

SEPT. 1966



NEWSLETTER

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EDITORIAL

Loretta Hall

The San Diego Drones Annual R/C Contest could definately be called a success. Especially from the Valley Flyers point of view since our guys came home with five trophies. Now maybe this doesn't sound like anything to write a column about but if you had been there Saturday night you would have been proud of them on Sunday for even showing up!

The Drones held a banquet on Saturday that started at 8:00PM and the Valley Flyers had a little something going that started about 3:00 PM and then joined the Drones at 8:00 and went on from there. After dinner, the Drones showed a slightly cut (not much Harlow) version of Hells Angels. Everyone had a ball booing the bad guys and cheering the good guys though I must admit it was sometimes tough to tell the difference.

The following is a breakdown of the final scores from the contest.

Class I Open

W. Gardner*	-	106
Srull	-	66
Inglehoff	-	14

Class II Open

C. Brown	-	173
King	-	64
Hamilton	-	43

Class III Novice

L. Leonard*	-	240
Bridi	-	228
Upton	-	217
Hendley	-	208
Tompkins	-	197
Killeen	-	192
Stafford	-	148

Class III Expert

Phil Kraft**	-	320
Cliff Weirick*	-	283
C. Brown	-	271
C. Hayes	-	248
M. Franklin	-	230
F. Capan*	-	225
J. Foster	-	225

* The Good Guys

** The Bad Guy

Scale

J. Bridi	-	37,338
J. Stafford	-	17,976
Watson	-	6,776

Our April meeting found the influx of new members slightly leveling off and since I did not have the space last month to do an introductory biography on the March members I will include them all now.

Continued

PRESIDENT'S CORNER

Bob Upton

The West Coast Championships is now past history and I can't thank those of you who helped run this event enough. You worked very hard to make the contest a success and in my opinion it was an outstanding success. We had in the neighborhood of 50 to 70 entrants and I didn't hear one complaint from the contestants.

A special thanks to the Valley Flyer wives for their outstanding effort on the West Coast Championships. Also I want to thank Phil Kraft, Bob Palmer, Jerry Krause, Don Mathus, Jerry Nelson, Don Crow, Lloyd Sager, Howard Bonner, Cliff Wierick and the "Birds" Club for their help as well as all the others too numerous to name. Frank Capan and Woody Woodward outdid themselves in running this contest - thanks guys.

KMPC Radio personality, Dick Wittinghill, was kind enough to present the trophies and I want to thank him for his time.

The tournament is more than adequately covered by our intrepid editor, so I won't go any further other than to say that it was a job well done.

This year is rapidly drawing to a close. We will have meetings in October and November and our traditional Christmas Party will be held in December in lieu of our regular meeting. So fellow members, you had better start thinking about officers for next year. We will have nominations in October and elections in November. Also on the October agenda we will cast a written ballot after a motion is made and seconded dealing only with whether or not we are going to become an AMA chartered club. You may remember that I "dropped the ball" at the August meeting on this very issue and I must apologize to Doug Spreng and ask him to remake his motion in October on the issue of the chartered club.

The September meeting on the 13th will be a flying type meeting so assemble at the field as soon as you can tear yourself away from the job and we will have a ball. Last year's flying meeting was a lot of fun and we had a good turn out so see you at the field.


CONTEST DRONING

Frank Capan

Well the eventful day finally arrived when the Valley Pipsqueaks had to get out and do their job hosting the 1966 West Coast Championships at the Sepulveda Basin. I have been sort of dreading the thought of all us little fellers and let me tell you about the ladies doing this job. If you can stand the glare my hat is off to you.

I have never been so pleasantly surprised in a long time. This was one of the best organized contests I have ever seen. True, we had some problems but I think we came thru with flying colors. I don't understand why but you all sure came thru. Woody sure must have been working hard.

Don't let me hear you so called menfolk tell me about how unnecessary women are around the model field, because if it wasn't for the great effort of some of these gals I can positively guarantee you we wouldn't have had near the contest that we did. Would you believe the compliments I've heard. Good ones, too. Horizon to Horizon doesn't know what he missed.

Did you all get to see what we had for the family groups that came to the contest? Boy, I'll bet you won't see anything like that for a long time. Dotty Packard must of worked her...err... head off and Dotty Woodward and all of you lovely ladies all I can say is thank you very much and a big  from me to you.

Let me not put the impression that the Valley Flyers did all of the work, because we didn't. Our Southern friends certainly helped this contest to be a success. My thanks to all the BIRDS that came and gave of their time and assistance which we would have been in trouble without. Isn't their trailer the greatest? Thanks again ladies and fellows of the BIRDS we certainly appreciate it, even if you did cop most of our raffle prizes. Just wait until Super Red Baron returns and places the challenge before you. Ha.

