 blue engine.
7. **Tony Deleo** presented two electric birds. One is literally a bird, in that the wings flap and the tail functions as a rudder and an elevator! Quite a sight to see that it actually flies! The other aircraft was a flying wing with devised magnets to hold the hatch together and silicon adhesive used to hold the elevons together, since the aircraft is made of s specially covered foam material.

Thanks everyone for bringing in your projects and sharing your experiences with the membership! It's appreciated.

June Monthly Give Away Results

by Bob Smith

PC9 RAAF ARF Model	-	Hunter Thompson
Power Master fuel	-	Dan Ziliak
ZAP-A-DAPA GOO	-	Paige Dunlap
2/56 Safety Lock Clevises	-	Dave Hendrex
Ultra Stand	-	Dave Hendrex
Hanger 9 Wing Rack	-	Dan Ziliak
J B Weld	-	Bob Smith

Hope everyone enjoyed the drawing. I'm sure those names listed did!

New Airplane & Related Releases!

submitted by Harvey Elms

Dynaflite Bird of Time Almost-Ready-to-Fly Unlimited Class 3-Meter Sailplane Classic thermal soaring*and easy assembly!

- Wingspan: 117.5 in (2985mm)
- Wing Area: 1050 sq in (67.73dm2)
- Weight: 3.75 lb (1700g)
- Wing Loading: 8.2 oz/sq ft (25g/dm2)
- Length: 50 in (1270mm)
- Requires: 2-channel radio w/1 standard servo and 1 micro or mini servo

The Bird of Time ranks among Dynaflite's most popular kits, and this ARF version supplies the same soaring performance in prebuilt form! With its broad wingspan and beautiful Top Flite® MonoKote® finish, the Bird of Time ARF is easy to track - even at maximum altitudes. Plus, it excels at 2-channel thermal and duration soaring.

- Ready for its first flight in as little as 2-3 hours.
- The hand-laid fiberglass fuselage increases durability and distributes weight evenly.
- The sturdy, built-up wood wing disassembles quickly into 3 manageable sections for easy transport.
- A roomy radio compartment makes eases installation of on-board electronics; there's even room, if desired, for a ballast box for increased wind penetration.
- Several tow hook locations are possible for maximizing launch angles when using a high start or winch.
- The vertical fin is built into the fuselage, eliminating attachment and alignment. The mini or micro servo required mounts in the fin for easy setup and precise, positive control.

DYFA0500 - Bird of Time ARF
 Retail \$199.99
 Street \$159.99
 DUE IN STOCK LATE JUNE

Goldberg Electra & Gentle Lady ARF Sailplanes
 Two great sailplanes - now 90% prebuilt! The Electra and Gentle Lady sailplanes have been popular kits for years*now they're available as ARFs that require only a few hours of final assembly!

- Both boast all-wood airframes that are jig built and expertly covered in premium iron-on covering.
- Powerful motors and superb aerodynamics combine to deliver exceptional soaring performance.
- Electra ARF
 - Wingspan: 78.25 in (1988mm)
 - Length: 41 in (1040mm)
 - Approx. Weight: 48 oz (1361g)
 - Requires: 2-3 channel radio, electronic speed control, battery
- Gentle Lady ARF
 - Wingspan: 78.25 in (1988mm)
 - Length: 41 in (1040mm)
 - Approx. Weight: 22-25oz (624-709g)
 - Requires: 2-3 channel radio, electronic speed control, battery

GBGA1040 - Electra ARF	GBGA1060 - Gentle Lady ARF
Retail \$189.99	Retail \$159.99
Street \$129.99	Street \$109.99

DUE IN STOCK LATE JUNE

Great Planes Mfg. U-Can-Do 3D .46 ARF
The same 3D thrills - in a popular .46 size!

- Wingspan: 56.75 in (1440mm)
- Wing Area: 904 sq in (58.3dm²) o Weight: 5.25 lb (2380g) o Wing Loading: 13.7 oz/sq ft (42g/dm²)
- Length: 58.5 in (1485mm)
- Requires: 2-stroke .32-.51 cu in (5-8.5cc) or 4-stroke .52-.70 cu in (8.5-11.5cc) engine, 4-channel radio w/6 standard servos

Our U-Can-Do 3D .46 ARF offers the outstanding performance of the .60-size original - in a size designed for easier transportation in compact cars and trucks. But don't let the size fool you: this is one 3D aerobat that will make a huge impression at the flying field."
Don Anderson President and Founder Great Planes Model Manufacturing

Last year, adventurous R/Cers took to the U-Can-Do 3D ARF with a passion - thanks to its uncanny ability to perform the most demanding maneuvers with ease. Now veteran pilots can duplicate those aerobatics on a slightly smaller scale, with the U-Can-Do 3D .46 ARF*while utilizing more economical power plants in the .32- to .70-size range!

