



The Valley Flyer



Academy of Model Aeronautics Charter Club # 152

October 2007

INSIDE THIS ISSUE

Board Member Letters	1
President's Message	1
Valley Flyers Meetings Minutes	2
2007 Schedule of Events	6
Club Meetings	6

**The Next Valley Flyers Club Meeting,
is Tuesday, October 23rd
at Encino Community Center**

Board Member Letters

President's Message

By JASON PAKFAR,
President



October is already here. The weather is cooling off and the days are already shorter.

We had a great run this year, with many fun events behind us. I wanted to thank the Board of Directors and the membership for helping to make our club a great one.

We will be drawing up the 2008 schedule very soon. As of now the trainer races have been eliminated from the venue due to lack of interest from the general membership.

We will be adding a war bird race to the schedule for 2008.

We are also talking about an Electric event and would appreciate your input. The Heli event is also under review of the board. We may move it from the Labor day weekend to a later or an earlier date.

Now is the time for you to tell us what kind of events you would like to see for 2008.

There are many board positions that will be open for election this year. To my knowledge, no one has talked to the board members about joining the Valley Flyers Board of Directors. If you are interested please make the inquiry. Nominations will be open at the October meeting for the following positions:

	Position	Present Board member
1	Vice President	Chuck Thompson
2	Program Director	David Tarlau
3	Newsletter Editor	Fred Abajo
4	Flight Coordinator	George Finch or Chuck Gould (served 1.5 years)
5	Field Manager	Dave Sweany
6	Safety Officer	Stephen Fine
7	Helicopter Director	Eric Pacheco

In a happy turn of events, we earned \$1800.00 for working with the director of the TV show "Monk".

They were filming across the street from our facility and they could not have model airplane noise. I wanted thank Mr. George Finch for taking care of the permit and management of

the venue on a 12 hour notice. Everything went as planned and the foundation has already received the check.

Turns out, that the electric charging stations are very popular. In a busy day, the field chargers are pulling over 15 amps from the system. The 2 panels can only produce 10 amps during the long summer days.

The foundation has approved the purchase of 2 more panels at \$1200.00. Mr. Dave Sweany and Willie Gardner will install them as soon as they arrive.

The Club BBQ is coming up soon. It will be held on Sunday October 21st which I am looking forward to. We will run a turbine clinic and possibly a trainer clinic with some giveaways. If my turbine trainer is ready on time, I will hold a drawing for a few flights on it with a buddy box. Hobby people and Cermark will also have a number of tents setup. They will run various clinics on their products with some giveaways to their attendees.

Be sure to mark your calendar for the October 23rd club meeting.

Until then.....

Happy Flying

Position	Name	Phone	Email Address
President	Jason Pakfar	818-206-5777	jason@pakfar.us
Vice President	Chuck Thompson	818-360-4346	chuckthompson@mac.com
Treasurer	Gregg Fullington	818-631-8347	greggdeb@ca.rr.com
Secretary	Scott Ramos		saramos@earthlink.net
Hospitality	Ricc Bieber	818-497-4567	ricc@bieberic.com
Program Director	David Tarlau	818-590-6745	david@tarlau.com
Event Director	George Finch	310-459-1577	gwfinch@aol.com
Newsletter Editor	Fred Abajo	818-878-9353	frabajo@sbcglobal.net
Flight Coordinator	George Finch	310-459-1577	gwfinch@aol.com
Field Manager	Dave Sweany	818-361-4277	demflyer@msn.com
Membership	Gary Stevens	818-830-1101	glstevens@verizon.net
Public Relations	Sam Gengo	310-318-1049	thevalleyflyer@yahoo.com
Safety Officer	Stephen Fine	818-298-9542	sfineproducts@aol.com
Helicopter Director	Eric Pacheco	805-402-7716	eric@airworksrc.com
Jet Director	Billy Edwards	818-710-8172	wedwards@socal.rr.com
Webmaster	Patrick Ashour	818-521-6658	patrick@valleyflyers.com
	Cliff Sonnentag	818-558-1157	Clifford@bobeproductions.com
Media Director			
Giant Scale Director	Marvin Zauss	818-768-0855	mzauss@earthlink.net

The Valley Flyer™ is the monthly publication of the San Fernando Valley R/C Flyers. (SFVRCF) Fernando Valley R/C Flyers.

Opinions expressed in "The Valley Flyer" do not necessarily reflect those of the SFVRCF.

