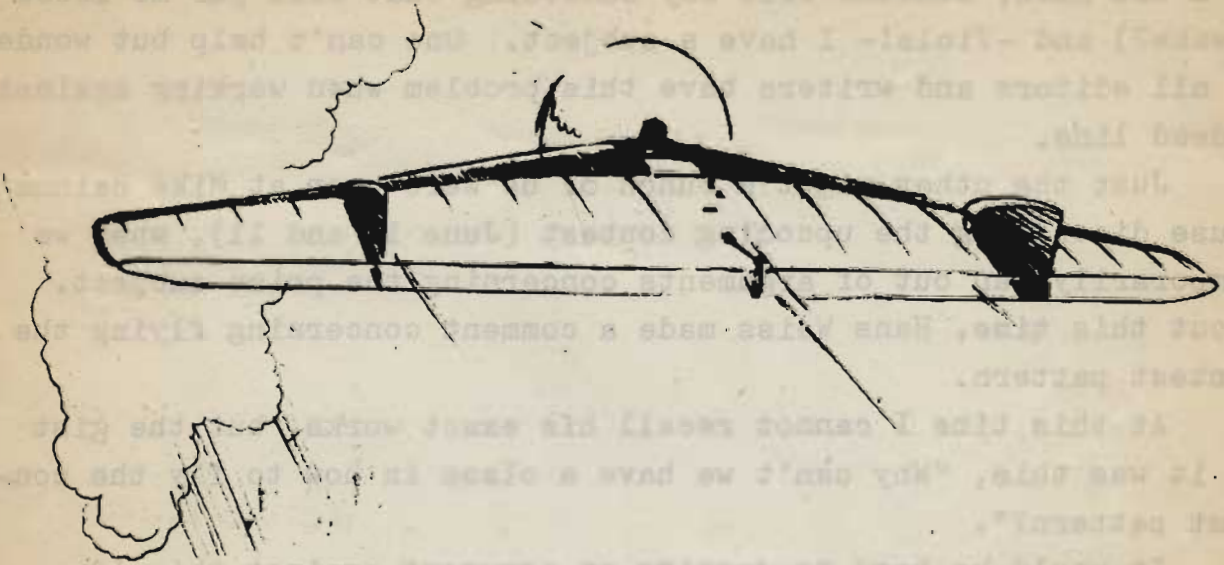


VALLEY FLYERS

MAY 1967



NEWSLETTER

President:

Earl Harting
17970 Hemmingway
Rosedale, Calif

Secretary/Treasurer:

Frank Kagala
23401 Welby Way
Canoga Park, Calif

Editor:

Larry Rosenberg
16513 Superior St.
Sepulveda, Calif

Dir. of Photography:

Reed Packard
817 N. Orchard St.
Burbank, Calif

Vice President:

Ken Hall
4235 Sarah St.
Burbank, Calif

Contest Director:

Larry Leonard
8960 Rosada Blvd.
Northridge, Calif

Al Karp

12552 Walsh Ave.
Los Angeles 66, Calif

President's Corner

Each month, as I finish writing this epistle, I wonder what I can find to talk about next time. Just as I am about to give it up as a bad idea, someone will say something that will jar me loose (awake?) and -Viola!- I have a subject. One can't help but wonder if all editors and writers have this problem when working against a dead line.

Just the other night a bunch of us were over at Mike Bainum's house discussing the upcoming contest (June 10 and 11), when we temporarily ran out of arguments concerning the prime subject. About this time, Hans Weiss made a comment concerning flying the contest pattern.

At this time I cannot recall his exact words, but the gist of it was this, "Why can't we have a class in how to fly the contest pattern?".

It would be hard to justify an argument against this idea. On the contrary, it is an excellent one. It could easily be expanded to a class in how to fly---period!

I think we can safely say that there would be wide acceptance of such a program. You can almost hear the enthusiasm of the fellows who are eager to participate in a contest by flying rather than just watching.

For the sake of this column, we will stipulate that such a program is in effect. Now, how does it work?

Right off the bat, the weekends present a problem that is just about insurmountable in people alone. For those of you who have not been to the basin lately, the crowds are enormous in both flyers and spectators. To try to run a class under such circumstances would be ridiculous. We have to remember that we, as club members, are not the only ones who use the basin, and to deny the use to some other modeler is out of the question.