- Flight-ready after only 6-8 hours of final assembly.
- Constructed using select woods covered in Top Flite® MonoKote® film, durable fiberglass parts, and equipped with Great Planes premium hardware.
- The wing is a one-piece design for handling and transporting ease.

ARF assembly makes it easy to get anxious modelers out on the flight line fast! The all-wood airframe is finished in brilliant MonoKote film and accented by the fiberglass cowl and wheel pants that are painted to match.

A great sport performer even with the smallest recommended engines, the U-Can-Do 3D .46 ARF becomes an aerobatic star when equipped with a larger power plant - capable of inverted flight, knife edge*even hovering!

Each aileron and elevator has its own servo for maximum control authority and precision - a set-up that also allows computer radio owners to explore control surface mixing to the max.

GPMA1269 - U-Can-Do 3D .46 ARF
Retail \$199.99
Street \$159.99
DUE IN STOCK EARLY JUNE

Futaba 9C Radios w/16K CAMPac Module & No Servos 9C technology - and more! Now with increased memory and flexibility!

They're the same great Futaba 9-channel PCM and 8-channel FM systems*enhanced with a CAMPac module that allows fliers to expand their built-in 8-model memory.

- By not including servos with these versions, modelers are free to choose their own (a terrific aftermarket selling opportunity for you).
- Besides being competitively priced, 9C systems are surprisingly simple to program too.
- The "Dial & Key" feature utilizes a mouse for finding functions; push-buttons are also plentiful.
- Mixes are available for any type of aircraft - with assignable switches and knobs - and all info shows up clearly on the huge LCD.

System	Rx	Tx	NiCd	Rx	NiCd	Bands (MHz)	Modulation
9CAF			R148DF			700mAh 600mAh 50, 72	FM

9CHF	R148DF	700mAh	1000mAh	50, 72	FM
9CAP	R149FP	700mAh	600mAh	50, 72	PCM
9CHP	R149DP	700mAh	1000mAh	50, 72	PCM

FUTJ75** - 9CAF w/16K CAMPac & No Servos
Retail \$529.99
Street \$369.99

FUTJ76** - 9CHF w/16K CAMPac & No Servos
Retail \$579.99
Street \$399.99

FUTJ77** - 9CAP w/16K CAMPac & No Servos
Retail \$579.99
Street \$399.99

FUTJ78** - 9CHP w/16K CAMPac & No Servos
Retail \$649.99
Street \$469.99

DUE IN STOCK EARLY JULY

Great Planes Mfg. Gee Bee .60 ARF
An aviation legend returns!

- Wingspan: 66 in (1675mm)
- Wing Area: 683 sq in (44dm²)
- Weight: 10.75 lb (4.88kg)
- Wing Loading: 36.2 oz/sq ft (110g/dm²)
- Length: 46 in (110mm)
- Requires: 2-stroke .75-.90 cu in (12.5-14.5cc) or 4-stroke 1.20 cu in (19.5cc) engine, 4-channel radio w/5 standard servos

Easy to assemble, and pilot-friendly too! With its outrageous profile and record-breaking speeds, the Gee Bee was an "extreme machine" long before the term was popular. Great Planes now brings back this Golden Age pylon racer in a big, beautiful, Almost-Ready-to-Fly replica designed for experienced low-wing sport pilots who want to turn heads at the field!

- Engineered for authenticity and ease, with a molded fiberglass cowl that's true to scale and already pre-painted to match the Top Flite® MonoKote® covering.
- In-wing mounts for the dual aileron servos shorten servo-to-control surface linkage, resulting in swifter, stronger response.
- A huge radio compartment makes servo installation a breeze.
- Includes photo-illustrated instructions, lots of formed fiberglass parts and a generous Great Planes quality hardware package.

A replica radial engine adds to the scale looks, and the cowl's "stand-off" offers the same cooling benefits as the original Gee Bee - for any power plant in the recommended range.

At nearly 1/4 scale, this ARF makes a huge first impression; however, its compact, 66" wingspan makes it an easy fit in most vehicles for transporting.

Like the cowl, the wheel pants and rudder are also made of precision-formed fiberglass, and repainted to match the plane's traditional trim scheme.

GPMA1326 - Gee Bee .60 ARF
Retail \$399.99
Street \$319.99
DUE IN STOCK EARLY SEPTEMBER

Hobbico FlyZone Sky Screamer Electric Powered Ready-To-Fly R/C Airplane

Everything's here for entry-level success!

