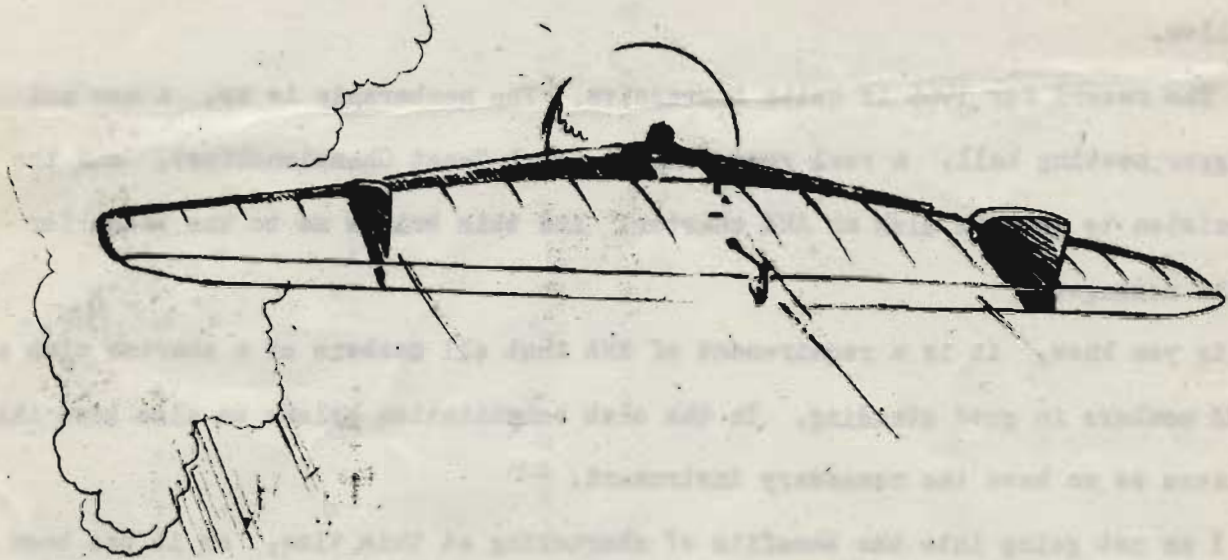


VALLEY FLYERS



NEWSLETTER

January 1968

President:

Earl Harting
17970 Hemmingway
Reseda, Calif

Vice President:

Ken Hall
4235 Sarah St.
Burbank, Calif

Secretary/Treasurer:

Frank Kagels
23401 Welby Way
Canoga Park, Calif

Contest Director:

Larry Leonard
8960 Reseda Blvd.
Northridge, Calif

Editor:

Larry Rosenberg
16513 Superior St.
Sepulveda, Calif

Al Karp

12552 Walsh Ave.
Los Angeles 66, Calif

Dir. of Photography:

Reed Packard
817 N. Orchard St.
Burbank, Calif

THE PRESIDENT'S
CORNER

by Earl Harting

..... and so another year starts, with the last one being a hard act to follow.

The record for 1966 is quite impressive. The membership is up, a new and bigger meeting hall, a real good contest (West Coast Championships), and the decision to get the club an AMA charter. And this brings me to the basis for this message.

As you know, it is a requirement of AMA that all members of a charter club are AMA members in good standing. In the club constitution bylaws we also have this clause so we have the necessary instrument.

I am not going into the benefits of chartering at this time, as it has been thoroughly discussed at the meeting. The problem is that this is not free. AMA dues for "open" are \$6.00 per year, club dues currently are \$6.00 per year. The charter fee to AMA is \$1.50 per member. So as you do not have to take off your shoes, that is about \$13.50 a year.

Now, for the members who already are AMA, the club will collect at the January 1967 meeting, \$7.50 (\$6.00 dues and \$1.50 for AMA). For those who do not at this time belong to AMA, we will have the paper work at the January meeting to sign you up.