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 8 PM Sunday after the first Tuesday of each month.

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Valley Flyers Meetings Minutes

General Meeting Minutes

9/25/2007

By SCOTT RAMOS

Secretary

Meeting called to order by Jason Pakfar at 7:30

- 4 new members were introduced
- Jason reported on the heli event. Although it was a hot weekend, the event cleared about \$1500. Next year the event may be moved to another weekend to avoid conflicts and perhaps get better weather.
- The Club is working with Parks & Rec for improvements to the electric and heli areas.
- The GSS Giant Scale Fun Fly went well.
- We are reminded that the E-plane area is for craft under 1 lb. Anything heavier must use the main runway. Planes over-flying the pits are creating a hazard. Reminder signs will be posted, and if necessary barriers will be put in place.
- Limited interest in Air Cruiser and Trainer racing may lead to replacement of those events, perhaps with war-bird races. Comment is solicited from the membership.
- The upcoming VF BBQ is October 21st. Vendors ZAP and Cermark have been invited to set up a booth and run a clinic and giveaway. Hobby People will do a booth.
- Jason reported the sheds had been broken into. They took two club trainers. We have new locks/keys. Dave Sweany has further secured the trailers. Sam Gengo made a police report which was recorded as a felony.
- Dave Sweany and Willie Gardner have been working on cleaning and organizing sheds.
- Ricc reported we now have lots of coffee items and we thank the member of GSS for their generosity.
- Jason Somes told us about his midair at Reno and announced his retirement. Further details are below.
- Jeff Nimit brought an electric powered Cermark F16. It is powered with 9 cells and two 3 1/2" fans in tandem.
- Jay Repogle brought in the new, 2 motor electric PBY by GreatPlanes. It comes pre-painted and looks very good.
- Jay Repogle and one other flier flew a electric fuel cell powered glider for 80 mi. for a world record (pending), and will be going for a fuel cell endurance record flight.
- Paul Parker brought a unique foam kit from a fellow in Pasadena for radical flying. It looks like a cross between a plane, car and helicopter
- Jason brought a jet from Composite Arf with a tank in the fuse and a tank in the wing. It comes pre-painted with a 1 piece wing. It is also pre-hinged and the servo trays even has pre-drilled mount holes. Jason is powering his with a JetCat 160 Titan.
- Scott Ramos showed a product called FliteSkin which is a very thin sheet of fiberglass. He is using their .007" sheet to cover a Sig Four Star 40. FliteSkin can be found at www.fliteskin.com, and a generic version (G10) can be found in thicknesses down to .005" at <http://k-mac-plastics.net/g10-fr4-sheets.htm>

Meeting adjourned at 9:30

(Jason Somes is one of the best known and most loved members of the Valley Flyers, and a number of other groups. And for a good reason. He's an outstanding person. He's also a very good pilot. It's hard to say whether it was his character that caused him to be saved, or whether it was his skill as a pilot. It seems his opinion is that he was just lucky. As happy as we are that he's still with us, our condolences go out to the family and friends of Gary Hubler who perished.)

Board Meeting Minutes

10/2/07

By SCOTT RAMOS

Secretary

The Valley Flyers Board Meeting for October was called to order at 7:30 PM by President Jason Pakfar.

Board Members present included Jason Pakfar, George Finch, Ricc Bieber, Dave Sweany, Sam Gengo, Billy Edwards, Marv Zauss, Scott Ramos, Gregg Fullington, Eric Pacheco, Fred Abajo, Gary Stevens, Clifford Sonntag, and Barry Leavengood visiting.

Gregg Fullington reports the Club is solvent, with \$11,000 on deposit.

Concerned were raised about the lack of a P.A. at the general meeting. It was agreed to investigate alternatives.

Toys for Tots: We are advised that Darell Martin, the CD is moving to San Diego and it is unclear if he will be the CD for the annual Toys for Tots. The Board will explore whether an alternate is required.

Marv suggested that we explore alternative catering /concession stand operations. Currently Ricc Bieber has been very generous and accommodating with his time and considerable skill, but the club needs other alternatives should Ricc become unavailable.

The Club inventory of air-worthy Trainers has dwindled. Board members Ricc and Scott have offered to donate Trainers, but the Board will review the inventory and if necessary acquire additional.

It was proposed that Trainer races be removed from the 2008 Event Schedule because of lack of interest.