I had some apprehension about running three flight lines be we tried it and have you ever seen anything work so great? This should be an asset in future contests. That BIRD Club frequency board, this we are going to steal or shall we say borrow, because it certainly do work nifty. We eased some of our own in to learn how it works and maybe some more of us can learn from them for our future contests.

Now, for some of the other things. I would like to apologize for all the aggravation I might have caused. Maybe I missed some one who wanted to help, or gave a job you didn't like. This is not on purpose. Someone had to do the dirty jobs. I didn't hear any complaints but I want everyone to know that I didn't pick on anyone just all of you. God Bless you all.

Talk about a dirty job, did you know that friendly Lark, name of Howard Bonner, worked all of the Goodyear contest without lunch, without complaint and to top it all with a smile on his face. That's something we can all look up to and say maybe we didn't really get the short end of the stick. Howard, thank you very much for a job well done.....How about all of those signs and bulletins and Score Board? Ya know who? Earl Harting, thats who. And in between catching all those robbers and crooks. Like I say, you people sure do make me look good. And I accept. Ha.

Would you believe the worlds best raffle salesman? Bill (I lost 17 pounds) Hutcheson sold over 100 tickets for the raffle right at the contest? Who needs to send out tickets with Bill around? Attack! So you see, being a CD isn't anything at all, unless of course your help fails you. Yikes!

There are those who might possibly have derived some benefit from the close proximity of a large contest without the desire to aid except for profit. I speak of one in particular, The Flight Hangar. Would you believe \$6.95 per gallon for two gallons of fuel. Came to almost \$15.00. A lot of places would have donated this. As a matter of fact, a lot did and you saw it all on our list of donors. Don't misunderstand, we didn't ask for the fuel as a donation, nor for a cheaper price. Perhaps their delivery charge is high. I just thought that some of you might want to know what some of the contest expenditures were. Uagh!

Now then, to some of my lighter thoughts. Aren't you glad that our little friend Larry Leonard qualified for the FAI? Take it anyway you can get it Larry. I must say you have a nice hobby shop, or is it shops?

Clarence Lee also qualified but he declined to go to the eliminations. Can't say that I blame you Clarence. I'm not going either so why should you? Ha....Let me tell you about my engine..Gee..

So let me close with this little thought. To all of you who could and did help.....thanx....to all of you who wanted to help but couldn't because of other plans or whatever....thats okay, and to all of you who could have helped but didn't....BLEAH!!!!

Frank Capan Ex CD

- NOTICE -

SEPTEMBER MEETING - A FLY-IN AT THE BASIN
TUESDAY SEPT. 13 - TIME COME EARLY &
BRING YOUR PLANE. FUN-FUN-FUN-
WE DESERVE IT!!!

THANK YOU TO VALLEY FLYER WIVES (and Great Girl Friends)

It was my privilege these past few weeks and especially the past three days to work with some of the greatest and most hard working girls that I have had the pleasure of knowing.

I hope that all of you VALLEY FLYERS can appreciate the time and effort these very fine women contributed to the great success of the WEST COAST CHAMPIONSHIPS. From 7:00 AM until flying stopped these gals were busy at the Basin manning the Information Desk, supplying coffee and WATER to the officials, shuttling contestants to the Airport and the Motels, messenger trips to the Hobby Shops for the contestants, and with all of this, plus the hot sticky weather, still managing to be friendly and helpful to contestants and their families, spectators, and officials.

But, it did not stop there, most of the fine gals also supported the Banquets held on Saturday and Sunday nights. I won't even try to discuss how they managed to work so long and hard at the field, take care of their own family at home and show up that night at the Banquet looking sensational. A Spectacular Performance!!!

The comments that I heard from "up North", from San Diego, from all "out of towners" and from those "other" local clubs concerning our "Packet" and the services that we offered ranged from Fantastic to "this is better than the NATS".....

My most sincere Thank You to all of the gals that volunteered and contributed to making this contest a friendly and pleasurable one for the contestants and for their families.

But, a SPECIAL BOUQUET OF LARGE RED ROSES to these great gals who worked especially hard.....Thank you Irene Bainum, Lea Gardner, Loretta Hall, Donna Harting, Pat Kelsey, Dorothy Packard (that sensational Packet was put together by this gal), Jackie Robb, Gail Sinclair (much, much typing done by Gail), and to our "BIRD" friend Betty Stream who helped man our information Desk.

Some work can be fun!!!!

Dotty Woodward

Tech Talk

Jim Oddino

Noticed in a Local Club Newsletter a most interesting article on "G" loads, which was obviously written by a Hughes engineer.

We all know how great Surveyor performed and how far behind schedule it was. Well the author of this article got the right answer but he sure got there the hard way.

