



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

October 2003

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*Remember - The Valley Flyers
General Club Meeting is
Tuesday, October 28th at the
Encino Community Center*

put on their E-mail list so we will be kept up to date as this important item progresses.

The next VF event will be the Safety Fun Fly / BBQ on the 26th. This event is a lot of fun and the food is great. Hope to see you all there.

That's about all for now.

Membership Report

By Dianna Myers

Valley Flyers is at 128 active members.

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

Joe Birdsong
Virginia Keene

Treasurer's Report

By Matt Carroll

Account Balances as of 9/6/2003

Checking	\$8,402.28
Savings	\$2,650.97
Total	\$9,352.46

These numbers do not include proceeds from the recent helicopter event.

Board Member Letters

President's Corner

By Barry Leavengood

Here it is October already. As they say, time flies when you're having fun so we must be having more than our share of fun. There are several things going on at this time. I had a meeting with Rec and Parks a couple of weeks ago and the field signs are a go. I got the high quality artwork for the signs from Dianna and I'm forwarding it to them. It will take 4 to 6 weeks but we will have signs. The plan is to replace the large sign as well as place smaller ones at both entrances and the heli area. Rec and Parks has also showed interest in moving the fence to increase the size of the heli pits. Hopefully, this will happen in the next couple of months.

As most of you know, we volunteer for the Rec Center Halloween program every year. They put on a great program of games and fun that keeps the kids off the streets. We will be asking for volunteers at the next general meeting. This is a worthwhile community program and we should do our best to help out.

Two representatives from the Wet Lands project attended our last board meeting. They put on an interesting presentation and explained in some detail what the current proposal is. The drawings they had showed Wet Land area west of Woodley encroaching 100 feet into our over fly area. They also were / are planning to use considerable land south and east of the heli area. We explained to them if they did this they would severely limit our ability to use the field. Apparently others, including Rec and Parks has indicated any use of land west of Woodley and north of Burbank should be avoided. They indicated our comments would be included in their final proposal. The board will be

Valley Flyers ~ Board of Directors - 2003

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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 may 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 midnight Saturday after 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. Contact the Membership Director for more information.

Program Director

By Ricc Bieber

Hey, Campers! October is here and that means beer and brat, fall is here (that is why it's 80° outside!), and the holidays are just around the corner.

Speaking of which, the **HOLIDAY PARTY** is on Saturday, December 13 at the University Club at CSUN. Mark the date--more info to follow! I just wanted to get the bug in your ears early--and often.

The Bar B Que is coming up on Sunday, October 26th, and as usual, it's going to be a doozie. There will only be two chefs, however, as yours truly managed to fall down and go boom in my driveway on the 6th of this month and cracked a few ribs. This makes it hard to function to the max, and I don't know what shape I'll be in by the time the event comes around. Anybody else out there who can lend a hand cookin' will be appreciated. Don't feel too bad for me. It only hurts when I sit, stand, lie down, get up, laugh, cough or breath. Other than that, no problem!

The speaker this month is going to be--A Surprise! We have two possibilities at press-time, so get on down to the meeting, and don't forget show and tell.



Safety Views

By George Finch

I received the following from a poor soul that flies at the Basin:

"I was out flying my trainer when I heard a jet fire up. I usually land and go sit in my car (well, not really, he normally goes and gets a Jumbo Jack)... But this day it was my last flight before heading home to take over baby care for our 3 month old.

Well, I flew for as long as I could stand it with that jet flying by at top speed just feet off the runway. So, I landed. Dammit if I didn't stall my plane right in the middle of the runway. So, I called... well, screamed, 'ON THE RUNWAY!' and ran over to get my plane. Right as I set foot onto the runway that jet came down at about 15 feet off the runway!

The jet pilot did have a co-pilot calling for him... but I don't know what happened. I was too p***ed off to talk to them! So, I packed up and drove away thinking about where else I could go fly where I would feel safer."