It was proposed and discussed that the 2008 Event Schedule include a war-bird race run under RC Pro rules. Barry is familiar with this event and it is tentatively set for Feb 17. We will solicit sponsor interest.

Jason suggested and it was discussed that the club consider hosting electric events. There is some question as to whether there is sufficient interest, but it appears there is some potential. Members are invited to express their input.

Gary reported 246 members.

The meeting was adjourned at 9:00 PM.



It appears the other plane hit the pylon causing it's left wing to hit and break off part of Jason's right stab during turn 1 at over 200mph. It also twisted the fuselage, causing the canopy to come off and slice Jason's right cheek and brow. The wind blowing into the plane blew the fabric off the fuselage and it hung up on his left stabilizer. His plane pitched up to about 800 ft. vibrating violently due to damage to the engine mounts and prop. Jason throttled back, pitched forward and saw with one eye a road in front of him and decided to try and make a landing on the road. Seeing the runway, he then headed towards it.

With little pitch control, and seeing he was not going to be able to make a landing on the runway, he put the plane down parallel to the runway and landed at about 110 in soft dirt near a fire truck and ambulance. Landing hard, Jason watched his landing gear bounce away in front of him. When the plane came to a stop, he unclipped and went to turn the switches in the plane off, but they weren't there. He climbed out, took a slight stumble, catching his balance on the wing, and walked over to the ambulance. Unfortunately the other pilot did not survive. Two people on the ground were also injured by debris.

Upcoming Event Corner

October Meeting Give-Away

By Bob Smith

The October meeting will feature the new Great Planes Reactor ARF ! This ARF is a combination Gas or Electric powered plane! So... whether you are an Electric or gas pilot, this kit is for you!

Visit the site

<http://www.greatplanes.com/performance/airplanes/gpma1021.html>

for details on this new product!



Toys-For-Tots

By Marv Zauss
Giant Scale Director

It is that time of year when we get ready to help the children with gifts for the Holiday Season. The Toys For Tots event will be on Sunday, December 9th. It is sponsored by the Giant Scale Squadron and the Valley Flyers. The Giant Scale Squadron is now part of the Valley Flyers. If you are going to fly it is time to check your plane out. There is no competition, just a fun time for all. Remember this is a combined event for all Giant Scale and all others including electric and jets. All one needs is an unwrapped new toy worth \$10 or more or you can just donate \$10 and enjoy a fun day of flying under controlled conditions. Remember to bring your AMA card to register to fly. We will be looking for some members to help manage, set up and put away after the event. Not much work will be needed. For more information, come down to this coming VF meeting.

Darrell Martin will be the CD of the event.

Classifieds

Contest Directors Needed

If you have been a member of the AMA for at least three years, you can be a **Contest Director**. Advantages: You can get a four or less digit AMA number. You can get a portion of your AMA dues free.

E-mail George Finch for further instructions.

What's Up – Field Report

Photo's By Dave Sweany
Field Manager

You surely read about it – it was Nation Wide. The Valley Flyer's Electric charging station appeared in the September 2007 issue of *Model Aviation* on page 100 in our friend Dave Gee's column "Safety Comes First". Here is our own photo of the charging station, taken by one of the proud parents – Field Manager Dave Sweany.



As you can see, it is nice, neat, clean and very conveniently located along side one of the club sheds under the shady patio cover also built by the unstoppable team of Willie Gardner and Dave Sweany. They have done a tremendous amount of work at the field again this year, including finishing off part of the inside of the container into office space. I understand there is a waiting list for tours. Details to follow.

Thanks guys. You have really made a difference.



Mr. Gardner "Office Space"

October Sky

By Sam Gengo
Public Relations Director

Greetings Fellow Model Aviation Pilots and Modelers! I wanted to call this month's entire newsletter "October Sky" but the proposal didn't get off the launch pad at the board meeting. I guess the title is not original, in more ways than one. You see, the movie title is an anagram of the book entitled, "Rocket Boys" from which the movie is based. Pretty cool bit of trivia, eh? Besides, we are aero-modelers not rocket modelers. Nonetheless, model rockets are aerodynamic vehicles just like model aircraft of fixed or rotor-wings.