Some more about the dues, there has been some question about the club's fiscal integrity. At this time I cannot see raising the \$6.00 dues until we can establish what the new membership will be and the consequent expenses. I hope that the need does not arrive that will necessitate an increase.

I hope this is the last message that has such a drab content. I would much prefer to write about the amazing accomplishments of the "WONDER BOY".

Earl.

EDITORIAL

by: Larry Rosenberg

Greetings fellow flyers and a Happy New Year to you all. The holiday season is now past and I hope that things are settling down to some semblance of normalcy for you all.

This being the first newsletter of the year, and my first ever, I trust that you will bear with me until I get the feel of this job that I have inherited. This newsletter is to represent the views and news of the club and it is only fair for me to impress upon you now that if you members do not supply me with news with which to fill these pages, then the newsletter will shrink before your very eyes. I am not going to make a monthly plea to you for your bits of news. I am at the Basin weekly and see enough other club members to garner enough news to fulfill the very basic requirements of the newsletter. However, if you want a paper that will do more than fulfill merely the basics, then it is up to you. Drop me a postcard, or give me a call, with anything that you think may be of interest to your other club members and I'll print it. This includes any items that may be of a technical nature as our new printing facility can handle just about anything that you may send in. Don't worry about professional type drawings or sketches, just make them legible and I'll clean them up.

Now then, I think that it is in order for us all to give a big hand to Earl Harting for the excellent Christmas party/dinner that he arranged. I heard not one complaint the entire evening and both the food and service seemed excellent. Several small speeches were made by both the outgoing and incoming officers and a good time was had by all. Special plaques were presented to Loretta Hall, for the outstanding job that she did as editor this past year, and to Dotty Woodward for the singlehanded job she did at the West Coast Championships, among other things. I am sorry that I do not have more details on the evening, but I was too busy enjoying myself.

You will find in this issue of the newsletter, a column by Earl Harting describing the new dues arrangement in detail. As a point of additional clarification, it should be noted that the new dues rate does not constitute a dues increase. The new figure of \$7.50 per year versus the old rate of \$6.00 per year has been increased only by that amount required for AMA charter membership. This is the additional \$1.50 tacked onto the dues. The actual club membership is still only \$6.00 per year.

At the first board meeting of the new officers, the main topic of discussion was to determine what club functions can be arranged that will provide the maximum enjoyment and participation for a maximum of members. Such things as club fly-ins, fun contests, pilot training sessions, etc. were discussed. Naturally, no firm decisions were made but any ideas that any of you might have would be welcome.

I believe that about covers it for now. Please make a determined effort to show up at our January meeting as club registration will be handled for 1967. Club dues and charter member fees will also be collected at that time. Until then...

See you at the field.

SELECTED SHORT SUBJECTS

No doubt many of you have heard of the old story where two guys are flying similar looking airplanes at the same time and somehow manage to switch airplanes without knowing it. I myself have heard this story many times and while it always sounds good, I never imagined that it could really happen. Well, would you believe.....?

It seems that about two weeks ago Ken Hall and Les Kerner were enjoying a pleasant Saturday morning of flying at the basin, Les with his orange and white "Instructor" and Ken with his orange "Sr. Falcon". Both shoulder wing ships on roads. Both happened to be occupying about the same general area of the sky when Ken experienced some radio trouble. Les was in the process of dropping into the approach pattern and somehow latched onto the wrong airplane. He sent command after command to his (?) ship but it didn't seem to respond. Finally it headed for mother earth some distance away. Meanwhile, back at the ranch, his own airplane, now flying without a pilot, managed to also seek earth, although unnoticed by Les. After seeing what he thought was HIS airplane drop into ye olde terminal manuevar, he immediately set off in search of the remains. He then noticed Ken Hall accompanying him on his trek and thought what a nice gesture that was, Ken helping him to recover his airplane. During the ensuing conversation, Les was informed that his airplane indeed had crashed, but that the airplane that he (Les) was flying at the time of impact was not his, but Ken's. I have been told that Les didn't really believe it all until the two ships were recovered. I am happy to report that both ships were repairable and should both be back in the air by now. The perfect ending to the story..