First, high-speed passes are supposed to be into the wind east of the runway and downwind passes are supposed to be east of upwind passes. Turbine Tim obviously was not following the rules, and Turbine Helper Tim, wasn't doing that much helping. You Helper Tim's are not out on the flight line to provide additional targets, but to assist with safety. The one that really gets me is that Daddy Tim shouted, but either Turbine or Helper Tim didn't hear or didn't care. Shouting that you intend to go out on the runway is not a magic shield that will prevent your three-month-old from becoming a partial orphan. Before you go further into the danger zone, make sure that everyone that could do you damage is in agreement that they will keep it up while you clear the runway. Without such an indication, don't go near the

runway. Remember Turbine Tims, if you ignore the plaintive calls of another pilot who wants to get his plane off the runway, there is going to be a time, very soon, when you are going to be faced with a possible mid-ground collision, that is going to be your fault. Also, when retrieving an airplane from the runway, walk behind the pilot pads in a brisk manner, shout your intentions, and then dart to your plane, snatch it off the runway and don't bother with anything else, like receiver switches, until you are well clear.

Lately, I have noticed a tendency to ignore the pads north of the taxiway and spread down the runway. Bad idea, especially when new pilots are practicing takeoffs and landings. In my experience, if a pilot is going to accidentally go into the infield, it will happen south of the north taxiway. It is very hard to keep attention on your plane, when another plane is biting at your ankles! Also, for some reason, there are Tims that have to stand on or right next to the runway when they are landing. Whenever you see such a Tim, remind him that all flying is from the pilot pads. Anyone that can't land without a foot on the runway, needs to be on a trainer box. Oh yes, the pilot pads were not randomly spaced. Their spacing was chosen to avoid transmitter interference. Since the pads were poured, radios do not have the same weakness to 3rd harmonic interference. Originally, the pads had channels painted on them for suggested use to space critical frequencies even further apart. Now on a Sunday, it is common to see two or three pilots between pads also flying so that two of the fuzball of airplanes are much more likely to come together. Just because your frequency is available, that does not mean that there is enough airspace (or foot space) for you to fly. Use the pads!

If you have been at the field lately, you have seen the new bright yellow arrows indicating paths in and out to the runway. Willie and Sam spent most of a day just doing half the arrows and the lettering. With aircraft of increasing size, proper use of the taxiways is even more critical.

Normally, a Tim would not be declared for a dead stick landing. However, when the engine has cut out twice before and the plane weighs close to 30 pounds, continued attempts at flight puts the pilot in the Tim column. Unfortunately, the final dead stick was followed by a brain fade and a considerable amount of damage was done to a beautiful Sukoi and a negligible amount of damage was done to an engine break-in stand when the stand did its bit to protect a shed. A large gas powered plane correctly setup does not go dead stick with plenty of fuel, so fix it before flying again. It is one thing to drop an \$89 ARF trainer in the weeds, and a totally different thing to whiz a 30 pound airplane through the park fliers.

Turbine Tim Two failed to check the direction of aileron movement and got off the ground during a first flight with them reversed. Here is a guy with a turbine waiver, a bunch of money sunk in to a plane, and he was too lazy to check the controls. The last thing before advancing throttle on takeoff should be a check that all control surfaces work and they move the correct direction, especially on a first flight. I have had servos quit sometime between engine startup and taxi onto the runway. Such a check takes 5 seconds tops and may be the last chance to save an airplane. Oh yes, Turbine Tim Two actually got his plane back on final approach before his brain could no longer stand the strain of reversed ailerons, and he stuffed it. As reported to me, the damage was extensive, but repairable.

SAFETY, EVERYONE'S RESPONSIBILITY

Rotors and Motors

By Mitch Kahn



This past weekend, October 11th & 12th, the Valley Circle Burners hosted their 3rd annual Hi Johnson Memorial Control Line Contest. Notice of this event was posted at the gate to the heli area only two days before, and on this it was stated that the area would be closed to helicopters from 8am to 3pm both Saturday and Sunday.

Every event that is held at the Basin is posted as much as six months in advance. This schedule was arranged with the cooperation of the Valley Flyers, Giant Scale and the Black Sheep Squadron. Much work was done to reduce the overall number of events, and particularly to insure that no weekends were planned back to back. All the clubs who call Apollo Field their home field were asked to participate with the schedules. The Circle Burners never responded, and so their events were not on the schedules that are posted *in six separate places in the park*. Also, aside from common courtesy, it is a requirement of the Los Angeles Department of Recs and Parks that events be posted at least two weeks in advance.