During the first year of my membership with the club, I challenged myself to bring something for show-and-tell at each and every Club meeting. The month I brought in my high-powered quarter-scale AMRAAM (Advanced Medium Range Air to Air Missile) which had plenty of successful flights using H motors, I got many questions from the membership. Harvey Elms, then Club president, encouraged me to write an article describing some aspects of this particular branch of the hobby. It is now October (several years later) and so here is a brief overview of "flying" model rockets.

Unlike radio controlled aircraft, the modeler's work is all done prior to hitting the launch button. It is akin to taking a 21-question exam and hitting the "submit" button, at which point each and every wrong answer becomes blatantly obvious to even the more casual observer. Some trickier problems missed or gotten extra credit for might only be detected by those with more experience in the hobby.

Pencils Down! So what are some of the questions and how screwed up can the answers be? Well, one of the first words many new "rocketeers" hear is, "CATO" which, like the word "catastrophic" simply implies that something went terribly wrong, usually during launch. I've seen models blow apart on the pad or simply sit there and emit a shower of fireworks from either end... or the middle. This is a CATO! I've seen models lift off the pad only to flip wildly and rapidly around a volume of the sky within 20 feet of the launch pad, then take straight aim at some unfortunate point of the earth. This is a "skywriter" and can be a great "crowd pleaser," except of course, to the builder and possibly the life-form that happens to be occupying the geographic position of the rocket's aim.

How does this happen and what constitutes a successful launch and recovery? The latter answer is, when you get your rocket back in one piece and no one got hurt, it usually means success. Disaster can be procured if any one of construction, design, propulsion, aerodynamics, or recovery systems did not get good scores. So here is a short summary of some on these necessary ingredients to a good flight.

Model Rocket Propulsion Rocket "Motors" (that which imparts motion) have ratings A, B, C, etc. Each letter roughly doubles the power of the previous letter. For example, D-motors (those big, fat, long, heavy duty cardboard tubes filled with gun powder available at hobby stores) have twice the *umph* of C. Double a D and you get... (No, not Dolly Parton)... yes, an E. While F motors are difficult to find at most stores, anything higher than G requires a "jet waiver" type of rating to purchase or fly. At these higher doses of thrust, many find it more economical to "pack their own" motor tubes, often made from brushed aluminum, requiring the correct solid fuel amount, time delay, and ejection charge. The igniter is a thin metal strip with the tip covered with a material that produces a short, hot, bright "flash" when the wire is given electric current. Placement is critical. If improperly positioned, it can produce a partial burn, never trip the ejection charge (lawn dart) or burn too quickly for the motor casing to contain it (CATO). If the igniter tip is not up against the fuel, does not get

enough electrical juice, or is simply a dud, you have a most disappointing event upon hitting the fire button... nothing.

Many things need to be considered for a good flight: Enough force for a nice liftoff, powered flight stage, free flight stage to apogee, recovery deployment, touchdown and ultimately recovery & retrieval.

Noah? Not Ark... Arc The idea of a nice flight is, upon ignition, the rocket lifts off the pad in a relatively straight line of travel, gaining altitude and accelerating while the motor burns its fuel. One the fuel is spent, the model, then in free flight, is still continuing to gain altitude but trading velocity. At the "Apogee," the highest point of the arc, when the speed is near zero, an event should be triggered, say a forward thrusting burst of energy (an ejection charge), causing the nose of the rocket to eject from the body, but remain attached via a shock cord. This disrupts the aerodynamic flow of the vehicle so it does not complete the arc path in the form of an expensive lawn dart! Parachutes or streamers are typically used to additionally slow the model's gravitational journey back to earth.

Timing I think it was Johnny Carson who once said, "Timing is everything." Or maybe it was Jay Leno? Either way, when supplying your own rocket motor parameters to the above flight path, timing really *is* everything. Think about the stages of the motor: Ideally, the timing is such that the model is at apogee when the ejection charge goes off. Here the vehicle is at its lowest airspeed and highest point from the ground— a rather nice place for an ejection charge to deploy a parachute.

Now say your timing is "off." How can this happen? Many ways, but one of the most common is that your model is heavier than your propulsion system gave it credit for and is free falling back to earth already when your motor design thinks it's free flying skyward. At 32 feet per second per second (not a typo, that's acceleration due to gravity), we have your model now at, say, 50 feet above ground and dropping like a nicely painted rock. Not a good place to have deployment activities! The other extreme is bad too. I've seen ejection charges go off too soon, while the model still in an extremely fast climb; as the nose cone is expelled and slowed due to aerodynamics, the rocket body races by and the shock cord unzips the rocket body like a tight pair of Chinos.