This all sounds pretty grim, but I think there is a solution in daylight savings time. Why couldn't such a program be conducted in the evenings during the week when there are not as many flyers out at the field to be cramped by a class going on? There could even be a beginner-advanced system with the teaching being done by different fellows.

I can still remember when I started out in this infernal sport groping my way along on single channel, then reeds, then propo.

Some expert advice would certainly have helped me if not the airplanes I was aiming at the time.

But to get back to the subject; for example, there could be a beginners class on Tuesday nights and an advanced on Wednesday. This leaves the weekends open for "homework". Okay, so you spend the whole time doing split esses or rolls but you will soon be doing them with the best of them.

I should think that a class would consist of demonstrations and chalk talks as well as flying by the student. But, this, in turn, brings up another bone. How about the instructor?

There is an old saw that goes, "you get what you pay for". It might also be said that if you pay for it, you will take advantage of it. What I am trying to say is that it would be keen if the instructors fuel is paid for, at least. This has the effect of bringing the students to the class as they have put their hard earned loot down on it. This is not to say it must be a fortune, but a buck is a buck.

So all of this is a grand plan, but it is only on paper. Ahhh comes the stinger! Who would be interested in setting such a program up? To me, it seems as though those who would benefit from it should set it all up via a committee. These fellows could get together and select the most convenient day and start soliciting the instructors.

Hopefully, this letter gets to the membership before the May meeting. With this in mind, why don't a few of you guys kick this around and see what you can do with it. It just might be possible to get something done on it during the meeting if there were a bit of the ground work done in advance.

Change of subject; I hereby promise never to call for a rain dance again no matter what the weather is!!!!

Earl

The following letter, by Jim Oddino, is being used in place of the May editorial. It was too good to leave out.

April 19, 1967

23700 Bessemer St.
Woodland Hills, Calif.

Windy City Newsletter
Edward A. Fargo
3600 West Fullerton Ave.
Chicago, Illinois 60647

Hear Ye! Hear Ye!

Let it be known to the whole wide world that the Stunt Club, dedicated to defend the honor of the City of Angels, Los Angeles, California, does hereby pick up the gauntlet, thus accepting the challenge of the Untouchables from the windy city of Chicago.

It is assumed that the members of the Untouchables will be trying to establish their personal superiority at the upcoming Nationals at Los Alamitos, and it is proposed that our joust to prove team superiority be scheduled for the same week at a site close to Los Alamitos. Many capable judges from neutral sections of the country should be available.

We will accept any scoring system including your "total point" method, but we would like to suggest the following "match play" technique to eliminate judging problems:

- 1: Each team will "seed" its members on the basis of ability with the best flyer being seeded number one, the second best number two, etc.
- 2: The number one men from each team will be matched against each other, the number two men likewise, and so on down the list.
- 3: The team that wins the most "matches" wins the meet. It is recommended that your "ten best" be changed to an odd number to prevent a tie, although this is unlikely.
- 4: The winners of the individual matches will be decided in the following manner:
 - a) An odd number of judges will be assigned to each match.
 - b) Each flyer will be given five minutes to start his engine, fly around the sky, or do anything he wishes to do prior to the start of the match.
 - c) Both flyers will fly at the same time. One will perform a maneuvers such as three loops, and then the other will try to top him. The judges only decide who did the maneuver better. The flyer who wins the most maneuvers, wins the match.
 - d) The pattern flown will be the same as used at the Nats. Certain maneuvers such as proto taxi and take off will be "grouped" so they can be performed without interruption, but they will be scored individually. In other words, a flyer will taxi out and take off, and then loiter until the other pilot taxis and takes off. But a flyer may win the taxi maneuver, and lose the take off maneuver. There will be no time limit and a pit stop to re-fuel will be scheduled in each match.

If you send the names and frequencies of your pilots, we will align ours to eliminate frequency incompatibilities. We will also arrange for judges and a flying site.

This may seem complicated, but it has been tried and has proved great to both contestants and spectators.

A team must have depth, as well as quality, to win this type of meet, but the number of matches could be trimmed if you are unable to field ten flyers.

The West Coast has always been modest about its superiority, (well a little bit), and regrets that it must make an example of the Midwest. We must admire your desire to gain world supremacy which will be ours when our "Big Three" win the world championship for the United States this summer in Corsica. We wish you luck.

We close with those immortal words of William Shakespeare:

"We won't be mean, we won't make a scene,
Though we deplore your guile,
Our scepter keen, will split your spleen,
And loft your head, California style".

