

NEWS LETTER

AUG 1968



SAN FERNANDO VALLEY R/C FLYERS, INC. LOS ANGELES, CALIFORNIA

1st class

VALLEY R/C FLYERS

c/o Don Butman, Editor
6161 Platt Ave.
Woodland Hills, Calif.
91364



TO

SAN FERNANDO VALLEY R/C FLYERS, INC. LOS ANGELES, CALIFORNIA

PRESIDENT.....Frank Capan
VICE PRESIDENT.....Jim Oddino
SECRETARY.....Pat Leonard
TREASURER.....Larry Leonard
CONTEST DIRECTORS.....Dick Adams
.....Willie Gardner

NEWSLETTER STAFF

EDITOR.....Don Butman
STAFF.....Loretta Hall
.....Earl Harting
.....Nate Rambo
.....Woody Woodward
.....Bob Upton

Permission to reprint granted, credit the Valley Flyers.

Meetings held on the 2nd Tuesday of the month at the Encino
Women's Club, 4924 Paso Robles Ave., Encino, California, at 8pm

PRESIDENTS CORNER..... Frank Capen

Here we go again, but it only hurts for a little while. Sometimes even that is enough. But here I am again and guess what? I'm not even going to mention the Christmas Party! Isn't that great?

By the time you read this you will probably have heard the results of the great campaign on the plains of Kansas. Our warriors sallied forth after proper penance to the God of chance and with pomp and pageantry they started forth on their long journey, each in his own way and with their thoughts buried deep in their hearts, quietly determined to bring home many scalps... er... trophies. Off they went to do battle in some far off battlefield, some to fall to earth and the happy hunting grounds, others to rise again and battle again. Furiously twisting and turning and shouting the famous cry... "up elevator"..... While we, being the old ones, the young ones and the broke ones, prayed the old prayers of victory and strength to help our gallant warriors in battle.....Gee! Maybe next year!

We will have some first hand information about the Basin at this meeting. Cheer up, it isn't as bad as you may expect. Won't it be grand when things are all settled? Believe me when I say play nice. Watch out for the other person and don't be afraid to say hello to a stranger and offer any help that you can. Safety is the byword at the Basin and we should do all that we can to keep it this way and improve on it in any way that we are able.

The next big one (Besides the 18th Scale one) is the West Coast Championships here at the Basin over the Labor Day weekend. Joe Bride is the CD and he has asked for help in judging the stunt pattern. He would like to get about 6 to 8 judges. The BIRDS are doing the rest, so lets show him some support. Joe will be here for our Club meeting with his films of his trip to Africa.

So in closing, I would just like to say one more little thing - Who, I say Who we gonna nominate for next year? Time to start thinking about it. Give the board your suggestions. They will welcome them.

Adios.

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FUN CONTEST RESULTS.....Willie Gardner

The Fun Contest was held July 14th as scheduled and was enjoyed by everyone that entered.

Because of an FAI stunt contest at another location, the entries were fewer than anticipated, but this did not curtail the excitement.

The 1st event was called RENO and was a race against the clock! Each person was required to roll the dice (pair) in a paper plate and make 7. The time started when he picked up the dice. After a roll of 7 was achieved the engine could be started, a take-off made, and a 360° circle, either horizontally or vertically, flown with an immediate landing followed by a return of the model to the place of start by either taxi or hand carry. After stopping the engine, if it is still running, by hankie, foot (ouch), or rag, the propeller had to be taken off and then with this mad chain of events accomplished, the dice were again rolled to make a 9. This rolling of 9 stopped the clock and the time posted.

Would you believe 2 minutes to roll a 7??? How about that, Reed! Talk about pressure!!

The winners were:

1st.	Larry Rosenberg	1 minute 41 seconds
2nd.	Hans Weiss	1 " 43 "
3rd.	Roger Owens	1 " 52 "

The next event was Spot Landing. This was simply making 5 touch & go's in the graduated center circle to see who could accumulate the most points. There was no time limit.

The winners were:

1st.	John Perry	18 + 16 + 15 + 15 + 18 = 84
2nd.	George O'Gar	18 + 15 + 9 + 21 + 0 = 63
3rd.	Earl Silden	18 + 15 + 15 + 9 + 0 = 57

The 3rd and last event was called - 1 Shot Only -. It required a take-off and one landing as close to the center of the circle as possible. Only one (1) touch down was allowed, but no limit on go-arounds. In other words each man could be choosy about his final approach since he had just one chance to touch down.

The winner was John Perry with a bulls eye for 24 points.

There were 12 entries in all, and the entry fee was FREE! AMA license was the only requirement.