Fins... They're not just for fish any more Just like airplanes, the tail feathers are what keeps the model stable! Weight and balance are important too. Too much weight and your flight will be low and boring, if it gets off the pad at all. Too tail heavy? You guessed it... Unstable! Just like a tail heavy airplane. Here is where the "skywriter" comes in: And after a bit of cursive movements in the air close to the spectators, enough solid fuel is burned in the aft motor section to bring the CG back into balance and now the path of the still-thrusting rocket straightens out... hint: It is rarely traveling straight UP when this occurs! And the fins need to be on straight and true for a nice flight skyward angled slightly downrange (away from spectators) and the glue joints need to withstand the acceleration of liftoff, forces of the ejection event, and the landing speed based on the parachute size you choose for the empty-fuel weight of the rocket.

Golden Parachute For the A-D class, you probably recall folding plastic circles with kite string shroud lines. Once tightly packed, these often remained streamer-like upon deployment, especially in hot weather and, although not considered a CATO or lawn dart, may not return to earth within the capabilities of the fin joints or the robustness of the model's rocket tube (often paper) body. The big boys use nylon or silk chutes and bungee shock cords. It's quite a sight to see a 15-pound rocket blow a 5 pound nose cone when the shock cord breaks or pulls away from one or the other section of the rocket. Look out below times two! Additionally, size matters: A parachute can be too small to effectively arrest the decent rate; if too big, however, the slightest wind may have you hunting for your project in the next county.

Sophistication Some of the more sophisticated rocket ships used some pretty fancy strategies to complete the flight circuit. Electronic timers and altimeters are among the first "upgrades" towards precision. I've seen pressure and speed sensors, cameras (both video and still), GPS units, telemetry, and of course location beacons and signals, for those expensive vehicles that travel several miles down range in the course of their flights.

How Fast How High? Just like the jet guys getting asked the usual questions, the folks that bring out the big stuff (K through N motors are common at large launches in the desert) get asked things like, "How much does that weigh?" and, "How high does it go?" I've seen contestants lift bowling balls to a thousand feet or more! I've attended launches that get FAA waivers to 20,000 feet+ (and you think we have it tough at 400 feet at the basin), but a typical H motor powered ship may go to four or five thousand feet comfortably. The cost of anything higher than an "I" motor launch is rather restrictive especially these days and is reserved for those who are *into it* like, well, you know, the folks at the basin who are, "into" their "IT!" One of the incredibly fun treats you get to partake in is watching someone launch a year-long project on a couple of M motors or a liquid / solid boost. The sights... the sounds! What a rush! Oh, and what about *their* tests? It's more like a 421 question final!

Regards,
-- Sam Gengo

*For launch schedules, locations, & information on resources for model rocketry and local clubs & events, feel free to send Sam an email to thevalleyflyer@yahoo.com and Sam encourages you to bring **your** building or flying projects to this month's Club Meeting for Show and Tell.*

Mr. Hospitality

By Ricc Bieber
Hospitality Director
October Newsletter

Well, it's finally cooling down. Fall is officially here! At least that's what the weatherman assured me. Pretty soon, those 1 pound electrics just won't be able to make it into the air at all, and we of the fuel persuasion will rule the air! HA HA HA! Oh, sorry. It just took over.

Besides the BBQ on the 21st of this month (Did you RSVP yet??), things will be pretty quiet until November 10th, when we will have a Night Fly at the Basin. Now, if you haven't been to one of these, it's really quite a sight, and a hoot to boot if you're a pilot. We will have pizza and soda for those of you who require the Great American Bachelor Dinner of Choice.

December. Remember December? That's the month when two things happen of supreme importance. Well, one of them, at least. Besides the Annual Valley Flyer Holiday Party at CSUN University Club on the 8th, there is GSS Toys for Tots on the 9th.

For the Holiday Party, the cost is \$25.00 per person, with the club taking up the rest of the cost (our thanks to you!) We will have the Gift Exchange, bring a wrapped gift for Him, Her, or Them (couple, NOT the rock group!) and you will be able to exchange for a similar gift. And NO, we are NOT swapping! Also, please also bring canned or dry food items that we can take to the Valley Alliance to be distributed to those less fortunate. That's really what it's all about, isn't it? Please RSVP as soon as you can to me at ricc@bieberlc.com or call my office at 818-701-1548. I await your call!