He started out by assuming a 5.5 Pound Airplane. I'd like to point out right here for the benefit of a well known modeler who owns the hobby shop nearest the basin that the weight of the airplane has nothing to do with the number of g's it pulls. The Hughes Engineer handled this easily by dividing by 5.5Lb. (the weight of the airplane) in his last calculation. In between he multiplies by 2// and divides by 2//; he calculates the number of Radians the airplane flies through in one second and all kinds of good stuff like centrifugal force. If anyone wants to calculate how many g's his plane pulls he must know or assume its speed and the radius of the turn or pullout. Our author assumed 100 MPH or 147 ft/sec and a 50 foot radius. The angular acceleration it then:

$$a_r = \frac{V_t^2}{R}$$

Where--

V_t = Tangential Velocity (speed of plane in ft. per second)

R = Radius of turn in feet.

$$a_r = \frac{147^2}{50} = 430 \text{ Ft/sec}^2$$

Since one g equals 32.2 ft/sec² The angular acceleration in g's is equal to

$$\frac{430}{32.2} = 13.4 \text{ g's}$$

Seriously, I think it was a good article and we need more like it. A few years ago we put an accelerometer which holds the peak number of g's in a model and had no trouble pinning it every flight. A careful calibration on a spin table showed that it took twenty g's to pin it. We never did find out how many g's we could pull because I was too lazy to make a stiffer spring. If anyone likes to make springs, maybe we can continue the experiment.

