

VALLEY FLYERS

HERE IT IS NOMINATION TIME AGAIN AND I CAN'T
THINK OF ANY CLUB MEMBERS WITH SHOW BUSINESS
EXPERIENCE !!!



NEWSLETTER OCTOBER 1967

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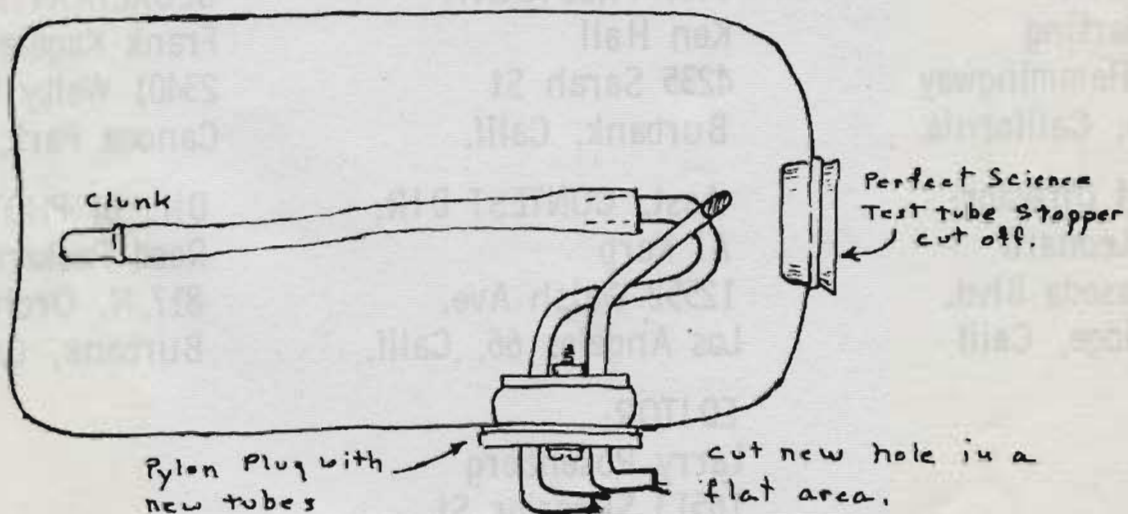
And so October is here. Big deal!(?). It better be! It's the month for nominations. So rack your brain and be sure to come to the meeting.

Did you make the scene at the scale rally? There was a good turn out and it was good to see that the builders are abuilding.

In this same vein today was the the big day and I tried the Focke-Wulf. Yes, it flew! Now the work begins as it was just silked and doped and had a paper canopy. You may note that this is not the usual column but in trying to get a large enough fuel tank in the rather short nose of that beast I came up with an idea.

The nose of the F-W is short but it's wide. Sooooo you get a Perfect Science test tube stopper and plug up the front of the tank. I used a Pylon brand tank with the rubber plug that is squeezed tight with a screw. This type of plug can be used in any smooth hole of the right size and seal very well. Carefully cut a new hole in the side of the tank where it is convenient and the tubes will clear the construction inside the tank compartment.

Now, make up some new brass tubes (drawing below) to get the vent and the pick up hose where they belong inside the tank and your in or out or at least you have a shorter tank with the same volume. The hoses are on the side where they are handier for installation too, besides, still. I gained about an inch of usable space in this fashion.



And you thought I was going to work over Larry and Pat didn't you!

THE PERPETUATION OF THE SPECIES

Well gentlemen, so far as club activity is concerned, another year of RC'ing is approaching its end. We have two more meetings this year, plus our annual Xmas dinner shindig. It is these last two meetings that should be of vital concern to all of you rank and file members.

As all of you who attend meetings should know by now, we have an extremely large RC club, perhaps one of the largest around. It would be well to consider that our club is larger than a considerable percentage of the businesses in this country. The reason that I mention this size factor in comparison to industry is that I feel that some interesting parallels can be drawn.

