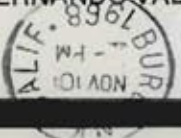


NEWS LETTER

NOV 1968



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



USE ZIP CODE

VALLEY R/C FLYERS

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



TO



NEWS LETTER

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

THE PRESIDENT'S CORNER.....Frank Capan

Dear Hearts:

Can you imagine this? It is almost time for the Christmas party and guess what? I'm going to say a few words about it. We are going to have a party and you wouldn't believe what is going to happen. Would you believe an actual floor show, like singing(?) and dancing(?) by a group of the young(♂) ladies whose friends are members of our club. To steal from friend Woody.... sixteen lovely dancers and fifteen gorgeous costumes. Holy Mackerel! It might be worth the price of admission, besides the food and the door prizes and the live music for dancing and the happy hour..er...hours. It sounds like fun. And another thing will be the greatest raffle the club has ever seen. Come to the meeting and hear about it. Crazy man.

Back to the serious or whatever. I would like to sincerely thank all the people who gave their help to the club and me, because without them we would all have been in trouble. You all have been very patient with me and I thank all of you and thanks for all the cards and letters.....HA!! May all your plastic bombers melt.

We have had a little fun. I 'm sure we all have had enough contests this past season. Maybe next year it won't be as bad. Oh well, at least we tried.

Say one thing for sure, we really have a couple of good boys nominated for president. After the one we had this year almost anything would be good. No fooling, we sure will have a couple of live ones this time so come to the meeting and vote. Remember, nominations are still open, so get on the ball if you have anyone in mind.

So in closing I would just like to say that it has been fun. You might wonder what else I lie about. But it is with heavy heart I must say goodbye to you as President, but, smile, I say hello as plain ordinary club member. Isn't that just ducky? So as I fade away over the horizon, with heavy heart of course, you may hear, if you listen very closely, the sad wail coming like.....Ha ha ha ha ha ha ah.....

R. G. Upton
Technical Editor
Contest Director

FORMULA I RACING

We hosted our second racing event for the year on the 19th and 20th of October. The contest, to be frank, was not a complete success due primarily to lack of entrants and at least partly to lack of interest by our own club members. It is very discouraging when we can't get our own "members" out to watch, much less actually participate in one capacity or another. At last count we have about 110 members in our club, 15 of which signed up to help manage the contest. Of these 15 people, only half made themselves available at the basin. It takes, at the minimum, 12 people to run a Formula I Contest, consequently I had to recruit people outside of our club to help. This, to me, is ridiculous. I'll grant you racing isn't every modelers "bag", however, if you are going to belong to a club, why not participate in a capacity that is useful rather than give "lip service" to anything and everything that a minority of active modelers are trying to accomplish.

A special thanks goes to those few who helped and to the rest of you, "may the Bird of Paradise fly up your antenna".

The results were as follows:

A total of 30 heats were flown with the best time turned in by George Killeen with a 144.9. George won the contest, and deservedly so, consistency pays.

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>Time</u>
1st	George Killeen	26	144.9
2nd	Jack Stafford	25	154
3rd	Granger Williams	22	148
4th	Dennis Dunn	18	201
5th	Joe Bridi	17	212

Received a letter from Darrell Yonker, an ex-Valley Flyer (President of VF in 1962 or 63, Ed.) who is in Anchorage, Alaska. He has been there about two years and relayed his findings on flying in the Chill of the day or nite or both. The following are exerpts from his long letter.

8/12/68

Dear Willie,

You know by now that I am not much of a letter answerer, since I haven't answered any f your letterz. Maybe I can make up for it by filling you in on the last nearly two years.

To start off with, when we moved up here all my radio gear and planes survived the moving in good shape. It was only a month or so untill I was flying again. The first time I went out on a country road and flew one flight. I banged the wing on a snow drift on landing and that ended that. By the time I got the Stormer fixed I found where the local guys fly out at Elmendorf AFB. The first time out there I took one look at the site and decided that they were crazy. It was one of the parking sites for the C-119 transports. It was considerably smaller than the Basin site and surrounded by a 3 foot bank of frozen snow. Oh well, what the hell, if they can I can. So off we go. No trouble until landing on the third flight. Turned final and zap. It rolled over and dived in the snow bank. Not hurt too bad but done for the weekend. Next weekend, same thing.

Third weekend, same thing. What goes on here. After some serious checking, which I should have done after the first crash, I found that the receiver was going way out of tune at the low temperature. I tuned it up outside at about thirty degrees and after that no more crashes, at least from that problem. I did find tho that the radio was just plain unreliable below 20 degrees, so that was the limit for my flying. Some checking disclosed that almost every brand of radio up here would go way out of tune at the low temperature and darn few would work reliably below 20 degrees after a good cold soaking. But since its' difficult to enjoy flying when it is that cold it doesn't really make much difference.

In the winter we have to quit flying about two in the afternoon since we have only about four hours of daylight. In the summer we can fly all night for about a month if the weather is right. The sun goes down but if it is clear it is still plenty light for flying.

Last summer we put on an air show down town during the centennial. The city graded a strip just for the one day event. We had probably the biggest crowd of the whole centennial, according to what I heard. The crowd really enjoyed our improvised races.

The same day we flew for the centennial we also had our all night fly-in. Its just a fun thing, and that time it rained all night. A couple of our fellow nuts got their wings ruined from the moisture. One flight I made was about 2 am in a nice drizzle. I could hardly see the airplane against the sky, and still insist that its the first full instrument landing in the history of R/C.

Arctic Flying, Cont.

In the fall we flew at the State Fair in Palmer. That's up in the Matanuska Valley, where they raise the 60 pound cabbages etc.. Any way it rained for the whole three days except for the two hours we were to fly the first day. The Club at the time had only three flyers who were competent to fly there and that day the two military flyers couldn't make it. So with four airplanes, three of them borrowed, I got to fly the show. There was a pit man for each plane and all I had to do was fly. With a deal like that you can sure do a lot of flying in two hours.