Another Hughes Engineer

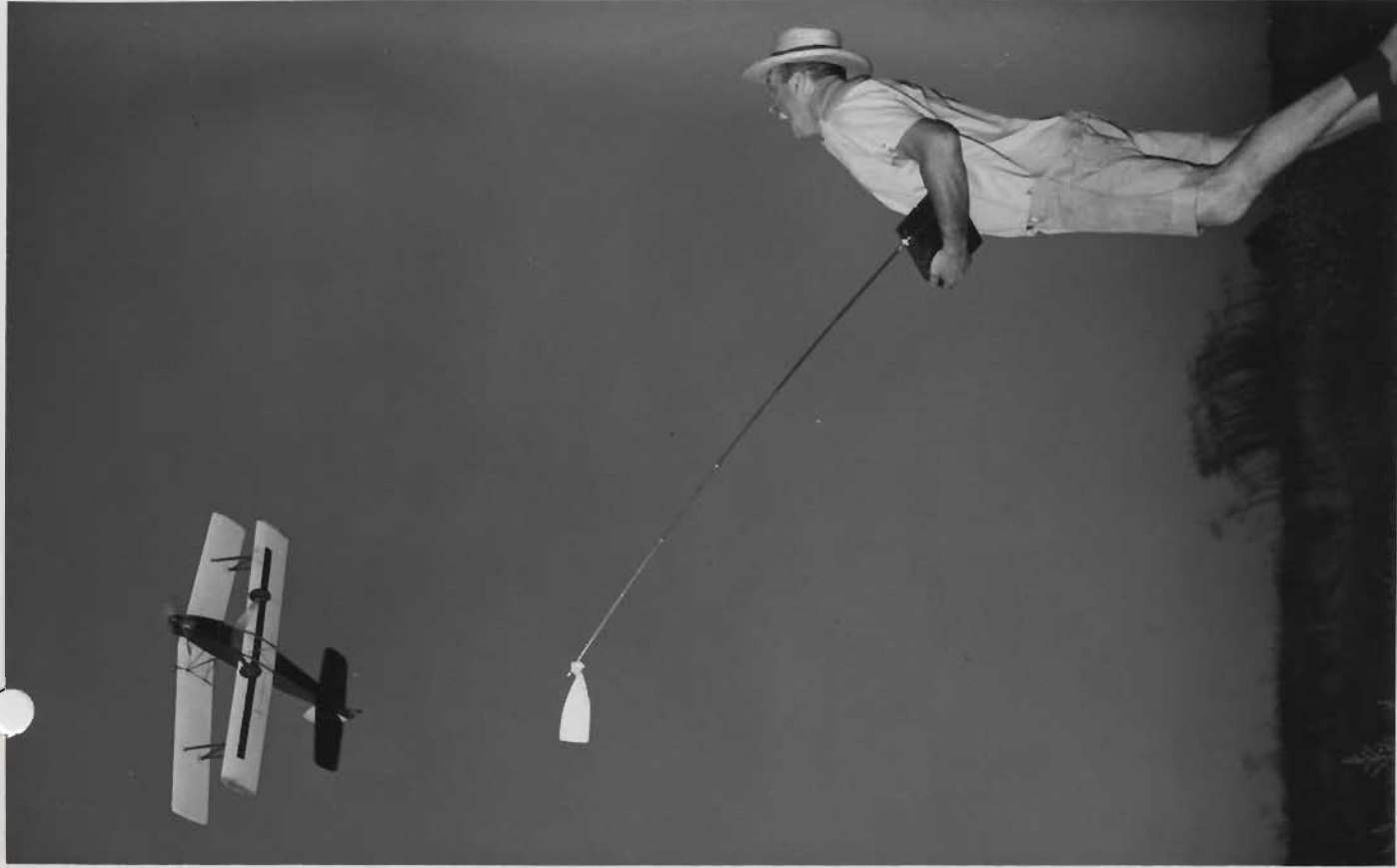
A Boy and His Toy

By: Loretta Hall

I can honestly say that the guy in the picture at left is not the hardest guy in the world to interview for a story. He is the second hardest. J Paul Getty is the hardest. I have never tried to interview J Paul Getty for a story...I have, however, tried to interview Frank Capan for a story. It was very hard....Fun....But hard. I had a lot of laughs, a lot of conversation about everything but Frank Capan, a very nice evening, but when he went home I was still without a story. I cannot, therefore, start this story with a chronological history of his life as a modeler. What I can say is that now Frank builds airplanes and before now he built airplanes and before that and before that and back to the beginning he was building airplanes. He not only builds airplanes but he knows about them. He knows a lot about the little kind and he also knows a lot about the big kind. If you have a question some time about either kind, I would bet that Frank would have the answer. He might not give it to you...but he would have it and if you didn't get an answer you would probably get a good laugh anyway.

I think perhaps that I am writing this story for those of you that don't know him....There is nothing that I can tell those of you that do...It's easy to identify the guys that don't know Frank if they are at the field...When Frank flies they are the ones that are hiding behind the trash cans and running for their cars. The people that do know him are just falling down on the ground laughing.

Cont'd.



"Go, Baby, Go!"

PACKARD PHOTOGRAPHY
BURBANK

For all of you that have been hiding, I can say that you can come out now...he's been flying that way for years and never killed anyone yet. Besides, if you think that you're in danger think of poor Frank. It probably looks to you like he is just standing out there on the runway flying his plane like you do...
...Not sooooo.....He is not only not standing on the runway he is also not Frank Capan....He is the Red Baron and he is in his plane making low passes behind enemy lines searching out the White Knight for their final...to the death...encounter. Fortunately for all of us he hasn't found the Knight yet. If he ever does then you can dive for those trash cans and run for those cars, but when you do you will find that they are already taken by the rest of us.

Statement For the Record

I do herewith categorically and emphatically deny that the cursed Red Baron shot my Candy White Camel from the skies above the Sepulveda Aerodrome at 1:47PM on the 9th of July 1966. Furthermore, I deny (but a lot less vehemently) that testing of my rockets resulted in shooting away my propeller thereby causing me to crash and burn.

However, there is some truth that technical difficulties beyond even my control resulted in a decision on my part to make an unscheduled.....shall we say "landing....on the same day. But, let every person know that the "landing" has not impaired my ability to fight the dastardly Baron. My Candy-White Camel will be circling every Saturday on dawn patrol, guarding the skies lest the villian appear.

Curse you Red Baron!

The White Knight

HOW TO BREAK UP THE BIG THREE

Jim Oddino

I had really planned to write an article campaigning for three classes of Class III. The top class would be optional, meaning that you wouldn't have to compete against the experts until you thought you were ready. The middle class would be for the guys that had placed in the prescribed number of contests and we'd still have the novice class. The more I thought about all this the less I liked it. Instead, I decided to figure out how to beat the big boys and tell everyone else how to do it and then we could all compete in the present expert class. If you are ready, just follow these instructions:

1. Design your own airplane, get it published in a national magazine and get it kitted. Make sure that the judges know that it is your design because everyone knows that the designer can fly his design better than anyone else can.
2. Get someone else to build your models for you. If you are going to be on top you don't have time. Your builder must be a master craftsman of course and build everything in jigs etc.
3. Get into the Radio Business. You're going to need plenty of spare servos etc. The philosophy of Step 1 also applies here. The manufacturer can fly his own radio equipment better than anyone else.
4. Get to know the best engine builder in the world and help him to evaluate his prototype engines. This also goes for other accessories such as wheels, brakes, props etc.
5. Get your model trimmed properly. A good model will fly hands off horizon to horizon.
6. Go flying at least three times a week and fly the pattern on your first four flights each time out. Then practice the maneuvers you are weak on. Learn to fly both a left and a right hand pattern.
7. Arrange to be the pilot that demonstrates the pattern to train the judges before a contest.

If you follow these instructions you can't fail. (I'll bet you don't know if I'm kidding or not.) I'd be happy to hear from anyone who tries this procedure and finds that it doesn't work.

Go get 'em you guys!

Vice Talk

Larry Leonard

VOTE...VOTE...VOTE...Yes, this will be the cry coming up when the AMA elections come about. Well, let's stop and think about it. Last year how many members voted? 5% - 10?...Well, this year let's make it 100%. It's important for us. Our own Cliff Weirick is running for President, and, in my opinion he can get the job done. Myself, as a member and Vice President of the Valley Flyers" I will be backing Cliff One Hundred Percent, but, of course, the vote is yours to make and there will be other candidates to choose from. The important thing is to VOTE. The only qualification is that you must be an AMA member.