- Wingspan: 27.5 in (699mm)
- Length: 23.5 in (597mm)
- Flying Weight: 6.1 oz (173g)
- Includes: 2-channel 2-stick radio, (2) 130-size motors, 4.8V 300mA NiMH battery, 20-minute field charger, electronic speed control, spare wing, (2) spare props, instructional DVD, screwdriver & wrench o Requires: 8 "AA" batteries, 6 "D" batteries

With its assembly ease, completeness, smooth flight characteristics and amazingly affordable price, the Sky Screamer is truly designed with the beginner in mind. Hobbyists as young as 8 years old can pilot the Sky Screamer - gaining confidence that will serve them well as they advance to higher levels of radio control. Getting into R/C flying just doesn't get any smoother than this!

- Advanced electronics control both climbing and steering, via the twin motors.
- The included field charger is powered by alkaline batteries (not included), making it very portable; in just 20 minutes the Sky Screamer is ready for takeoff again.
- Even as durable as this model is, your customers will appreciate the extra wing, tail section and two spare props that are included.
- Preinstalled for convenience, the Sky Screamer's twin motors and props are used for both thrust and turning. The rear-facing, "pusher" design helps protect the props from damage.

Everything shown here comes with this RTF! It's flight-ready in just a few minutes; there's even a VCD that guides beginners through final assembly and flight instruction.

The NiMH battery delivers longer flight times than a NiCd, and nearly non-stop flying fun can be attained with the field charger. It requires no external power source (operating on 6 "D" alkaline batteries, which are available separately), and recharges the plane in just 20 minutes. Unlike other "toy" airplane models, the Sky Screamer uses a standard-sized, hobby-quality radio that features a battery status LED.

HCAA2014 - Sky Screamer EP RTF
Retail \$79.99
Street \$65.99
DUE IN STOCK LATE JULY

Valley Flyers Meetings Minutes

General Meeting

June 2003 submitted by Bob Smith

Barry Leavengood, president, presided over the pledge of allegiance at 7:40 p.m.

Barry discussed the progress of the installation of the new field signs and is continuing the (hopefully) final meetings with Parks and Recs, so that they may be installed.

Matt Carroll presented Dianna Myer's drawing of the proposed field layout that defines who, where and what, in regards to the various flying venues allowed at the field.

Barry discussed the recent Howard Reed memorial Q500 race and thanked everyone who helped conduct the event. He also gave a brief discussion on the injury that occurred during the event with Jim Allen

sustaining a seriously cut knee while attempting to move into the pilots racing area after starting his motor. Jim returned to the event some hours later, with numerous stitches in his knee.

Barry reviewed some of the upcoming events, which included the AT6/Trainer race, and the Hobby People Engine clinic. Matt Carroll described the Engine Clinic event, asked for support, as the assistant CD, and passed around a sign-up sheet for event official volunteers.

George Finch and various members discussed many terrible Tim issues. George requested direct information from any witness related to the R/C aircraft and full size helicopter close encounter incident, initiated by Tim.

Bob Smith discussed the upcoming Camp Encino event, advising the membership and board that the date of the event is August 12th and not August 11th, per Harvey Elmes. (Harvey was out ill and not able to attend this meeting).

Bob reminded the membership that this a club community service event and is related to maintaining the relationship with the Encino Women's Club that allows us to meet in the facility we use.

Sam Gengo re-introduced Omar Rankine as a new junior member to the club.

Members took a 15-minute break from the meeting at 8:15 p.m.

Show and tell was conducted and finally the monthly give away (see commentary and results elsewhere in this newsletter).

The meeting adjourned at 9:45 p.m.

Board Meeting

Last submitted in February 2003

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 editor@valeyflyers.com. Ads and newsletter articles must be submitted before the first Tuesday of the month.



Schedule of Events

Club Meetings

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

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

2003 Schedule

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

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)
Evet's Model Shop Colby Evett	1636 Ocean Park Blvd., Santa Monica CA 90405 (Mon, Tue, Wed, Thu, Fri, Sat 11-5:30); (Sun Closed)	(310) 452-2720
Hobby House Jay Replogle	17721 Vanowen Street, Reseda, CA 91335 (Mon, Tue, Thu, Fri 11-7); (Sat 11-6); (Wed & Sun closed)	(818) 609-1968
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