On Friday morning, October 10th, I stopped by to see what was what, and there was in fact a notice at the heli gate stating the heli area would be closed. Jerry Silver, the CD for the event was on the new circle in the parking lot, and I had a chance to speak with him. I asked him why were the helis restricted from flying, and he said there was a contest. I asked why it was necessary to close the helis down, and he said his event was large and he had a permit for all five circles. I asked him why he didn't post it sooner, and he replied that he was out of town, he was new to being a CD, and that he forgot.

To his defense, he apologized and asked what could he do, to which I seriously, if flippantly replied for him to reschedule his event in 12 days, or at least allow the helis to fly on the area we usually do. To this he referred to the permit allowing him use of all 5 circles starting tomorrow.

Things pretty well deteriorated from there with me pointing out the utter disregard for any courtesy to his helicopter neighbors; the use of the CL circle we now use was, by agreement, replaced with a new one in the parking lot, and also pointing out the two week requirement of Recs and Parks.

A few things. First: Apollo Field is a pretty amazing facility that accommodates many modelers with differing interests usually without too much friction. Second: Getting your CD license is more involved than many might think. Third: Hosting events are difficult, especially large events. It is never as organized as it should be, and there are always details that are forgotten. We were a detail that was forgotten. Problem is, there were folks who fly only on the weekends who dutifully check the schedules for conflicts who showed up this weekend to fly and were met with a locked gate.

To the Circle Burners I want to point something out- other than two heli events on the field schedule, the helicopters are impacted by every event listed. We are now also impacted by your events, and we don't know when they are; they are surprises. You, on the other hand are not impacted by any events.

What I found unconscionable was the "too bad" attitude. I offered a viable suggestion, which was to use the one circle, and I was shot down with "We have a permit, and it states quite clearly that all five circles are ours to use".

It would have been much more palatable if Mr. Silver offered use of the circle if it wasn't needed as much as he thought. And it would have been especially cooperative if he would have tried to work the event out so the heli area wasn't used unless it was absolutely needed.

I hope in the future, the Circle Burners respect the fact that they are part of a larger group and act accordingly. If you do not wish to schedule your events along with the other clubs at the park, at least post your own schedule at key areas at the Basin.

Members' Corner

September Show and Tell

Photographs and captions by Ken Wright



George Finch shows the Viper laser cut quickie (Cost \$120)



Chris has a prototype twin speed 400 flying wing that has been clocked at 72 mph.



Dave built this Global Biplane with a four-stroke Magnum 91 engine.



Danny Coe with his Dymond Adrenaline; cost \$130. It is made of a composite fiberglass fuse.



Jeff shows his Rascal 110. It has a copilot, which has helped Jeff to solo the plane.

September Raffle Winners – Congratulations to:

Dave Hendrex	Ultra Stick
Hans Zwicki	Glo Caddy
Hans Zwicki	Hex Set
Dave Sweny	Hemostat
Virginia Keene	Glo Wrench
Bob Smith	Clevis/Rods
Jeff Chandler	Start Stick



Bob (I think) hides behind the treasure trove of Giveaway goodies at the September meeting

The 2003 Reno Air Races

A Notable Member's Flight Experience

As Jason put it, "It was one of the best experiences of my life." Valley Flyers club member **Jason Somes** describing his experience racing his full scale Pitts S-1T in the 2003 Reno Air Races in September.

Many of us know him as an extremely proficient and impressive scale pilot out at the Apollo XI field. Many know, too, that Jason is also a full-scale aerobatics pilot as well. This was his first time participating in the Reno Air Race and he did quite well. He qualified 7th position out of two dozen competitors in the biplane class and on Saturday finished 6th place among the Gold Division in heat 2A. On Sunday he again raced in the Gold Division. Unfortunately, his engine blew on the back half of the last lap of the race but he was able to land safely. His airplane is still in Reno in a hangar amongst good company awaiting engine repairs to be completed.

He hopes to return to Reno again next year and is considering racing a T-6. We may get an opportunity to hear a presentation at an upcoming club meeting about his endeavor first hand from the pilot himself so stay tuned. Hey, maybe we could get him to land his Pitts at the field. Ok, just a thought...

Many congratulations to Jason and his crew!

Valley Flyers Meetings Minutes

September Club Meeting Minutes

September 23, 2003
By Ken Wright

Meeting called to order at 7:34 p.m. by Barry Leavengood who also led the club in the flag salute.