The winners won cash prizes of \$5 for 1st, \$3 for 2nd, and \$1 for 3rd. The contest started at 9:30 am and was finished by 12 noon, which made the Sunday Flyers happy!

I wish to thank those who gave me help when needed, and to all the contestants who participated. My Contest Partner, Dick Adams was unable to attend due to his Fireman duties and the fire in Laurel Canyon.

Happy Landings,

WILLIE

STUFF AND JUNK by Earl

It goes without saying that our club has in it's membership all sorts of individuals. Tyros to experts are all tied together under the heading of Valley Flyers. Now one would expect the fledglings to look to the masters for guidance and courage. All of which is so much rhetoric, so I'll come to some sort of point.

Every thrice in a while one of our leaders will do something that we can use as a beacon in the dark to guide us ever closer to nirvana.

Just such a thing occurred at our last meeting, the fly in, and perhaps was not observed by the whole membership. While it is a small point it is worth reporting. We all know that it takes a certain amount of equipment to fly toy airplanes and this chap was well stocked. I made notes on the hardware he had for all of us to use as a guide.

Such as; Airplane, Car(to carry it in), Chain hoist, Tire patches, 4 gross of 6x3 props, 1 doz. 11x8 props(broken), 1 imperial gal. of fuel, Jack(bumper), A-frame(for the chain hoist), 1 qt. ambroid glue, 1 qt. tite bond glue, 40 ft. assorted sizes of fuel line, 1 razor blade, 14 oz. ball-pean hammer, handfull of 8d nails(box), a Suff can full of assorted wood screws, Coleman 2 mantle lantern, Vise, Tire pump, Anvil, a hip flask containing 8 oz. of something called "Ground Zero Gin", a book entitled "Joe Goongatz's collection of Famous Last Words", a deck of cards(Jack of spades missing), 1 starting battery, a full color picture of an American destroyer under full steam, an autographed picture of Phil Kraft, 3 rabbits feet, 1 horse shoe, an empty spray can of bug repellent, Crescent wrench, screw driver, 1 pr. water pump pliers, and last but not least a can of Chung King chow mein.

You say he forgot something!? How could he with all that paraphernalia. Let me check my notes again.

By Gad, Sir!! Your right! I wouldn't have believed it!

Nat Rambo forgot his transmitter!

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FOR SALE

Ugly Stik, built from Jensen kit, Tail-Dragger. About 50 flights, very good shape. Set up for Micro/Orbit servos.

\$35.00

Larry Rosenberg

360-4757

1968 NATS REPORT

This immediately-after-the-fact NATS Report comes to you through the efforts of Jim Oddino, Nate Rambo and Bob Upton. They "volunteered" to send me "something" concerning the NATS outcome and hopefully their part in it.....Ed.

STUNT....August 8, 1968....5pm.....Jim Oddino

Well, its over. The West Coast has still got the Champ but the South east is pretty tough. I don't have all the details on the Junior/Seniors but the VF Reps. did pretty good. I think Bob Smith was third and Witt Stockwell was fourth. Kraft and Larry (Leonard) didn't fly at all in the qualification and Bill (Salkowski) and I only went out one day. Cliff (Weirick) was the only one who qualified high.

Our Scale guys proved they fly the best. Top flight points went to Nate Rambo, G. Williams was second and Randy Mytar third. I didn't find out how the static judging came out, but Dave Platt's SBD was in a class by itself.

Our Pylon guys had some problems. After good qualifying times Cliff and Bob Upton were disqualified for lack of wing area. Jack Stafford crashed both of his planes. However the top qualifiers were still all west coast. J. Foster, G. Williams and Jimmie Witt in that order. Larry was ninth, Gil Horstman 13th, and Witt Stockwell 18th.

I hope the other guys can fill you in on the finals in Pylon and Scale. I forgot, Ray Downs was high on the pylon qualifying list. I attached a rundown on stunt and included the first day's standing for obvious reasons!

CLASS C EXPERT STANDINGS:

<u>First day</u>	<u>Final</u>	<u>State</u>	<u>Score</u>
1. P. Kraft	P. Kraft	Calif	3215 1/3
2. J. Edwards	J. Kirkland	Fla	3145 2/3
3. J. Kirkland	J. Whitley	Ala	3121
4. P. Marrot	J. Edwards	Tenn	3100
5. D. Coleman	L. LEONARD	Calif	3016 1/3
6. J. Whitley	D. Coleman	Ala	2959 2/3
7. J. ODDINO	R. Brooke	Wash	2943 1/3
8. B. Reed	R. Chidgey	Fla	2929 1/3
9. E. Izzo	P. Marrot	France	2916 2/3
10. H. Coleson	G. Krause	Tex	2903 2/3
11.	C. Weirick	Calif	2894
	16. J. Oddino	Calif	2832
	20. J. Spurlock	Calif	2747 2/3
	21. W. Salkowski	Calif	2741
	D. Spreng	England	2672
	T. White	N. Mex	2344 2/3

The top three will represent the United States very well at the Internats. The caliber of flying was good and very close from fifth to twenty-fifth. Larry came through on his last two flights inspite of missing a tail slide on one and a double stall turn on the other. These are each worth 150 points (!) and he could have won the whole thing!