Speaking of AMA membership, do you remember at the last meeting, the Motion made by Doug Spreng? it was that "The Valley Flyers become a 100% AMA Club and also become a Charter Club". This motion was not put to vote at the time because Bob Upton had intended that meeting to put the finishing touches on the now past West Coast Championship Contest.

Now, back to the motion. In our By-Laws, it states that AMA membership is required to become a member of the Valley Flyers. Up to now this has been overlooked but next year, look out! It's only \$6.00 and if for nothing else that's cheap insurance. This will probably be required so lets get on the 100% list and support the AMA and Cliff Weirick, if he is your choice.

When we get our ballots this year, let's make sure and take time out at the meeting to fill them out and get that vote counted. It could mean a lot next year.

Think about the "Charter Club" it can't hurt the hobby, or us.

LATE BULLETIN

WOULD ALL VALLEY FLYERS WHO INCURRED
ANY EXPENSES CONNECTED WITH THE W.C. CHAMP.
MEET PLEASE SUBMIT A REQUEST FOR PAYMENT
TO KEN HALL A.S.A.P. WE ARE SHARING OUR
PROFITS (IF ANY) WITH SIX OTHER PARTICIPATING
CLUBS & WOULD LIKE TO COMPLETE THE
ACCOUNTING AS SOON AS POSSIBLE.

OFFICIAL INFORMATION SHEET

WEST COAST CHAMPIONSHIPS - SEPULVEDA BASIN - SEPTEMBER 3rd, 4th, 5th

Requirements: AMA LICENSE / FCC LICENSE / FAI (Class 3 Expert Only)

REGISTRATIONS BEGIN 7:30 daily - OFFICIAL FLIGHTS 8:00 daily

TWO FLIGHT LINES WILL BE OPERATED AT ALL TIMES (NO LUNCH BREAKS)

SATURDAY SEPTEMBER 3rd

PATTERN EVENTS - Class 1, 2, 3 Novice & Experts (Experts fly FAI only)

SCALE - Scale will be flown in with Pattern Events per AMA Rules

FLYING ENDS 6:00 PM SHARP! Cocktails 7:00 - Dinner 8:00 CHASE HOUSE

SUNDAY SEPTEMBER 4th

PATTERN EVENTS con't - Class 1, 2, 3 Novice & Expert (Experts fly FAI only)

SCALE - Scale will be flown 'til 2:00 PM only - Scale judging 2:00 'til 6:00

FLYING ENDS 6:00 PM SHARP! Cocktails 7:00 - Dinner 8:00 CHASE HOUSE

MONDAY SEPTEMBER 5th

CLASS 3 EXPERT ONLY 'TIL 12:00 (FAI) No other pattern event will be flown

GOODYEAR EVENT 12:00 'til 2:00 (SHARP!) All Goodyear Entries must be on
Field and Signed in by 10:00 AM (Judging)

AWARDS 'TIL 3:00 - Awards will be presented by Radio & TV Personality
DICK WHITTINGHILL

CHASE HOUSE
8525 SEPULVEDA BLVD
(2 blks. No. of Roscoe Blvd.)

Cocktails 7:00 - Dinner-Smorgsberg \$100
Adults \$4.00 Children \$2.00

RESERVATIONS NECESSARY, CONTACT:

DON BUTMAN
6161 PLATT AVE.
WOODLAND HILLS, CALIF.
ph. 340-2563

For further information:

CONTEST DIRECTORS: FRANK CAPAN
7407 Danamora Ave.
Van Nuys, Calif.
ph. 786-5878

WOODY WOODWARD
4249 Balaban Ave.
No. Hollywood, Calif.
ph. 762-4760

WEST COAST CHAMPIONSHIP CONTEST

HOST CLUB - VALLEY RC FLYERS, INC.

FAI PATTERN

NAME- LAST		FIRST	No.	No.	No.	No.	No.	No.	No.	No.	No.
FAI. CLASS	Maneuvers		Rounds								
			9	8	7	6	5	4	3	2	1
	TAKE OFF	K5									
	DOUBLE STALL TURN	K15									
	COMBINED IMMELMANN AND INVERTED IMMELMANN	K10									
	LOOPS	K10									
	INVERTED LOOPS	K15									
	ROLLS	K10									
	SLOW ROLL	K15									
	ROLLING CIRCLE	K15									
	TAIL SLIDE	K15									
	HORIZONTAL EIGHT	K8									
	CUBAN EIGHT	K6									
	VERTICAL EIGHT	K10									
	INVERTED STRAIGHT FLIGHT	K8									
	INVERTED EIGHT	K15									
	TOP HAT	K15									
		K8									

F.A.I. Club
 F.A.I. Rego
 First
 to be returned to Scorekeepers' desk after each flight - Round
 will be removed before next round - KEEP YOUR CALL SHEET!