New Members and Guests:
Bob, Virginia, Bill, and Paul

OLD BUSINESS:

The signs for the field are a go and should be done in about six weeks. The fence will be relocated for the helicopter area. Sign up for the Valley Flyer barbecue 10/26. Bob Smith is the CD and sign up for a side dish. Giant Scale barbecue will be 10/19. Whittier two day race 10/17-19 (All three race classes). Travis Flynn finished 1st in an electric race in San Diego. Jason Somes flew and raced his real Pitts at Reno. The motor blew and the plane is vacationing in Reno. Wetlands issues: representatives will be at the next board meeting. Barry received two complaints about people flying over the golf course.

NEW BUSINESS:

There is chatter on the web about a warbird race. Perhaps we will entertain this next year. The race would be run as a type C event. Dave Hendrex reports that Dreamworks would like to put in a model airfield in Culver City at the old Howard Hughes field....more to come.

Jeff suggested to turn the warm up stations parallel to the pits and consider a jet warm up area with the exhaust deflected upwards.

Meeting was adjourned at 9:30 PM.

Board Meeting Minutes

By George Finch, Secretary, *pro testi*

October 7th, 7:35 PM, President Barry Leavengood finally gave up on the attendance of additional Board Members and called the meeting to order with Rob Janiger, George Finch, Willie Gardner and Harvey Elmes and Bob Smith present. Charles Turhollow and Hyginus Mmeje

were guests from the Wastewater Engineering Services Division of the Los Angeles Bureau of Sanitation to talk about the swamp.

Mr. Turhollow made a presentation as to the current state of planning of the wetlands wastewater treatment facility. Mosquito control will be accomplished with fish and genetically engineered bacteria that are currently being used in Lake Balboa, The Japanese Garden Lake and the Wildlife Pond. The current planned space includes the corn maze area, and an area from Woodley Ave. to the LA River from Burbank Blvd. north about 200 feet with streams and small ponds along both sides of Woodley. The Corps of Engineers requirements for total flood water holding capacity makes berm construction for silt control difficult especially at Burbank where they would have to be over 25 feet high. Ground water pollution is not a problem as the Basin is filled with fine clay that is almost water impermeable. The Board members pointed out that the planned public access to the Burbank Pond was in the flight path and unsafe, and that the area at the corner of Woodley and Burbank commonly floods and silts. Mr. Turhollow indicated that the feedback was appreciated and they might have to cut back the "demonstration facility" to just the Japanese Garden area. Information we have received from other sources puts that area in doubt also. Maps, composite photos and other materials handed out will be available at the October General Meeting.

Barry indicated that Danny Coe is planning to have a ton of fish at the BBQ, but he needs help cooking, as he would like to participate in the other festivities.

In a meeting with the city, Barry got a verbal go-ahead for the signs, with the city to make one last review and forward them to the sign-maker. There will be a sign in each flying area in addition to the large main sign. Also the city is interested in increasing and modernizing the sprinkler system (grass for park fliers and U-control, and automatic control) and power for sprinkler system, lights, the comfort facilities and perhaps battery charging, contest computers, etc. One thing we need to compile is all the service projects any of the clubs have performed at the Basin. This may assist the City in getting grant money for field improvements.

Rob reported that a jet started a small fire near the entrance, the Fire Department was advised and no damage was done. The crash may have been something wrong with the radio as it was a first flight. He is trying to work with the turbine fliers to better ground check aircraft before flight.

Willie reported how much work it takes to renew the direction arrows on the taxiways, as Sam who helped out, found out. In response to the suggestion that the run-up stands be rotated 90°, that would interfere with grass mowing so the Board voted not to move them, but to encourage their use for the intended purpose, NOT ENGINE BREAK-IN by replacing the "no break-in" signs.

Bob reported that the BBQ still needs relief cooks and persons to man frequency control so that everyone can enjoy the BBQ/Safety Fly.

Harv indicated that Jay Repogle was going to do his annual new products review at the October meeting. Harv is also looking for the VF logo T-shirts and hats that seem to have crawled off into someone's closet.

George reported that training on weekends seems to be covered, but someone who can train during the week is needed. An AMA sanction has been received for the November Race as well as park permits.

A silent auction will be held for the 19 inch color TV and VCR that are no longer needed now that we do not participate in the Van Nuys Airshow and the meeting room has a better setup. A first bid of \$100 has been received.