WAIT TILL NEXT YEAR

SCALE AND STUNT.....August 9, 1968.....Nate Rambo

The NATS are over for another year and as we leave Olathe, Kansas, we have to admit that it was a pretty good one. And there is one thing for sure, the San Fernando gang was there and carried off their share of the spoils. The Junior-Senior types did particularly well. Now for some of the details.

This year the Air Show was held first. With this out of the way the Navy turned all their resources towards supporting the Model contest. Flying took place from 7am to 7pm to assure that everyone got in enough flying. Very fortunately there was no rain until 5pm on the last day when Goodyear was cut short. Temperatures ran in the high 90's every day with considerable wind during the early pattern flying periods.

Pattern consisted of 2 days of qualification and 2 days of finals. The VF Stars (Oddino, Salkowski and Leonard) were pre-qualified and flew in the finals. The rest of us slaved and never made the grade. Bob Smith, however, was 3rd in Junior-Senior pattern qualifiers and Whit Stockwell 5th. Both received nice trophies. Also, Bob took a special award as the best Junior pattern flyer. So -- the big boys went in there and slugged it out with the following results:

- | | | |
|---|-----|---------------|
| 1st. Phil Kraft | } → | 1969 FAI TEAM |
| 2nd. Jim Kirkland | | |
| 3rd. Jim Whitley | | |
| 4th. Jim Edwards | | |
| 5th. Larry Leonard (Local HERO makes good!) | | |

Incidentally, Bob Upton and Jack Stafford were judges in the pattern event. They deserve real credit for sitting out in the sun all those hours! Betty and Joe Stream (B.I.R.D.) helped officiate the event. Many thanks folks.....but how come I was number 59 out of 60 people trying to qualify? Huh????

Now the Goodyear event! This consisted of 2 days of qualifying and 2 evenings of racing. (A few qualified in advance at the Oklahoma meet). At any rate the VF boys were there strong and included Larry Kraft-Leonard, Ray Downs, the Williams Bros., Jack Stafford, Bob Upton, Whit Stockwell, and Bob Smith. All did very well except poor Stafford who crashed 2 models qualifying.

Another piece of bad luck was when Upton was unexpectedly dis-qualified for being a couple of square inches short on wing area. This occurred after making a good qual time. Weirick protested the dis-qualification on grounds that his ship was identical and had not been dis-qualified. Guess what --- Cliff will shut up after this!

When it was all over the winners were:

- | | |
|-----------------------------|----------------------|
| 1. Granger & Larry Williams | Calif. |
| 2. Ray Downs | Calif. |
| 3. Don Yonky | (How did he get in?) |
| 4. Joe Foster | Calif. |
| 5. Larry Leonard | Calif. |

And now lets cover SCALE. All I can say is "FABULOUS". Honest, I think that some of those models were shrunken airplanes. You just can't believe Dave Platt's SBD Dauntless Dive Bomber.....rivets, instruments, pilot & gunner, guns, etc., etc., etc. And the whole ship looked weather beaten and tired just like you had found it on a carrier off a Japanese held island. It was too much!

More NATS REPORT

Then there was Claude Mc Cullough's YAK. It had more work in the propeller assembly than went into my whole ship. Don Niell's B-17 had four ST .23's for power and flew superbly. There was a $\frac{1}{4}$ scale Fokker D VII and a Fokker Triplane, powered by a ST .71 and ST .80 and swinging 22 x 3 props.

Bob Upton entered his Rivets and did a great job of flying. The Crowd really liked the ship. Randy Mytar entered his new Jap Zero. This had a nicely detailed cockpit and was 3rd from the top in flight points. The Old Masters Larry & Granger had their Nieuport there and really "laid the cards on the table" because when all was over and done.....

1st. Williams Bros.	Nieuport 28
2nd. Dave Platt	SBD
3rd. Nate Rambo	Ye Olde Chipmank

Ok, Woody, you didn't go so we had to take charge!!

In closing I'd like to say it was a good meet. It was bigger than last year (1200 + contestants). The AMA Executive Director, Staff, Council, Event Directors and Judges and other officials should be highly commended for the smoothness of the entire operation.