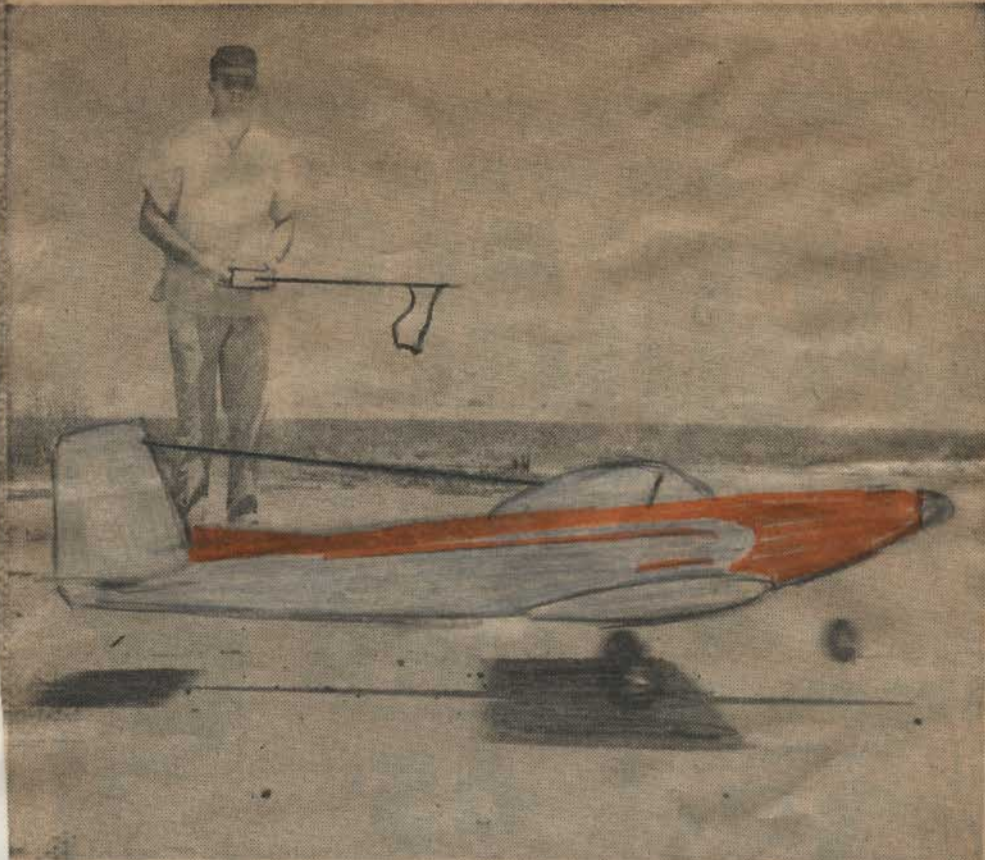
WEST COAST CHAMPIONSHIP CONTEST

HOST CLUB - VALLEY RC FLYERS, INC.

AMA Pattern

LAST NAME	FIRST	Co.#	Co.#	Co.#	Co.#	Co.#	Co.#	Co.#	Co.#
CLASS	Maneuvers	8	7	6	5	4	3	2	1
	PROTO TAXI								
	TAKE OFF								
	STRAIGHT FLIGHT								
	PROCEDURE TURN								
	STRAIGHT RETURN								
	FIGURE EIGHT								
	TOUCH AND GO								
	WING OVER or STALL TURN								
	THREE HORIZONTAL ROLLS								
	IMMELMANN								
	THREE INSIDE LOOPS								
	FOUR POINT ROLL								
	THREE OUTSIDE LOOPS								
	CUDAN EIGHT								
	THREE TURN SPIN								
	INVERTED EIGHT								
	ROLLING EIGHT								
	TAIL SLIDE								
	VERTICAL EIGHT (FAI)								
	TRAFFIC PATTERN AND APPROACH								
	LANDING PERFECTION								

Class Frag. Club.
 returned to Scorekeeper's desk after each flight - Round Scores
 and before next round - KEEP YOUR CALL SHEET!



SPEEDY—Robert G. Upton, president of model planes fans group sponsoring West Coast championships meet Sept. 3, 4 and 5 at Sepulveda Dam Basin, checks out his own sleek model, using radio device to transmit his control signals.

Times photo

3-Day Contest Slated for Model Plane Fans

VAN NUYS — The second annual West Coast championship meet for radio-controlled model planes will start Saturday, Sept. 3, at the model airport in Sepulveda Dam Basin.