That's about it for this month. Next month I will be harping about the Holiday Party some more, but in the meantime, get ready for the BBQ on the 21st. It will be fun and you WILL have a good time. Don't forget to bring the family!

Flaps Up!

Ricc Bieber

Ad of the month: <http://sapac.com.cn/>

3CH Radio Control Electric Airplane RQ-1L Predator RTF



The RQ-1L Airplane is designed on the American actual pilotless plane, full emulation base on the scale, having the characteristic of perfect performance and easy assemble. The main wing are adopted the new multiple material technique, contain the carbon fire inside. Obtain the characteristic of high intensity, less weight and resistance. The kit has the quick crawl speed and wonderful function of glider. Especially the landing gear, which was made by aluminum alloy, the front wheel can go around with the elevator and was built the system of cushion. Easily to operate and glider on the ground, so RQ-1L is worthy of the world famous plane.

2007 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!

2007 Club Meeting Schedule

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

Board Meetings

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

2007 Schedule			
January	2 nd	July	3 rd
February	6 th	August	7 th
March	6 th	September	4 th
April	3 rd	October	2 nd
May	1 st	November	6 th
June	5 th	December	4 th

Notice of Meetings for the Sepulveda Basin Users

To confirm schedule date & time:
(818) 756-8189
Quarterly Meetings are the following dates:

January XX	7 PM
April XX	7 PM
July XX	7 PM
October XX	7 PM

The meetings give the club a voice to the City Recreation and Parks for our flying field. For more information on attending a meeting, see any of the Valley Flyers Board members.

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

Apollo XI Facility Schedule – 2007**NOTICE! ... Schedule may CHANGE! Check newsletter or valleyflyers.com for updates!**

Date	Club	Event	Contest Director (CD)
FEBRUARY			
10	SAT	VF	Numb Thumb Fun Fly/Night Fly 4pm-9pm Jason Pakfar jason@lajets.org
17 18	SAT ½ Day SUN	VF	T-6 / AirCruiser / Slo Quickie / Trainer Pylon Race George Finch gwfinch@aol.com
MARCH			
4	SUN	BSS	Electric C/L Tony Nacarado Will Not Affect Runway Flying
11	SUN	GSS	Giant Scale Fly In Marv Zauss mzauss@earthlink.net
24 – 25	SAT & SUN	VF	SAE Aero Design – West Payload Lifting Competition Sam Gengo thevalleyflyer@yahoo.com
APRIL			
20	FRI ½ Day	VF	Q40/Q500 / APRA/AMA West Coast Racing Series George Finch gwfinch@aol.com
21 – 22	SAT & SUN		
MAY			
5	SAT	VF	Fun Fly / Engine Clinic Dave Hendrex
6	SUN	VCB	C/L Stunt Clinic – 2 circles
19 – 20	SAT & SUN	VF	LA JETS Spring 2007 – 2 Days Billy Edwards billy@lajets.org
JUNE			
8	FRI ½ Day	VF	Howard Reed Memorial Q40/Q500 / APRA/AMA Pylon Races <i>Western Championship</i> Barry Leavengood bl10@yahoo.com
9 – 10	SAT & SUN		
24	SUN	GSS	Giant Scale Fly In Dave Hendrex
JULY			
7 – 8	SAT & SUN	BSS	Two-Day All Electric Fun-Fly Tony Nacarado
22	SUN	VF	T-6 / AirCruiser / Slo Quickie / Trainer Pylon Race Chuck Thompson chuckthompson@mac.com
24	TUE	VF	Club Meeting at Field 7:30 PM Jason Pakfar Night Fly - jason@lajets.org
AUGUST			
4 – 5	SAT & SUN	VF	LA JETS – Summer 07 – 2 Days Billy Edwards billy@lajets.org
12	SUN	VCB	Carrier/P-40 Contest – 5 Circles No Heli Flying Runway & Electric Areas Open
17	FRI	VF	Scale Masters Qualifier AMA Scale, Expert, Sport & Fun Don Goeschl justice.ggd@verizon.net
18 – 19	SAT & SUN		
SEPTEMBER			
AUG 31	FRI ½ Day	VF	Helicopter Classic Eric Pacheco eric@airworksrc.com
SEP 1 – 2	SAT & SUN		
3	MON	VF	Helicopter Seminar & Clinic Helicopter Circles Only – Field Open to Public!
16	SUN	GSS	Giant Scale Fly In Jay Repogle
30	SUN	BSS	All Electric Fun Fly Tony Nacarado
OCTOBER			
6 – 7	SAT & SUN	VCB	Hi Johnson Memorial C/L Stunt Contest – 4 Circles J. Silver No Heli Flying
14	SUN	GSS	Giant Scale Non-Flying BBQ Field Is Open!
21	SUN	VF	Valley Flyers Fun Fly / BBQ Bob Smith flynbs@socal.rr.com
NOVEMBER			
10	Sat Eve	VF	November Night Fly 4pm-9pm Jason Pakfar jason@lajets.org
25	SUN	VF	LA JETS – Fall 2007 – 1 Day Billy Edwards billy@lajets.org
DECEMBER			
8	Sat Night	VF	Valley Flyers Holiday Party Vic Schneidau videovic10@yahoo.com
9	SUN	GSS	Toys-for-Tots - Open to all sizes Darrell Martin dmartin168@aol.com