Meeting was adjourned at 9:30 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.

Video Vic is looking for people to host or be a part of a video on building and all forms of modeling. These videos will be shown on cable T.V. Video Vic may be contacted at 818-424-8900 for details.

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

Correction Oops... my bad:

The September Board Meeting took place on September 2, 2003, not on December 3, 2002 as was reported on page 5 of the September newsletter. The editor humbly apologizes for any confusion this may have caused.

Some Reminders From The Board

This month we continue nominations and considerations for board members and officers for next year. November's General Club meeting is the vote for the new positions. Another important item not to be missed at the November meeting is the HUGE raffle for the workers and race officials that have put in their time during the year to help out with the club's events. These are great prizes given away, folks, so if you haven't worked an event yet, there's still time this year to get out to the field and get your name on the "Really Cool Stuff" list!

Plus, it's a fun time, especially for the Fun Fly events we have coming up. The Club thanks those members that have been helping out throughout the year. Your efforts are greatly appreciated.

And remember, the Holiday Party is Saturday, December 13th so mark your calendars.

On behalf of all the club members, we wish Ricc Bieber a speedy recovery! In the mean time, try not to make him laugh too hard.

Tail Feathers

The Fortunate Five

This month's puzzle was sent in by George Finch.

The "Fortunate Five" will be not only the five fictional characters of the logic puzzle below, but also the first five club members who email the correct answer to sam@valleyflyers.com. They will each receive 3 free raffle tickets if present at the October club meeting on Tuesday the 28th and thereby a chance at the evening's grand prize.

Winners will be notified via reply-email by 12 noon Monday October 27th. So work it out, take a stab at it (horizontal or vertical) and have fun. Answers will be printed in the November issue along with the names of the winners, and quite possibly another challenge to test your mettle.

How's Your Logic?

Some years back, the Valley Flyers Foundation held an auction of five donated planes. Each plane was purchased by a different bidder for a different price. **From the following, can you determine who bought which plane and how much he paid for it?**

1. Vic paid twice as much for his plane than the buyer of the PhatFlyer.
2. The plane Stan bought cost twice as much as the BumbleBee.
3. Roger spent \$10 more for his plane than the man who purchased the NordicNightmare.
4. Walt's plane went for \$15 less than the AirCuda.
5. The MonsterManta brought \$10 more than the plane Stan bought.
6. Neither Stan nor Walt bought the NordicNightmare.
7. Ted did not buy the MonsterManta.
8. The NordicNightmare did not go for the fourth-highest price.
9. The difference between the 4th and the 5th highest prices was \$10.

Public Service Notes: Sunday October 26th is the day we revert back to standard time. Remember to change your clocks (fall) back one hour. Have a good extra hour of sleep (to be even peppier for the BBQ!) and have a Happy and Safe Halloween on Friday the 31st.

Here is a small checklist of clocks that I need to remember to change; see how many items you can add: TV, VCRs, Computer, Laptop, Camera, Camcorder, watches (several), car, palm-pilot, phone, answering machine, alarm clocks, kitchen clock, other hanging clocks, microwave, stove, cell phone (I think it changes itself?), caller ID, bicycle speedometer, portable tape/CD players, hand-held GPS, radios, and, of course, the fish tank. Wow, with all this technology to synchronize, it's a wonder we have the TIME to do ANYTHING!

Also, it's a good time to change the batteries in your fire alarms and smoke detectors!

A Top Ten List – One Modeler's Perspective

by Sam Gengo

Greetings Fellow Flyers: Here are a few of my observations of our model aviation flying experience here at the [Apollo XI](#) Model Aircraft Flying Field. Mostly it is a truly enjoyable time. But there are a few things that make me... well... wonder. Most of these are light-hearted and intended to entertain rather than complain, like the first few at the top. But the intelligent reader will know which one's should be taken a bit more seriously. Most antics occur on weekends so many of you weekday flyers may not relate to some.

So from my perspective, here they are, in no special order... Things that make me go, "Hm...???"