Acting Second

Jim Oddino

NEXT MEETING: MAY 9, 1967 8:00 PM. TUESDAY

ENCINO WOMAN'S CLUB BE THERE!!!!

DON'T FORGET OUR INTERNATS FUND. CHIP IN NOW, BE THE FIRST!!!

MEMBERSHIP LIST
MAY 1967

James R. Adams III	2824 Sycamore Ave ,La Crescenta	91014
James R. Adams	2824 Sycamore Ave ,La Crescenta	91014
Richard B. Adams	7218 Zelzah Ave, Reseda	91335
Mike Bainum	368 W. Spazier, Burbank	91506
B. B. Baker	9212 Columbus Ave, Sepulveda	91343
Cliff Benjamin	16329 Tulsa St, Granada Hills	91344
Mathew Bica	23150 Heiss St, Woodland Hills	91364
James Boylan	5112 Dumont Ave, Woodland Hills	91364
R.M. Brockway	5900 El Canon Ave, Woodland Hills	91364
Eric Burgess	10960 Beckford Ave, Northridge	91325
Don Butnam	6161 Platt Ave, Woodland Hills	91364
Frank Capan	7407 Denamore, Van Nuys	91406
Steve Chazin	10025 La Saine Ave, Northridge	91324
Albert Cox	624 15th. St., Santa Monica	90401
Harold Dally	9201 Columbus Ave, Sepulveda	91343
Floyd Deere	7643 Wilkinson Ave, No. Hollywood	91605
Dave Espinosa	1230 Barrington, No. 4, Los Angeles	
Tom Evans Jr.	8564 Moorcroft Ave, Canoga Park,	91304
Colby Evelt	1636 Ocean Park Blvd, Santa Monica	90401
Willie Gardner	6703 Mc Lennan, Van Nuys	91406
Ray Garrish	21400 Rios St, Woodland Hills	91364
Neil Gottambos	16025 Rayen St., Sepulveda	91343
Brent Goucher	8211 Owensmouth #109, Canoga Park	91304
Marc Graham	4435 Haskell Ave, Encino	90013
Bernard Greenberg	2015 Chariton Way, Apt. 4, Los Angeles	90034
Art Guenther	1249 N. Keystone, Burbank	91506
Ken Hall	4235 Sarah St, Burbank	91506
Loretta Hall	4235 Sarah St, Burbank	91506

Earl Harting	17970 Hemmingway, Reseda	91335
Bill Hutchenson	13528 De Bell St, Arleta	91331
Glenn Jarvis	9710 Gerald Ave, Sepulveda	91343
Jim Jefferys	18606 Collins, #11, Reseda	91335
Frank Kagele	23401 Welby Way, Canoga Park	91304
Alan Karp	12552 Walsh Ave, Los Angeles	90066
Doug Kempf	4425 Haskell Ave, Encino	90013
Randy Kempf	4425 Haskell Ave, Encino	90013
Les Kesner	22124 Lanark St, Canoga Park	91302
Chris Kieffer	10831 Fruitland Drive, Studio City	91604
Herbert Korth	13421 Bromwich Pl, Pacoima	91331
Elliot Lane	17512 Gledhill, Northridge	
Leon Lang	2693 Newell St., Los Angeles	90039
Chuck Large	2780 W. 4th. St, Los Angeles 6	
Clarence Lee	7215 Foothill Blvd, Tujunga	
Larry Leonard	8960 Reseda Blvd, Northridge	91325
William Luckie	19336 Lanark St, Reseda	91335
Jim Maston	686 Alameda St, Altadena	91001
Jim McNary	3378 Ledgewood Dr. Los Angeles	90028
William Meacham	5128 Gloria, Encino	90013
Barry Megginson	20600 Dumont St, Woodland Hills	91364
Percy Megginson	20600 Dumont St, Woodland Hills	91364
Al Motherwell	7731 Hatton Place, Reseda	91335
Larry Motherwell	7731 Hatton Place, Reseda	91335
Frank Navarro	6373 Vicland Dr, No. Hollywood	91606
R. Nielson	8952 Gaynor Ave, Sepulveda	91343
Dick Norsiklan	13556 Chase St, Arleta	91331
Jim Oddino	23700 Bessemer, Woodland Hills	91364
Reed Packard	817 N. Orchard, Burbank	91506
Bob Palmer	9161 Movehart Ave, Arleta	90331