Any business of approximately 100 employees has people on the payroll whose sole purpose in being employed by the company is to manage it efficiently. In our organization, we usually have 6 or 8 people in office whose sole reason for being in office is to manage our organization efficiently. It would seem reasonable therefore, that prior to the October meeting, all of you members give some serious consideration as to your choice of officers for the coming year.

In industry, these people are hired after applying for a job and being interviewed. Naturally enough, we cannot do the same with our candidates for office. However, we can nominate people for our elective positions that we feel will be qualified to fill the office for which they are nominated. We usually have quite a bit of trouble merely convincing people to accept a nomination, let alone work at the office for an entire year, but it is imperative that we do nominate people that we feel will not only be good officers, but that will accept the nomination and run for the office.

I will be the first to admit that these positions are time consuming. Even this lowly editor's job, which I am sure that I have not filled to ALL of your satisfaction, gobbles quite a bit of time, and I am not directly involved in any policy-making decisions. It would seem logical then, that if we extrapolate the amount of work as related to the elevation of the office, that a considerable amount of time and effort is required in some of our officers positions. I am stating this not to frighten anybody out of running for office, but merely to make it clear that all is not a bed of roses. We have, in my estimation, one of the best RC clubs going, and it didn't get that way by accident. Some people have worked hard to make our club what it is today, and would like to see this tradition carried on.

I imagine that by now all of you have caught the gist of this editorial. It boils down to several simple statements:

- 1: We have a great club now.
- 2: It got this way by hard work, not by accident.
- 3: We need new officers for the following year, willing officers.
- 4: No matter how efficient an officer an individual may possibly be, unless he is nominated, and is willing to run, he won't make it.
- 5: Give a few minutes of serious thought as to who you would like to see elected to our various offices, select someone, nominate them.

Well folks, that's it. I plan on running a short statement by each nominee in the November Newsletter. I would like to put out a full issue in November so lets get with it and nominate some worthy people. We have a good thing going with our club, lets continue it.

Larry

NEXT MEETING: TUESDAY, OCTOBER 10th.

ENCINO-WOMANS CLUB, 8:00 P.M;

BE THERE, NOMINATIONS

SELECTED SHORT SUBJECTS

Our September meeting turned out to be a very interesting and an informative one. Although Don Dewey of RC Modeler Magazine was unable to attend, we did obtain a substitute in the person of Dan Lutz of K and B Mfg. Co. Dan filled in for Don admirably, and his discussions of the history of K and B and of the modern 2 cycle engines, were well accepted by the members present. We do appreciate your showing up on such short notice Dan.

Our Hero of the Month for September is Harold Dally with his very nice P51 Mustang. This fiberglass fuselaged jewel is really a beauty and I understand that it flies as well as it looks.

Eliot Shulman won Honorable Mention for his very descriptive narrative of how much fun it is to fly off water. I am sure that all of the members enjoyed his humorous tale as much as I did.

As for happenings at the field, man, it is wild out there on a Saturday or Sunday morning. There are many new faces at the Basin and it seems as though most of them could use some remedial reading lessons, for the safety regulations (posted at our expense) go largely unheeded. On two consecutive Saturday mornings, I was almost hit by airplanes a total of four times. On one of these near misses, the airplane flew over my head from behind me (coming from the south end of the field) which means that it was completing a low pass over the pits. Kind of shakes a guy up.

Anyhow, during the weekday flying sessions in the late afternoon, many of the Valley Flyers can be seen at the field. I have run accross Jim Oddino, Bill Salkowski, Frank Capan, Frank Kagele, and many more. Not too many of the regulars out at the field on Saturdays anymore except for our perrenial flier, the intrepid Les Kesner.

Concerning the field, at this month's board meeting Jack Byers and Carl VanCourt were present. They were present because the City Fathers have decided that since there have been approximately 3,000,000 (yup, 3 MILLION) visits to the field during the past 4 years, there are enough of us RC'ers around to warrant a decent field. It looks as though there will be a completely new RC flying field built in the Basin at the time that the development of the Basin is complete. I understandd that the field is to be fenced and that a fee will be required of all who use it. The field will be CONTROLLED and if somebody starts flying a little too hot for safety, he will be warned that he can be denied the use of the field if he refuses to cool it. There is a possibility that yearly flying field licenses may be available for those of us that fly steadily. This could add up to a substantial savings. All of this is still in the

planning stage, but it could be accomplished. I personally /think that it would be of immense value to us.