The three-day contest offers a chance for winners to go to Oklahoma City later this month and possibly to the island of Corsica in 1967 for the Federation Aeronautique Internationale world championships.

plane hobby, and "has reached a degree of refinement that results in reliable proportional control simulating almost exactly the control function of a full scale aircraft."

Shuttle service will be provided for out-of-town contestants and banquets are planned for Saturday and Sunday nights, Sept. 3 and 4, at Chase House, 8525 Sepulveda Blvd.

Largest in State

LINDSAY'S
GIANT SIZE

3 for \$1
22-OZ. JAR

PICKLES

FIELD RULES

25 MPH SPEED LIMIT

CONTROL LINE

1. PARKING AND SPECTATORS RESTRICTED TO DESIGNATED AREA 50 FT. NORTH OF CIRCLES.
2. ALL FLYING WILL BE DONE ACCORDING TO A.M.A. SAFETY RULES. ALL FLYING EQUIPMENT SUBJECT TO INSPECTION AT ANY TIME BY PARKS DEPARTMENT OFFICIALS.
3. ALL FLYING TO BE DONE IN DESIGNATED CIRCLES.

FREE FLIGHT

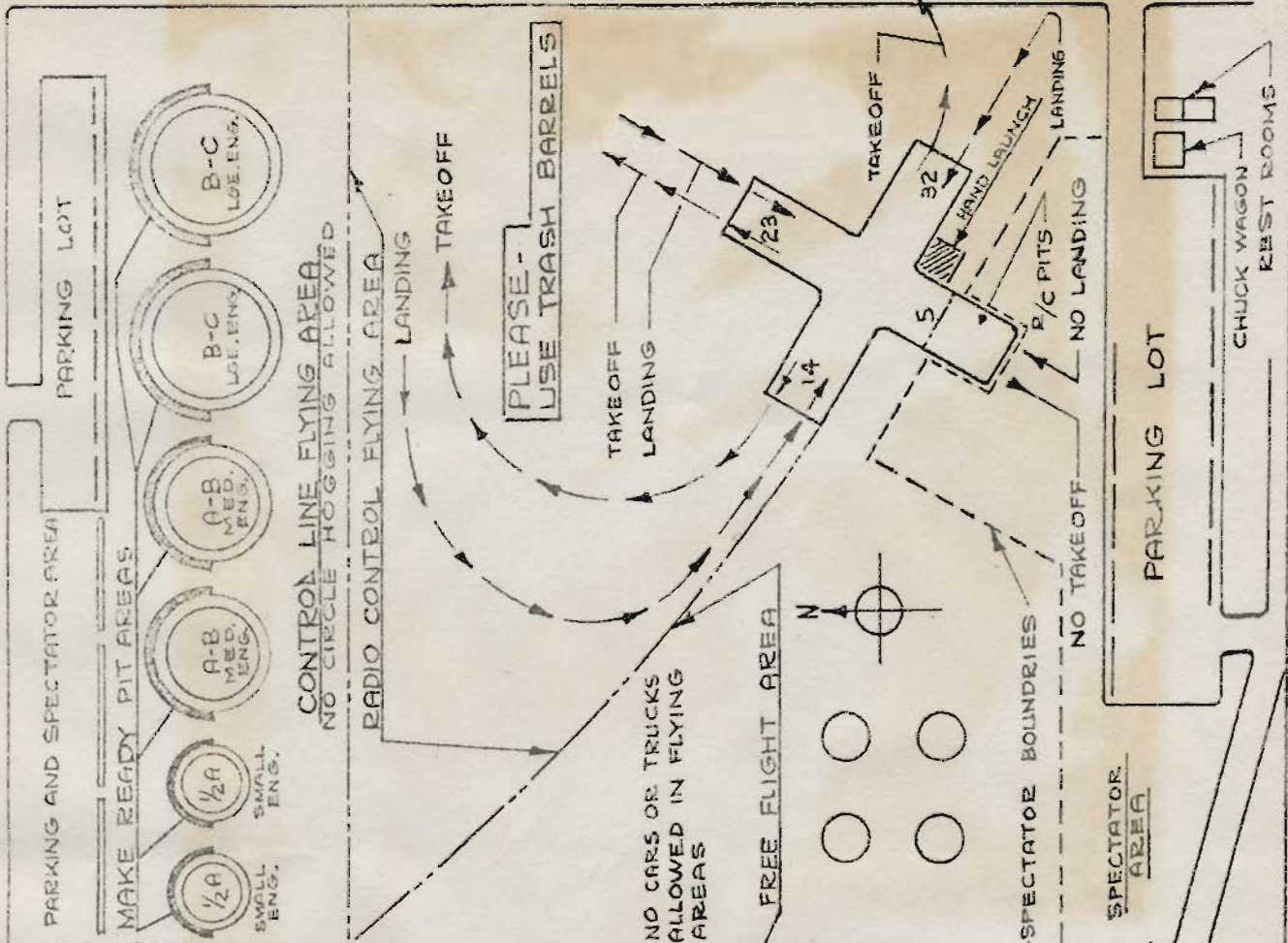
1. ALL FLYING WILL BE DONE ACCORDING TO A.M.A. SAFETY RULES. NO SPINNERS WITH POINTS OR METAL PROPS.
2. FLYERS TO STAY IN DESIGNATED AREA NORTHWEST OF CIRCLES OUT OF RADIO APPROACH PATTERN.
3. ALL RETRIEVING TO BE DONE ON FOOT IN AREAS OFF ROADS.

