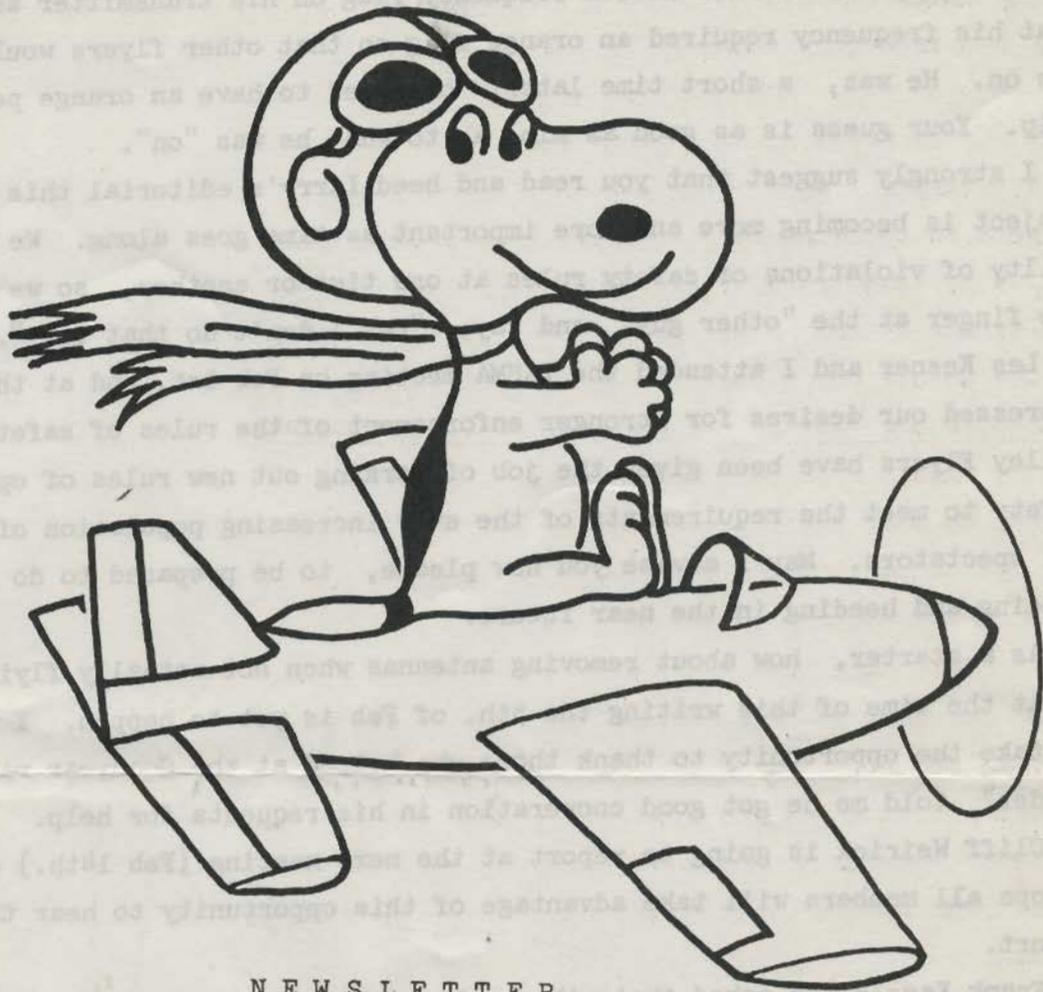


VALLEY FLYERS



NEWSLETTER
February 1967

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THE PRESIDENTS CORNER

by: Earl Harting

..... as I was saying about the "Boy Wonder"..... he tells me about a newcomer to the hobby who did not have a frequency flag on his transmitter and was "informed" that his frequency required an orange flag so that other flyers would know what he was on. He was, a short time later, observed to have an orange peel taped to the whip. Your guess is as good as mine as to what he was "on".

I strongly suggest that you read and heed Larry's editorial this month. The subject is becoming more and more important as time goes along. We have all been guilty of violations of safety rules at one time or another, so we can't point the finger at the "other guy" and say; "But I don't do that !!!".