Lets not forget to try for a big turnout at our XMAS dinner party. Don Butnam has gone to a lot of trouble setting this up and it appears that he has done a fine job. Bring your loot to the meetings and pay up, the more the merrier.

It should hereby be duly noted that one of our more famous members is about to embark down that long trail on Sept. 30th, and a few words of tribute seem to be demanded by the occasion. Larry Leonard, alias "Kraft Jr.", alias "Young Talent", alias "Wonder Boy", alias "Boy Wonder", alias "Kraft's Kid", is about to get MARRIED!!! Although Pat has known for years that this would be the ultimate result of their friendship, Larry was neatly and finally snared by the Tender Trap. Best of luck from the entire club.

I have been instructed to inform all of you that Willie Smith is alive and well, he just doesn't want to get involved.

See you at the field,
Larry

P;S; I understand that someone went up to Phil Kraft, at Larry's wedding, and aksed him if he felt as though he was losing a son. How about that!!

ELECTIONS ELECTIONS

VALLEY FLYERS FIRST ANNUAL SCALE R/C RALLYE

by: WOODY WOODWARD

The Valley Flyers First Annual R/C Scale Rallye was a dramatic success, drawing more entrants than any previous R/C Scale event ever held in the Basin! There were 9 flying entries and in the Static Display Area, 11 more planes in various stages of completion. Considering that there were less than 3 weeks to promote this event, it reveals clear evidence of the rapidly growing interest in scale. The key to success was the "Rallye" or "Fly-In" approach. The regular AMA Flight Pattern was not used, instead a 5 minute qualifying flight was substituted. The flyer simply went up and staged his own "Air Show". There were no points, of course. However, the AMA Scale Judging (Static) was strictly adhered to. I was able to get well known scale modeler Bill Hannan (NAA Flightmasters) to head a group of all Valley Flyers Scale Judges. They included Bob Palmer, Ken and Loretta Hall, Art Rubin, Frank Kagale, and several others whose names escape me (sorry). Hannan, who has extensive experience judging scale, later told me the group did an unusually good job and were well informed. High praise! The flying entries were as follows (alphabetically):

Dick Allen -	PIETENPOL
Frank Capan -	NORTH AMERICAN "COIN"
Harold Dally-	P-51 MUSTANG
GEORGE KOSTURA-	P-51 MUSTANG
Lou Proctor -	NEIUPOSRT 17
Jack Stafford -	DE HAVILLAND CHIPMONK
Bob Upton -	LONG MIDGET
Granger Williams -	SCHONFELT FIRECRACKER
Woody Woodward -	REARWIN SPEEDSTER

First, second, and third went to Proctor, Capan, and Allen respectively. The first five places received a gallon of K&B 100 as did Granger Williams for the Most Spectacular crash of the day. The fuel was through the courtesy of K & B Manufacturing and our good friend Dan Lutz. Thank you again. Dotty Woodward and Loretta Hall handled the scoring and other officiating. Don Butnas was Flight Timer and helped the scale judging. I was Contest Director. It was a ball... we're going to do this at least 3 times next year; OK ? Sorely missed was Don Baker who had to fly the "Big Ones" that day.

Woody

UPCOMING CONTESTS:

October 28-29	Tracy	Goodyear only
November 11-12	San Jose	Stunt only

CHRISTMAS PARTY

COME ONE, COME ALL !!

TO THE

TAHITI^{AN}

12010 VENTURA BLVD.

STUDIO CITY

ON 1 DEC 1967

SOCIAL HOUR 7 PM

DINNER 8 PM

EXQUISITE CUISINE IN THE
POLYNESIAN MANNER!

\$6.00 PER PERSON

14 NOV. LAST DATE

CONTACT: DON BUTMAN D10-2563

EARL HARTING 342-6867

FRANK KAGELE 883-9980

P.S. ENYA 60'S ARE DOOR PRIZES!