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. For Pylon Racing, the field will always be open for sport flying during the practice day morning.

AMA	Academy of Model Aeronautics	Official national body for model aviation in the United States
APRA	Arizona Pylon Racing Association	Quickie pylon racing rules committee
BSS	Black Sheep Squadron	Peanut scale, miniature, electric, and indoor aircraft
GSS	Giant Scale Squadron	Giant Scale flying club
VCB	Valley Circle Burners	Control Line (C/L) flying club – The 4 events do not effect runway activities.
VF	Valley Flyers	San Fernando Valley R/C flying club

VALLEY FLYER'S
GIANT SCALE

SAFE FLY

Club Member's

ONLY BBQ POTLUCK

PRODUCT CLINICS
AND GIVEAWAYS!

AMA SANCTIONED EVENT

>SAFE FLY STARTS 8:30 AM

FIELD OPEN TO ALL AMA CARD HOLDERS

>EVENT ENTRY FEE \$5.00

FREE TO CLUB MEMBERS

PILOTS MUST ABIDE BY POSTED AND WRITTEN VALLEY FLYERS RULES
SEE WWW.VALLEYFLYERS.COM FOR MORE INFO

BBQ POTLUCK STARTS AT 12:30 PM

>BBQ FREE TO VALLEY FLYERS

GIANT SCALE MEMBERS

AND ONE GUEST

>\$5.00 FOR ADDITIONAL GUESTS

>STEAK AND CHICKEN ON THE MENU

>EACH FAMILY PLEASE BRING ONE SIDE DISH

YOU ARE WELCOME TO ADVISE US ON YOUR CHOICE OF MEAL IN ADVANCE
AT THE REGULAR MEETING OR BY EMAIL, flynbs@social.rr.com

Pacer Technology's



Hobby People



CERMARK



LOCATION: APOLLO XI FIELD

SUNDAY OCTOBER 21st

flyer Clifford Sanchana

TO HELP WITH THE EVENT
AND FOR MORE INFO PLEASE
VISIT WWW.VALLEYFLYERS.COM
OR CONTACT: BOB SMITH CD
661-298-2614 FLYNBS@SOCAL.RR.COM



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\$99⁹⁹

No. 159841

WASP ARF Trainer .46-Size

And here is the **REST** of the list:

	Our price
159802 AT-6 ARF Black 46 Size	169.99
159808 Megafly LowWing Sport Trainer ARF 46 Size.....	109.99
159812 P-51B Mustang ARF Tuskegee 46 Size	169.99
159815 P-51B Mustang ARF Swiss Marking 46 Size	169.99
159820 P-51D Mustang ARF Reno 46 Size	169.99
159822 P-51D Mustang ARF German Markings 46size	169.99
159845 Pigeon ARF Trainer 46 Size	99.99
159851 Mig-3 ARF Summer Cammo 46 Size.....	169.99
159856 Spacewalker Single Seat ARF 46 Size	145.00
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159885 A-26 Invader Twin ARF 46 Size Black.....	299.99
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159890 BF-109 ARF 46 Swiss.....	169.99
159891 BF-109 ARF 46 German.....	169.99
159905 Delta Electric ARF White/Blue	46.99
159906 Delta Electric ARF White/Red	46.99
159915 VTO ARF Electric Vertical Take Off.....	79.99
159927 Hawker Hurricane ARF 46 Size	169.99



No. 159818

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\$46⁹⁹

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