Les Kesner and I attended the LAHMA meeting on Feb 1st. and at that time we expressed our desires for stronger enforcement of the rules of safety. The Valley Flyers have been given the job of working out new rules of operation and safety to meet the requirements of the ever increasing population of hobbyists and spectators. May I advise you now please, to be prepared to do some more reading and heeding in the near future.

As a starter, how about removing antennas when not actually flying?

At the time of this writing the 5th. of Feb is yet to happen. I would like to take the opportunity to thank those who helped at the Goodyear race. "boy wonder" told me he got good cooperation in his requests for help.

Cliff Weirick is going to report at the next meeting (Feb 14th.) on the AMA. I hope all members will take advantage of this opportunity to hear the president's report.

Frank Kagele has asked that those old members who wish to "re-up" for this year to please have your information ready for him no later than Feb 14th. Remember, we have to have your ZIP code.

I could write more but the intrepid Snoopy went down behind the lines and lost his kite. To the hanger!!!!

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Well gang, this position of editor does have some compensations at that. At least I am afforded the opportunity to air my pet peeves, and that I now propose to do.

For some time now I have been concerned over the safety regulations, or lack thereof, that exist at our flying field. This is to be the subject of this editorial.

To begin with, we are very fortunate indeed to have a flying site as fine as the Sepulveda Basin. Not only do we have an enormous area in which to fly, but we also have this site within the city limits and with fine access via the freeways. I wonder how many other clubs are fortunate enough to have a flying site that even approaches the basin in both size and accessibility. To be sure, the runways need resurfacing, and the parking lot and road need some work, but these are minor ills. Money can cure them.

Now just consider what you, the average RC pilot would do if the basin were to be declared off-limits to RC'ers. There you would sit with your nice, shiny, \$600.00 toy airplane gathering dust. You could load up your car and make for one of the more distant flying sites, but you would probably spend more time driving than flying. Not a very appealing idea, is it?

The reason for the big build-up here about the basin is that I feel that unless something is done about safety regulation at the basin, we are sure to have a serious enough accident to make us lose it. I feel confident that none of us want that to happen.

This hobby of RC'ing is an adult hobby by virtue of cost alone. Why then cannot the flyers act a bit more adult and mature when pursuing this hobby? What makes a 30 to 40 year old man act like a junior high school showoff when he is flying his toy? How confident can one really be when utilizing a control system (RC) that by virtue of cost, complexity, and size, has no redundancy? If an elevator servo sticks in the down position over the spectators, there is no back-up system or servo to pull the ship out. This same condition applies to all control systems and functions. Don't misunderstand me, I am not knocking the equipment that we use today. I feel that most of the radio systems in use today are a marvel of design when price and low volume must be considered as design parameters. But we must acknowledge their limitations.

Consider the following for a moment or two; a 7 pound model airplane roaring through the air at 60 mph has a kinetic energy of $K_e = \frac{1}{2}mv^2$, or about 842 ft-lbs. This is quite a bit of energy, the .45 caliber slug out of an army automatic, well known for its tremendous hitting power, yields only a puny 369 ft-lbs of energy by comparison. When it is noted that this kinetic energy varies directly

as the square of the velocity, and that most of our hot stunt ships do more than 60 mph, the obvious results are frightening. Just try to imagine what this amount of energy could do if it were to be absorbed by the head of a spectator. Think of that the next time that you see someone pull a real grandstand maneuver over the crowd, or the next time that you do it yourself.

I will be the first to admit that there is little that can be done to eliminate the inherent hazards of our hobby, but we can minimize the possibility of injuring someone by merely keeping our airplanes where the people "AIN'T".

To sum it up, I feel that we have a potentially hazardous situation existing at our field, but that the hazards can be minimized by the application of plain old common sense, with a little courtesy thrown in for good measure. I don't think that it would be a great hardship on any of us to do the majority of our flying out over the weeds and to keep the pit and spectator areas behind us. Nor would it hurt us to keep the low altitude, hi-speed passes, out away from the strip. The capitol offense, so far as I am concerned, is the low altitude flying over the spectators. My own wife and two kids will not come out to the field any more because on their last trip out, my wife had to grab both kids and duck as a ship passed about 1 foot over their heads. At the time, they were behind the cables and in the spectator area, not on the strip itself. Things like this do not need to happen. When a radio malfunctions and a ship goes out of control, accidents can and will happen, but when it is just plain showboating, there is no place for it in our hobby.