Alan Parks	12311 Chandler Blvd, No. Hollywood	91607
Joe Pittner	13900 Davana Terrace, Sherman Oaks	91403
Alan Radin	23326 Ladrillo St, Woodland Hills	91364
Nate Ranbo	1158 Baywood Ave, Camarillo	93010
Bill Riddle	17501 Covello St, Van Nuys	91402
C.L. Robb	20256 Vanowen St, Canoga Park	91306
Larry Rosenberg	16513 Superior St, Sepulveda	91343
Harvey Rutherford	14042 Roscoe Blvd, Panorama City	91402
Hal Saiger	5801 Ostrom, Encino	91316
Eliot Shulman	5002 Matilija Ave, Sherman Oaks	91403
Jim Sinclair	P.O. Box 208, Mc Alester, Okla	74502
Robert Smith	8509 Lennox Ave, Van Nuys	91402
Willie Smith	8041 Kelvin Ave, Canoga Park	91306
Whit Stockwell	4000 Havenhurst Ave, Encino	91316
Don Tucker	13484 Astoria, Sylmar	
Bob Upton	2179 May Court, Santa Susana	93063
Carl VanCourt	19942 Hatton St, Canoga Park	91306
Floyd Weber	9717 Hayvenhurst, Granada Hills	91344
Irv Weinberger	9717 Aura Ave, Northridge	91325
Cliff Weirick	3775 Hughes, Apt 4, Los Angeles	90034
Hans Weiss	815 Las Lomas, Pacific Palisades	
Wade Wiley	3783 Wasatch Ave, Mar Vista	90066
Woody Woodward	4249 Bakman, No. Hollywood	91602
Darrel Yonkers	4223 Westwood Drive, Anchorage, Alaska	99503

Rambo's Ramblings

by Nate Rambo

BAKERSFIELD CONTEST:

The Larks held a pylon racing contest at Bakersfield April 29-30. Both open and NMPRA Goodyear classes were flown. The contest was one of the many racing-only meets being held this year.

Contest director Phil Breitling was assisted by Joe Parr and Jerry Nelson, and the events ran smoothly. There was a good turnout with 25 aircraft on the Goodyear line. The Valley Flyers were well represented by Larry Leonard, the Williams boys, Howard Reed, Cliff Weirick, and the Graham-Upton two-some.

Entry fee was a stiff \$5.00 but Sunday afternoon when the prizes were passed out, everyone seemed happy. The money was dealt out to the winners and Joe Foster was particularly happy because he collected \$30.00 for winning heats, being the fastest qualifier, having the best finish, etc....etc.

CONTEST RESULTS LISTED BELOW

GOODYEAR MAIN	GOODYEAR SEMI MAIN	OPEN
1 Cliff Weirick	1 Garry Corpi	1 Joe Bridi
2 Chuck Hayes	2 Steve Cosby	2 Joe Foster
3 Joe Foster	3 Jerry (Y.T.) Nelson	3 Chuck Hayes