GOODYEAR (FORMULA I).....August 10, 1968.....Bob Upton

Damp is the work for this year's NATS. It rained INSIDE the buildings, the humidity was so high.

Goodyear qualifications took place Saturday and Sunday the 8th and 9th at both Olathe and Toloqua, Okla. Qualification times were very low this year. Flying has improved tremendously across the country. Out of 60 entrants, 38 racers flew for the 20 top finalists. It appeared as though it would take at least a 2:15 time to make the finals. Despite high winds, the times were very fast with a 1:56 for Granger Williams at Olathe and a 1:53 for Joe Foster at Toloqua.

After trying every combination of prop and fuel, I came in with a 2:11 which qualified me for the finals.....so I thought.

Monday morning the Goodyear Models were placed in the Scale cage for judging. This year they checked for minimum dimensions and, much to my chagrin, the Midget Mustang was 2 inches² shy on wing area (one-tenth of an inch along the entire trailing edge of the wing!), Since I had declared it #1, they wouldn't let me fly the Rivets, so I was out of the race even though I had qualified. Cliff Weirick had the same trouble!

Of the Valley Flyers, Larry Leonard (Minnow), and Whit Stockwell (Minnow) made the top 20.

Jack Stafford had lots of luck, allbad! During Qualifications, Jack's #1 airplane, (Minnow) locked in left aileron and went straight in. His #2 airplane (Minnow), would have turned very close to 2:00, however, turning the no. 1 pylon in the 9 $\frac{1}{2}$ lap, the wing parted in the middle! Jack tells me that from now on, he's only taking one racer to a contest and can't say I blame him!

Final results were as follows. (The race was cut short due to a thunderstorm on the last day).

Last 'o NATS REPORT

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>A.Q.T.*</u>
1.	G. Williams	21	2:00.6
2.	R. Downs	20	2:04.3
3.	D. Yockey	20	2:04.8
4.	J. Foster	19	1:55.1
5.	L. Leonard	17	2:08.5
6.	T. Prothoroe	16	2:19.6
7.	D. Lowe	16	2:22.4
8.	J. Witt	15	2:02.6
9.	B Anderson	15	2:14.9
10.	H. DeBolt	14	2:03.1
11.	J. Beauchamp	14	2:06.2
12.	E. Keck	13	2:06.5
13.	G. Horstman	11	2:18.4
14.	N. Schoonard	10	2:10.2
15.	W. Stockwell	9	2:29.4
16.	B. Pearce	8	2:21.7
17.	J. Wingo	8	2:42.9
18.	R. Grigsby	7	2:38.3
19.	M. Woods	6	2:13.0
20.	D. Carey	3	2:24.1

-* Adjusted Qualified Time

AMA Rules Committee -

A meeting was held that included all of the AMA District Vice - Presidents and they voted 9 to 1 to leave the Goodyear Rules ALONE!! So the .40's are still in for 1969, with a five pound minimum weight. Also, it is mandatory that the engines be equipped with a barrel-type carburetor.

Many thanks to these fellows for the very complete NATS R/C report. Ed.

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SCALE "GROUPLINGS",..... Ed.

'Tis possible that the heading should be "groping", but there is headway being made by some members of the Scale Group. Just look at the NATS Report and consult M.A.N. for the months of Sept. and Oct. 1968! (First time that you could buy next month's featured plans this month and this month's plans next month!!)

The next Scale Group meeting (3rd Friday of the month) will be this Friday 16 August at my place, 6161 Platt Ave., Woodland Hills, phone DiO-2563. We have a number of scale 3-views available for those needing them for their construction projects. By the way, if anyone has some interesting plans or 3-views that they want to share with others bring them to the meeting and we'll have copies made.

Speaking of plans, THANKS, Dale Willoughby for those full size plan sets you've sent us. Woody has them and will try to have some of the members build 'em!

Don't forget the beeg Scale Rallye this coming Sunday, 18 August, from 9am to 3pm at the Basin. See you there, for I know that help will be needed.

THE VALLEY R/C FLYERS
SCALE GROUP

PRESENTS

A SCALE RALLYE

18 AUGUST 1968
SEPULVEDA BASIN
9^{AM} → 3^{PM}

SCALE TYPES —

- 1 - WWI
- 2 - ANTIQUE (PRIOR TO WWII)
- 3 - ALL SCALE BIPLANES

VALLEY FLYERS SCALE RULES

ENTRY FEE \$2.00

MERCHANDISE PRIZES TO 5TH

+

GOODIES FOR ALL ENTRANTS

C.D. → FRANK CAPAN
786-5878