Well, that's it for this month and I must admit that I have been a bit verbose, but I do have strong feelings concerning this matter. I have been building and flying model airplanes most of my life and I think that it is one of the finest hobbies there is. At the present time, Radio Control seems to be the ultimate in modelling, and I enjoy it immensely. I for one, would hate to see this phase of our hobby put in jeopardy and hope that you feel the same way about it.

F-E-B-R-U-A-R-Y M-E-E-T-I-N-G:

T-U-E-S-D-A-Y F-E-B-R-U-A-R-Y 1 4th. 8:00 PM

E*N*C*I*N*O W*O*M*A*N*S C*L*U*B

B-E T-H-E-R-E ! ! ! ! !

EDITORIAL

Loretta Hall

I have so much to discuss with you this month and no small part of it will be directed to your wives, so please see that all the girls get to read this...Or if necessary, follow them around the house and read it to them!!!

But...First things first...

From an observers standpoint, I thought that the LAMHA contest was a howling success. The flight line moved right along, all the Flyers had an equal number of flights, no one was standing around wondering what to do next and the whole thing seemed to run like clockwork. Even the Scorekeepers table was running smoothly do the the excellant help I got from Neil Gottenbos and the Mnes. Woodward, Sinclair and Deere. The number of Blue shirts in evidence was an extremely heartening sight and I heard many comments on the wonderful turnout of our people.

If, perchance, any of you were not there for the trophy awards, and for the benefit of my out of town readers, I will list the winners and their scores:

Class III Expert:

| | |
|---------------|--------|
| Doug Spreng | 199.5 |
| Phil Kraft | 185.75 |
| Cliff Weirick | 185.00 |
| Al Bowman | 173.00 |

Class III Novice:

| | |
|-----------------------------------|--------|
| Larry Leonard | 171.00 |
| (Bye Bye Novice, Hello Expert!!!) | |
| Gil Henley | 169.00 |
| Jim Birdi | 161.00 |
| Bill Dennis | 155.50 |

Class II:

| | |
|---------------|--------|
| D. P. McCook | 112.00 |
| D.R. Hamilton | 108.25 |
| W. Gardner | 94.50 |
| D. Egelhoff | 84.00 |

Scale:

| | |
|----------------|----------|
| Jack Stafford | 8,294 |
| Jim Birdi | 8,264 |
| Woody Woodward | 7,158.50 |

Goodyear:

| |
|---------------|
| Cliff Weirick |
| Gil Horstman |
| Doel |

Thompson:

| |
|-------------------------------|
| Ben Neilson/Jim Oddino (Team) |
| Woody Woodward |
| Jack Byers |

As you will notice, there were some mighty close scores in all catagories. As a matter of fact the second place spot in the Thompson event was so close that Jack and Woody had to flip a coin for it and Woody won!

* CONTEST CALENDER

- 1967 -

| DATE | PLACE | EVENTS |
|----------------------|------------------------|-------------------------|
| Feb. 18 & 19 | Phoenix | Stunt & Goodyear |
| March 4 & 5 | Bird's Field | Stunt, Goodyear unknown |
| March 11 & 12 | Turlock | Goodyear only |
| April 22 & 23 | Bakersfield | Goodyear only |
| May 20 & 21 | Sepulveda Basin | Stunt & Goodyear |
| May 27 & 28 | Madera | Stunt only |
| June 24 & 25 | San Jose | Goodyear only |
| July | Nationals Los Alamitos | stunt & Goodyear, etc. |
| August 19 & 20 | Fresno | Goodyear only |
| September 2, 3, & 4 | Madera | Stunt & Goodyear |
| September 21 thru 24 | Reno | unknown |
| October 7 & 8 | Los Vegas | Stunt & Goodyear |
| October 28 & 29 | Tracy | Goodyear only |
| November 11 & 12 | San Jose | Stunt only |

* Contest Dates were set in San Jose at a recent meeting (JAN.) between the Northern Calif. Radio Control Society and SC²RC².