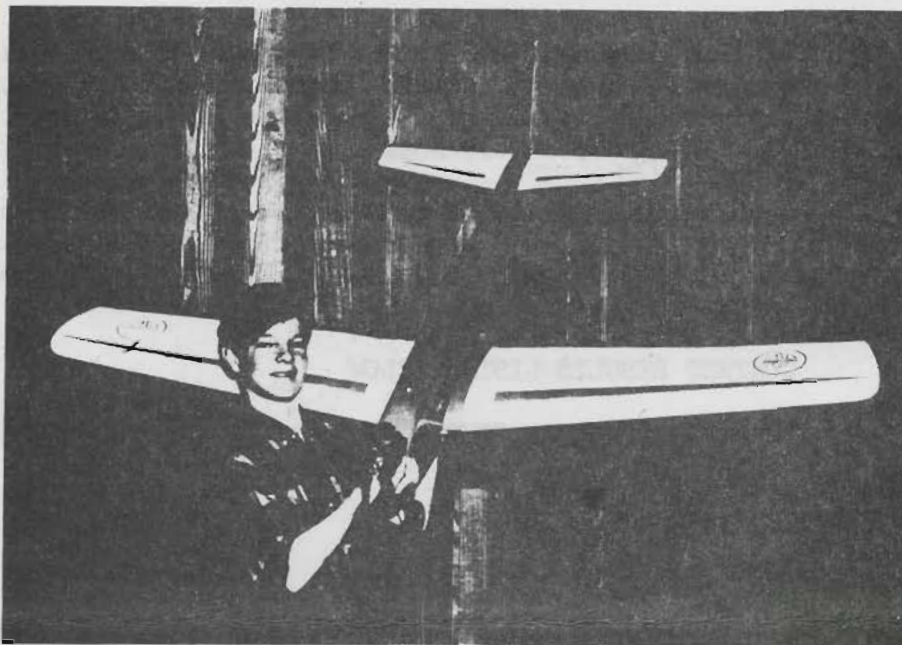
FORTHCOMING CONTESTS

May 6-7	Sepulveda	Scale
May 20-21	Sepulveda	I, II, III, IV, V, Scale, Goodyear
May 27-28	Palm Springs	Open Pylon and Goodyear
May 30	Sepulveda	Speed Trials for Goodyear, .61 Pattern type, and .61 unlimited

MEETING - MAY 9
8:00 P.M. ENCINO WOMAN'S CLUB

SELECTED SHORT SUBJECTS

As promised in the last newsletter, below is a picture of the April winner in our monthly "bring your airplane to the meeting" contest. The proud appearing winner is 12 year old Whit Stockwell, shown holding his pretty Taurus. I am told that he built it all himself and it certainly seems to be a creditable job. Congratulations. Not only does he get his picture published, but he won a gallon of fuel to feed the bird with.



PACKARD PHOTOGRAPHY
BURBANK

The April meeting was the first meeting this year that I have been able to attend, at least part of the meeting, and it seemed to go off pretty well. Nate Rambo presented a very well thought out lecture on basic airplane trimming, complete with flip charts, and most club members seemed to both enjoy the talk, and to learn something from it. I say most of the members, not all, for there were a few in the kitchen who were making such a racket that the rest of us were having trouble hearing Nate. How about a little common courtesy fellows?

Cliff Weirick and Jerry Nelson were on hand to accept the team shirts for the RC Internats this coming summer. The shirts are real beauties and the boys seemed well pleased. I have sent 8 x 10 prints of the shirt "ceremony" to the major magazines and they should show up in print soon.

As you probably know, I had my "Proud Tail with the Golden Bird" at the meeting and contrary to popular opinion, and even with a 27 oz. wing loading, it flies like a dream. Believe it or not, it was designed for exactly that wing loading and you've got to fly it to believe it.

Well, the rains have let up, and the paper has about run out, sooo.....

See Your toys, and you, at the field

VALLEY FLYER'S

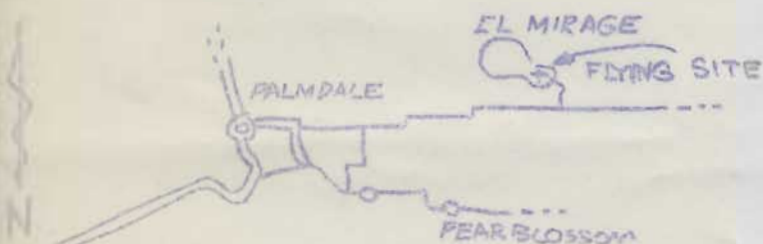
FLY IN

13 MAY 1967

EL MIRAGE DRY LAKE

DIRECTIONS

Take Highway 14 to Little Rock, Pearblossom turnoff, go East, 1 mile to 40th St. Turn North on 40th St. to Palmdale Blvd., turn right, East about 1/2 mile, take first left fork, continue East until road turns left, or northbound, then take first turn off on right, go past gas station & restaurant to orange 50 gallon oil drum on left hand side of road, turn left and drive on to East end of Lake.



FLYER

VALLEY

FLYER

VALLEY

FLYER

CONTEST

SEPULVEDA BASIN

JUNE 10-11, 1967

VALLEY FLYERS

SOMETHING'S ANNUAL PRE NATS GO

FLYING { 8 AM TO 5 PM SATURDAY
8 AM TO 3 PM SUNDAY

CL II, III NOVICE & EXPERT

AMA PATTERN (WITH 8'S)

SCALE 7³⁰ TO 10³⁰ SUNDAY

SPECIAL EVENT (PONY EXPRESS) SUNDAY

TROPHIES 1st TO 3rd (EXCEPT SPECIAL EVENT)

ENTRY FEE \$3.00 -- \$1.00 EA. ADDITIONAL EVENT

AMA MEMBERS

C.D. LARRY LEONARD
344-3105