Top Ten Pet Peeves of Apollo XI Model Aircraft Field

A View From the Perspective of One Flyer

10.] Calling "Taking Off!" when the airplane is still on the taxiway and hasn't even taxied out onto the runway yet. Hellooo! Anybody driving that thing? When I hear, "Taking Off," I assume an aircraft is in position, about to become airborne and I adjust my glide, approach or pattern appropriately. How about, "Coming out" or "On the runway," then, "Taking Off!" when you are taking off. Hey, what a concept! ***However... I'll take any courtesy call over none at all!***

9.] Calling, "Landing!" when turning downwind or a couple of trips around the pattern before an actual landing approach. It's often inevitable that as I'm turning base for a landing and just as I take in a giant breath in preparation to bark out my "Landing!" call, the words appear in the air from another pilot as though I've cued them. After aborting my glide and adding power on a near-perfect base-to-final turn, I realize that the pilot will be landing in about one to three minutes.

8.] Taxiing out the wrong direction... then, more annoyingly, taking off to the East from the center taxiway. Yes, I know those signs and markings on the ground are only a suggestion for *other* people. I'm sure the pilots while heading in the opposite direction of the 200-foot long orange arrows are thinking, "Those people painting these arrows didn't mean *me* and *my* airplane for *this* flight. And besides, I only need half the runway to take off." Ok, we're all really impressed that you have the skills and equipment to take off in only half of a six-hundred-foot runway. You should be proud. But you know what? A trainer-40 could do the same thing. And if we all did it, we'd have chaos at mid-field. Not that there isn't enough chaos at the field already... but let's try not adding to it *too* much.

7.] Folks who put an airplane together at the field. While this may seem like a fun, interactive, and relaxing place to build or assemble your model, I don't recommend starting your airplane's life with a "field repair" birth. Often I see folks with their heads in the instruction book, preparing to fly that same afternoon. While this is entirely possible, it isn't fair, as it makes me a bit envious, as someone who got his bolt-together ARF in flight-ready condition in about *two weeks*. I know the outside of the box says, "2 hours – No gluing!" But for me, it was more like 20 hours, some epoxy, CA, a bit of paint, MonoKote, spruce, nylon bolts, a few extra blind nuts, and some LockTite. However, it *is* fascinating to watch someone else's plane come together in real-time right at the field. But it's still a pet peeve... only because I'm jealous.

6.] Park Flyers that fly from the South end of the field. The electrics were moved to the North end of the field and the Helicopters were sent to the South control line circle. This was a change for the quieter for the fixed-wing folks and now, lightweight pieces of Styrofoam and plastic can land on grass and dirt instead of blacktop. So why fly your little planes on the infield between the pits, the runway, and the helicopter fence? The wind blows from the South, which usually puts the battery-powered birds right about mid field and often over pilots' heads. **The North end is now for Park Flyers.** Take a short walk, you'll like it. So will everyone else.

5.] Driving model cars and trucks in the dirt, parking lot, and control-line circles.

This one I really don't get: Cars have a half-billion different places in Southern California to play. Fuel powered model airplanes have this one spot to fly with few and far between others. Surface RC folks can go just about anywhere; anywhere in the park, or just stay at home and run 'em in their driveways or in their own back yard. They even have regular meets/races in parking lots of many hobby stores. So why... Why on Earth would you travel all the way into *this* exact position of *this* particular park, then run your monster truck up and down the driving lanes of our parking lot?

It must be some kind of "herding instinct" that gives way to this pseudo-logic: "Hey, there are remotely operated things here in this section of the park. I have a remotely operated thing. Therefore, I

will run my remotely operated thing on and around the parking lot amongst full sized cars at this remote control airport."

How absurd is *that* rationale? More RF frequencies around the field... that's just what we need. Please leave your surface toys at home or in your car when you come out to the flying field. And please don't be scaring us by walking around the parking lot carrying a transmitter with its antenna extended. Oh, yes, there again, are those *signs...* that apply to everyone else but you.

4.] Pilots who refuse to fly a right-hand pattern. C'mon folks, we are **PILOTS!** We can climb, descend, fly straight-and-level, turn left, *and turn right!* Or, at least that is what we are *supposed* to be able to do. If a stiff wind is coming from the North, we don't want a dang 15 knot tail wind for landing. It's simple aerodynamics, and besides, what a great opportunity to practice right hand patterns.

Here, can you imagine this:

"Ladies and Gentlemen, this is your captain from the flight deck. We are currently cruising at 34,000 feet and ATC has just asked us to turn right to a heading of two seven zero to intercept vectors to Los Angeles airport. But, uh... on behalf of the first officer and myself, we are not comfortable making right-hand turns in this aircraft. So we are going to just keep flying straight here and continue on to Yuma International airport which has a left-hand pattern. From there, bus fare will be provided to the downtown Los Angeles bus depot. We apologize for any inconvenience this may cause. Thank you and enjoy the rest of your flight to Yuma."