Apollo XI Facility Schedule

Date	Club	Event	Contest Director		
FEBRUARY					
15	Saturday	VF	T-6/Cruiser/Trainer Race	Barry Leavengood	(818) 998-4564 bl10@aol.com
MARCH					
16	Sunday	GS	Fly In	Marv Zauss	(818) 768-0855 mzauss@earthlink.net
29	Saturday	VF	Jet Rally	Bob Wilcox	(818) 203-4923 bgwc@earthlink.net
30	Sunday				
APRIL					
11 ½ Day	Friday	VF	JR Gold Races	George Finch	(310)459-1577 gwfinch@aol.com
12	Saturday				
13	Sunday				
MAY					
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
JUNE					
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
JULY					
13	Sunday	GS	Fun Fly	Dave Hendrex	(323) 758-2935
26	Saturday	VF	T-6/Cruiser/Trainer Race	Chris Hoyer	(818) 709-1551
AUGUST					
10	Sunday	VF	Q40/Q500/APRA	Chris Hoyer	(818) 709-1551
29 ½ Day	Friday	VF	Helicopter Classic	Mitch Kahn	(818) 708-9725 mknla@juno.com
30	Saturday				
31	Sunday				
SEPTEMBER					
21	Sunday	GS	Fun Fly	John Curran	(818) 701-9663 fly300s@aol.com
OCTOBER					
19	Sunday	GS	BBQ		
26	Sunday	VF	Fun Fly/BBQ	Bob Smith	(661) 298-2614 flynbs@pacbell.net
NOVEMBER					
9	Sunday	BS	Electric Fun Fly		
23	Sunday	VF	Q40/Q500/APRA	George Finch	(310) 459-1577 gwfinch@aol.com
DECEMBER					
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.



present

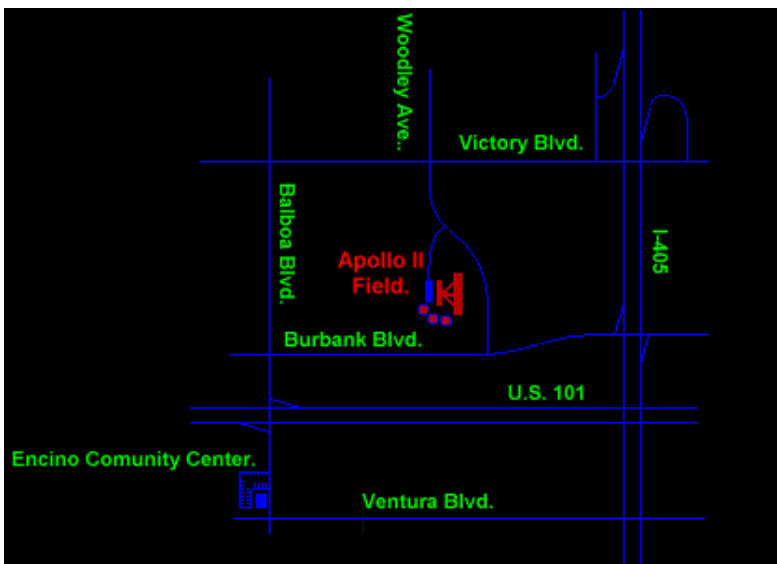
RACE'N AT THE BASIN

Saturday, July 26th

Trainer (13,000 rpm limit); T-6 (16,000 rpm limit);
Air Cruiser (16,000 rpm limit); and Slo Quickee (13,500 rpm limit)

No fuel supplied
Registration closes 8:30 AM Saturday
\$15 entry fee for 1st event, \$10 for 2nd event, and \$5 for 3rd and 4th events
Trophies to 3rd place each class

Proof of 2003 AMA membership required
Hard Hats Required



sanctioned

Contacts: Chris Hoyer, CD (818) 709-1551
George W. Finch, (310) 315-8234 fax (310) 315-8210 E-mail gwfinch@aol.com
Barry Leavengood (818) 998-4564 E-Mail BL10@aol.com

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Glow Engine**

**SAVE
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Regularly 149.99

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DOG**
R/C ARF .40-.46

**SAVE
\$21**
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GLOBAL
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**ALUMINUM
TX CASE**
(For single transmitter)

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Hobby Shack
No. 350280
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858-268-7999

EL CAJON
469 Broadway
At Ballantyne
619-444-6135

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Pico at Westwood
310-234-2425

LA HABRA
1401 S. Beach Blvd.
Near Imperial
562-947-2574 714-994-5721

PASADENA
270 North Hill Ave.
North Hill at Locust
626-568-0883

ENCINO

5541 Balboa
Balboa at Burbank
818-995-1162

ORANGE
311 E. Katella Ave.
Near Glassell St.
714-288-8170

LAWDALE
16725 Hawthorne
Hawthorne & 168th
310-214-0244

**FOUNTAIN
VALLEY**

18475 Pacific Street
405 Fwy, Euclid exit
714-964-8846

LAKWOOD
5449 South Street
South at Bellflower
562-804-2515

CAMARILLO
1775 E. Daily Drive, H
near Carmen Drive
805-445-1305

**SANTA
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20655 Soledad Can.#41
Between I-5 & I-14
661-298-3300

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909-364-0167

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909-463-0557

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