That was quite a saturday morning as I am told that about 5 ships went in within a ten minute period. I guess that I should be proud to say that I started it all as my big Kwiksilver decided to shed its fin at the bottom of a split-S and with the rudder still flapping on the pushrod, it went into a death dive that defies description. Naturally enough, it dumped into the old irrigation ditch and I feel that I can make the safe statement that balsa not only flies better, but also floats better. The airplane was totaled, but the radio and engine survived so I feel lucky at that.

One word of caution concerning flying on the 27MHz band. I am not sure of the exact count but I feel certain that jillions of Citizens Band Walkie-Talkies were given out as Christmas presents this year and will make their presence felt at the basin. I understand that quite a bit of interference was noticed there this past weekend, but I don't know of anything that can be done about it. Just keep your eyes open and don't be ready to blame your equipment for every little glitch. One more thing to consider on this business, if you do start getting glitched at long range by one of these, you can generally land safely as your signal at close range will probably override the CB'er.

Les Kerner is now our club representative to LAHMA for 1967. (Hope he gets in the right car on the way down there).

Jim Oddino has agreed to take on the job of Technical Aide for our club and will be welcomed in that capacity. Perhaps we can get some more of these tech-talk sessions going, we all have something to learn in this hobby.

Till next month, remember... it IS only a hobby!!!



STORY OF A WINNER

By: Loretta Hall

At the top of this page you see a photograph of a man and five trophies. This is a very deceiving picture since the man has not five but twenty five trophies.

In case you don't recognize him, the man is Willie Gardner, many times winner of Class I and Class II events. This story is about how you become a Willie Gardner, which is another way of saying how you become a winner....

For most of us it is too late. Willie started in this hobby at the ripe old age of six when he spotted his first model airplane in a dime store. He was there on a summer vacation with his Aunt and Uncle and he freely admits that his Uncle helped him build it and that it was only a little rubber power job, but I think it must have been a pretty good one because that was the conversion point and he has been building and flying models ever since.

He entered his first contest at 14, shortly after he had moved to California and was flying at the old site at Rosecrans and Western Avenue in Los Angeles. He tells me that he did not win the first contest he entered, no...poor Willie had to wait a whole year before he walked away with a prize. When he was 15 he entered and placed in the money in an Air Trails Junior contest in Bakersfield. Both in Los Angeles and in the Bakersfield contest he was flying a Zipper (that's an airplane fellas) and at the Bakersfield contest it stayed up for 37 minutes and 12 seconds.

Willie left California for Kansas in 1942, where he entered the service and although he tried to complete a model while in service he was unable to do so. When he was discharged he returned to

Kansas and helped form the Northwest Kansas Gas Hoppers, a Model Airplane club that was made up of farming people who lived anywhere from 40 to 100 miles apart. Because of this distance they only saw each other on meeting nights and they alternated the meeting place each month at a different house. The wives would pack up some food and the kids and the whole family would make the trek to a combination meeting and pot luck supper. Imagine the wild tales about all the crashes or near crashes that must have been told at those meetings! Since there was never a witness when they were flying, it must have been like the man who goes fishing alone.

The miles that Willie had to drive to get to the distant club meetings probably didn't bother him much since he has driven untold miles, just about all over this country, to enter contests. He has flown his airplane in: California, Nevada, Kansas, Illinois, Nebraska, Indiana, Iowa and Mississippi, and not necessarily while he lived in any of them either.

In 1956 while living in Peoria, Willie Gardner and Darrell Yonkers decided that what Peoria needed most was an R/C club so, they sat down and had a meeting and founded the Peoria R/C Modelers with Darrell as President and Willie as Secretary/Treasurer and Editor. He tells me that he printed his paper on Ditto Copy just like we do, with one exception, no typewriter!!! He therefore handwrote each page on the Ditto Master.