3.] Dogs who incessantly bark and their owners who won't shut them up. Noise pollution is a given reality of powered flight. Modelers are pretty lightened up about the starting of a loud, but nicely tuned four stroke engine, and the occasional blast of a muffler-less 2 stroke whining out at full-open carb. But few things are as grating as a dog with a constant, "Yelp, yelp, yelp ...yelp, yelp, yelp ... yelp, yelp, yelp ...yelp"- (...ok, you get the idea) ...throughout the entire day, with rare and isolated moments of quiet reprieve. *Hmmm... Perhaps some peanut butter sandwiches will soon be a part of my regular field pack.*

While disturbing is the noise, it is less frightening, however, than owners who let their dogs run **without a leash** within the pits or worse-yet out on the flight-line! Can you say, "safety issue?" I personally think that dogs are very cool to have around, but, like kids that constantly whine, the parents/owners generally tune out their otherwise bothersome ruckus and don't often realize how it is wearing on other people.

2.] Irresponsible Parents who allow their little ones to be put into harms way or allow our planes to be in harms way of their little ones. The signs on the outside of the fence that say "No spectators Beyond This Point" (don't really apply to you, I know) are there to discourage a lot of foot traffic inside the pit areas of non-pilot spectators. **But how are you going to learn, enjoy, fully appreciate, or see if you may be interested in the hobby if you don't get up close and personal with the airplanes and the pilots who fly them?**

This is one of the few rules that most people are inclined to not take too seriously as long as it's not abused. In other words, if you are an adult, and interested in what is going on, feel free to step (carefully) into the inner sanctum of the flying field. Point, look, ask questions, pay compliments, take pictures, ...enjoy! **But, if you have small children with you, please be careful.** If you want to come past the fence with kids, you must be willing to take full responsibility for their safety! As well as respect for the ten's of thousands of dollars of personal property around them in the form of model aircraft, many of which not only have many, many dollars, but *hundreds of hours* invested in them as well.

Nearly every weekend, I see parents letting children of a variety of ages jump and run around inside the pit areas, occasionally bouncing tennis balls, basketballs, and riding bikes and scooters. *None of these*

items should be brought into the pits, even if the children belong to a pilot, friend, or family member.

Strollers are definitely **NOT** a good idea within the fenced-in area, either. I saw one *very irresponsible* father once actually push his Son's little stroller out to the flight line while the "Dad" (should have his title removed) stood there and flew his dang airplane! You wouldn't hurl a baseball at your baby; you wouldn't walk down the median of a freeway pushing your kid in a stroller, would you? So why would you leave your own flesh and blood human being person trapped in a confined nylon container in harms way while projectiles weighing 2 to 20 pounds or more are flying over his little head at speeds averaging a hundred miles per hour or greater? Even in the pits, I've seen runaway planes and props that would tear up a stroller and its contents into shredded cloth and dog food respectively in about one and a half seconds. **Love your babies? Keep them behind the fence!**

Phew... *That* was a biggie! Ok, take a deep, relaxing breath. It's all good.

And now... The Number ONE Pet Peeve is...

1.] Screwdrivers in the Frequency poles! Dam% the proverbial naked screwdrivers! Honestly: I do not see what the problem is of putting a piece of paper with some tape to a stick/screwdriver/pliers, etc. with your name and frequency number on it. Heck, they are cheap; make one for each frequency you use. Got *all* the frequencies? A laminated name card and felt markers work wonders. It's amazing to me that we will spend hundreds of hours designing, building, constructing, and detailing a model airplane. But a few of us cannot seem to glue or tape a card to a stick.

It's not only safer and more personable, but also just plain common sense and common courtesy. On a positive note, it is actually getting *more* common here at this field. I've even seen a lot of flags showing up with photographs on them of the planes and pilots. Kudos to the photographers; Kudos for encouraging this practice; and Kudos for the Pilots that are participating.