RADIO CONTROL

1. ALL FLYING WILL BE DONE ACCORDING TO A.M.A. SAFETY RULES.
2. ALL FLYING MUST BE DONE NORTHEAST OF RUNWAY 14 - 32 (SEE SKETCH).
3. ALL PILOTS STAY OFF RUNWAYS WHEN CONTROLLING AIRPLANES.
4. SPECTATORS STAY IN DESIGNATED AREAS OUT OF PITS.
5. DANGEROUS AND HAZARDOUS FLYING WILL NOT BE TOLERATED AND WILL RESULT IN LOSS OF PRIVILEGES BY PARKS DEPARTMENT.

25 MPH SPEED LIMIT

CRAWDAD CREEK



25 MPH SPEED LIMIT

WEST COAST CHAMPIONSHIPS



RADIO CONTROL

SEPULVEDA BASIN

LABOR DAY • SEPT. 3, 4, 5, '66

• THREE DAY TOURNAMENT •

- PATTERN EVENTS - I, II, III NOVICE... III EXPERT, SCALE AND GOODYEAR.
- TROPHIES AND NUMEROUS MERCHANDISE AWARDS.

SPONSORS: VALLEY FLYERS, HOSTS; FRESNO RADIO MODELERS, E.B.R.C, BIRDS, PIONEERS, LARKS FLIGHTMASTERS, GARDEN GROVE, ORANGE COUNTY

• FAI QUALIFICATIONS •

- * CLASS III EXPERTS ONLY • THE FAI PATTERN WILL BE FLOWN.
- * REGULAR AMA PATTERN WILL BE USED IN CLASS I, II AND III NOVICE.

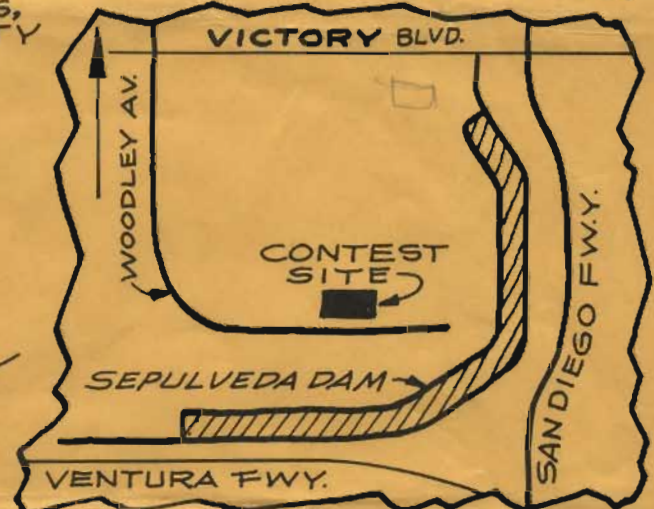
• AMA SANCTIONED •

- * YOU MUST HAVE A.M.A. AND F.C.C. LICENSES. BE SURE AND HAVE YOUR FAI STAMP IF YOU WISH TO ATTEMPT TO QUALIFY FOR THE FAI FLYOFF AT...

OKLAHOMA CITY.

Recommended motels:

TOWN HOUSE • 782-8800
TRAVEL LODGE • 784-6214
CHASE HOUSE • 894-5721



LOCATION MAP

(SAT.) — BANQUET — (SUN.)

RAFFLE AND NCRCS - SC²RC² CONVENTION SUNDAY

Contest Directors: WOODY WOODWARD • FRANK CAPAN
for further information contact:

FRANK CAPAN • 7407 DENSMORE • VAN NUYS
phone 786-5878

NCRCS..... NMPRA..... SC²RC²..... AMA

WEST COAST CHAMPIONSHIPS



RADIO CONTROL
SEPULVEDA BASIN

SEPT. 3, 4, 5, '66

BANQUET

SAT. & SUN.

CHASE HOUSE

(ADVANCED RESERVATIONS MANDATORY)

ADULTS \$4⁰⁰ • KIDS \$2⁰⁰

SHUTTLE SERVICE TO and FROM
MOTELS and FLYING FIELD...
also

SHUTTLE SERVICE FROM...
VAN NUYS AIRPORT....

PROVIDED WE KNOW YOUR ARRIVAL TIME