One other club is in his past, and this one Colby Evett will remember. It was called the Bay City Gas Hoppers and Willie thinks, but is not positive, that Colby was President when he belonged. This was 1939 to 1941 so we can forgive him his memory lapse and let Mr. Evett see if he can remember back that far.

Of the 25 Trophies mentioned at the beginning of this story, 17 of them were won with the same Airplane, the one that Willie is still flying. He built a C-Q Vintage 1948 about 10 years ago and has almost totally rebuilt it since that time due to various dings, bumps, modifications and crashes. (Usually just before a contest so he has to burn the midnight oil to fix it up in time.)

To sum up I guess the secret lies in the fact that regardless of how long he has been at it and how many times he has won, before any contest you will find him at the field practicing. He sweats out every contest no matter how small and he tells me that he is nervous at every one. So I guess if you want to be a Willie Gardner you really have to work at it.

Note: Two days before we went to press Willie brought his total to 26 trophies by winning first place in Class I at the San Diego Drones Annual Contest on May 1st.

Field Happenings:

Our V.P. has had his share of troubles lately.....

Larry was flying his Quick Fli one day about two weeks ago and while making a maneuver, inverted, his hatch flew off and his gas tank and battery pack fell out of the plane. With the luck of the Irish the plane came in where the weeds were tall enough to cushion the blow and miracle of miracles it wasn't hurt. But... that airplane was definitely living on "Borrowed Time" because the following week Buster was flying it for Larry and Willie Gardner was practicing for the Drones contest when low and behold they tried to disprove the theory that two bodies can't occupy the same space at the same time! After all the pieces had settled and were collected, they found that the pieces all belonged to Larry and Willie's plane was unhurt!

NEXT MEETING.....

MAY 10TH, 1966

8:00PM

LAS CASITAS IN FASHION SQUARE

CLIFF WEIRICK WILL GIVE A TALK ON "HOW TO FLY AND HOW TO JUDGE"

Newsworthy note:

Bob Flansberg has written a paper on IF Camless Superhet receiver which has been submitted to the D.C. R. C. Symposium in Washington and will tentatively be presented by Dr. Walt Good.

18,879, Kris Oslen of Great Britian 5th with 18,328. Zel Ritchie was 6th with 17,710.7th Chapman of Canada, 8th Foster of Great Britian, 9th Kurt Blauhorn of West Germany, 10th Harold Torman of Canada.... Everyone seemed to have enjoyed the trip wery much....

QUIRKS

Willie Gardner found this news article in the paper and thought our readers might appreciate it...ANDY'S PLANE--A MODEL OF DISASTER.. London aug. 5... A model airplane got out of control yesterday and nose dived into farmer William Watt's cow pasture....On it's way down it brought down an 11,000-volt cable that ran across the farm....The live cable dropped on four pedigreed cows feeding in a marshy pasture. The expensive quartette was electrocuted. All were expectant mothers. The broken cable blacked out Rainham Village and Watt's Berwick Pond Farm. This is how it happened....In the London Suburb of Hornchurch, Andrew Burton, 14, was playing with his model plane...The model had a tiny gasoline motor and a four foot wingspread. It climbed to 500 feet. Andrew controlled it by radio----so he thought.....The plane failed to respond to Andrew's signals and disappeared....Five miles away it ran out of gas and made its dive....On the plane were Andrew's name and address...Tow hours later a pair of Police cars drove up in front of the house...When they told me what had happened I was amazed, said Andrew. I think the plane got out of control because the actuator was faulty. I'm changing the mechanism. Said Andrew's mother, Mrs. Sylvia Burton, Andrew and my husband went to see the farmer. He took it very well....considering...The farmer said Andrew and his father may not have heard the last of the freak accident.....

NEXT MONTH'S MEETING

SEPT. 14th

8 PM.

La Casita

Billock's Fielding Square