Even if a personal photo is not your thing, a "First Name" and short description of the airplane/jet/helicopter along with your channel number *is so much better* than just leaving a screwdriver in the pole! **I've even recently added my cell-phone number to my flag.** Why not? Weekend minutes are free or at least plentiful, and *if* I were happen to, say, go to lunch and forget my flag, it's easy for someone to find out what is going on with our channel.

Notice, I said, "**Our** channel," not, "*my* channel." As in, Our flying field, our airplanes, our airspace, our fortunate privilege to have this flying field to be thankful for, ...**our hobby! Model Aviation... Ain't it Great!**

So these are my pet peeves, for today anyway... Most aren't too serious, some are downright silly, but some are serious safety concerns. I hope in reading this you have generated some ideas of your own of how to make our hobby a safer and more enjoyable experience for yourself and everyone involved.

Warmest Regards,

*--Sam Gengo
Fellow Modeler and RC Pilot*

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.



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	4th
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	28th
May	27 th	November	25 th
June	24 th	December	13 th (Holiday Party)

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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 4th Quarter 2003 Facility Schedule

Date	Club	Event	Contest Director
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
13	Saturday	VF	Annual Holiday Party

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.

SUNDAY OCTOBER 26TH
VALLEY FLYER SAFE-FLY & MEMBER'S ONLY BBQ



AMA SANCTIONED EVENT - SAFE FLY STARTS AT 8:00 A.M.
FIELD OPEN TO ALL AMA CARD-CARRYING MEMBERS.
EVENT ENTRY FEE \$5.00 TO NON-VALLEY FLYER MEMBERS.

PILOTS MUST ABIDE BY POSTED AND WRITTEN VALLEY FLYER RULES

1. HELICOPTERS FLY IN THE DESIGNATED SOUTH END OF THE FIELD
2. ELECTRICS (16 OZ & UNDER) FLY AT THE NORTH END OF PIT AREA
(NO FLYING DURING THE TIME FRAME BBQ IS BEING HELD)
3. FLIGHT LINE LIMITED TO FIVE AIRCRAFT BEING PILOTED AT ONE TIME
4. PILOT MUST HAVE AN OBSERVER TO WATCH OTHER AIRBORNE TRAFFIC (FULL-SIZED AND MODELS)
5. MUST USE FREQUENCY CONTROL/TRANSMITTER IMPOUND
6. AIRCRAFT ARE **NOT** TO FLY IN HOVERING MODE OVER THE RUNWAY.

BBQ OPEN TO VALLEY FLYER MEMBER'S ONLY

THE BBQ STARTS AT **12:30 P.M.** AND IS OPEN AT NO CHARGE TO VALLEY FLYER MEMBERS AND THEIR GUESTS. BBQ FREE TO VALLEY FLYER MEMBERS AND ONE FAMILY GUEST. \$5.00 FOR ADDITIONAL GUESTS.

STEAK, CHICKEN AND FISH ARE ON THE MENU.

EACH FAMILY PLEASE BRING A DESSERT OR SALAD SIDE DISH

PLEASE ADVISE US OF CHOICE OF ENTREE AT THE REGULAR MEETING, OR BY EMAIL To Bob Smith at 'flynbs@pacbell.net' OR BY PHONE MESSAGE.

IF AVAILABLE TO HELP RUN THE FLYING PORTION OF THE EVENT, PLEASE CONTACT HARVEY OR ME. YOUR SUPPORT WOULD BE APPRECIATED!

BOB SMITH, CD.....661-298-2614 flynbs@pacbell.net
HARVEY ELMES, ASSISTANT CD.....661-252-0367 helmes@thevine.net

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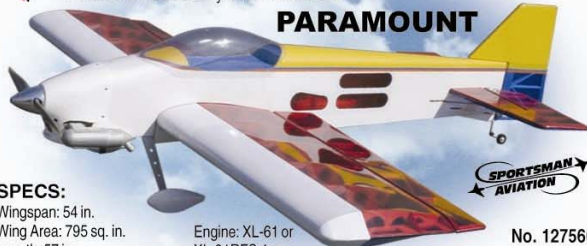


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North Hill at Locust
626-568-0883

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Balboa at Burbank
818-995-1162

ORANGE
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Near Glassell St.
714-288-8170

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Hawthorne & 168th
310-214-0244

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405 Fwy, Euclid exit
714-964-8846

LAKELWOOD
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South at Bellflower
562-804-2515

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near Carmen Drive
805-445-1305

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