Sometime along in there we were also asked to fly for Armed Forces day. That was only a one flight thing with four flyers, but what made it interesting was that while we were flying they pulled a C-141 (Full size) right into the spot where we would have made our approach and it was quite windy. Everybody got down OK, but some went over the crowd, some downwind, and myself right along the top of the C-141.

Last winter was pretty uneventful. We did quite a lot of flying and I tuned quite a number of radios. I did find that my Veco .61 wouldn't start in the cold weather, but with Clarence's help, and a propane torch on the head, the problem was solved. Along towards the last of the winter Pete and I made an electric starter and that solved all the starting problems. So far I think I have run about 50 gallons of fuel through my two .61's and they still run great. I think I'll send them both to Clarence this winter for a Checkout.

At the all night fly-in we had a small contest with the events geared to the local flyers. For instance the winner of the spot landing event won because he crashed closer than anybody landed. It was a hidden spot landing and we agreed before starting that crashes would count, but only the first crash per flyer. I won the expert pattern event, but only just. We only had three flyers in the event. That doesn't mean that I could win the event if it had been at Sepulveda Basin. A lot of the guys who flew that night had never tried to do any specific maneuvers before but had been content to just miss the ground and make touch and goes'. It was a real eye opener for most of them. That was the night I finally got to make my midnight flight. Took off at 11:55 and landed at 12:05 AM. The team I was on won the Pony Express event and got the mail as a prize. It amounted to two dollars per man. I had a flooded engine and when it was my turn to carry the mail the Veco like to tore my finger off, but I finally got it started. What a guy won't do for a buck!

We have about 24 members in our club now, and about half are what could be called regular flyers. In the last 6 weeks four of our best and most active flyers have shipped out. They left a pretty big hole. I don't have the exact figures but think over half the members are military.

We have a new summer site out at Elmendorf. It is oiled cinders and is rather dirty but it seemd to be shaping up slow but sure. It doesn't get picked up by the engine (the cinders) but it gets thrown all over the airplane and makes quite a mess. We won't be able to fly there this winter because of snow. The Snow usually is so soft that an airplane with skis will sink in clear up to the wings so we just have to wait till the Air Force plows off the hardstand.

Arctic flying, Cont.

Hey. How about having the current VF Secretary either send me the VF Flyer Newsletter or else let me know how much so I can subscribe. After all I still want to know what goes on in the second best RC Club in the world. Second Best? The best one should always be the one to which you currently belong, right? Thats the Alaska Radio Control Society.
Have him write me at 3112 Spenard Rd., Anchorage, Alaska, 99503.

Things are going pretty good up here and I don't know how long we will be here but I imagine someday that I'll show up out at Sepulveda Basin or where ever it maybe, with my toy under my arm. This is nice country, but its just too far from where its happening.

Thats about all I can think of now. Tell all the gang, including the Gardners, hello for me. Write some time if you think I deserve it. And please excuse the meserable typing. At least it is legible.

DARRELL

Darrell and Pete Miller run "Arctic R.C." as a side line and do sales (on Micros) and service on all radio systems. So if you find yourself in Anchorage look them up.

ELECTION ELECTION ELECTION

You now have another chance to vote!! At the next meeting to be held on Tuesday 12 November at 8 PM the election for next year's officers will be accomplished. The nominations are still open and following is the slate so far:

President: Bud Anders
Dick Adams

Vice Pres: To be the runner up in the President Race.

Secretary-Treas: Herb Cohen
Bob Davidson

Editor: Don Butman

Contest Director: Robert Stockwell
TEAM of Bob Upton, Woody Woodward,
Larry Leonard, & Frank Capan

So attend the next meeting and nominate your choice and then vote "em IN!!

STUFF & JUNK by Earl

I personally can't stand to see an R/Cer stutter and stammer over an excuse for a blown landing, take off, or what ever. Therefore, in the interest of saving time, I have made up a list to be memorized by all and then the numbers can be used in stead, i.e. the engine will not start; you are being ridden by the other R/Cers to whom you could mumble all sorts of dandy replies but how about a rousing I-A! Read on.

- 1.(A) Your (B) Her (C) His (D) It's-- battery is dead!
- 2.(A) My nose wheel (B) My wallet (C) My beer-- is flat!
- 3.(A) My necktie (B) My finger (C) My Bippy-- got caught in the prop!
4. It was the (A) my recent illness (B) sun spots (C) automatic self destruct feature--- that caused it!
5. My (A) air to air refueling valve was stuck (B) hatch came (C) Throttle wouldn't (D) fly was-- open!
6. Last night I got a (A) bad cold (B) traffic ticket (C) bad ice cube!
7. My shoe lace wound up in the electric fuel pump!
8. An aroused chicken hawk assaulted my airplane!
9. I forgot to (A) pray (B) wind my watch (C) genuflect-- before I did it!
10. My paravacuelectrostatic servo detector came to a (A) glitch (B) bone (C) fnot--- and hepitated the petilumer of the gramice arm!
11. An (A) enraged (B) excited (C) mentally ill -- gopher bit my (A) toe! (B) finger! (C) Bippy!
12. It's to (A) cold! (B) warm! (C) nice! (D) windy! (E) calm! (F) rainy! (G) dry! (H) smogy! (I) clear! etc. etc. etc.
13. I just got (A) married (B) divorced (C) a hair cut (D) pregnant-- yesterday!
14. Come out here in the (A) sand burrs (B) lake (C) excercise yard (D) quick sand -- and say that! (look for my air plane on the way?)
15. I lost (A) sight of it! (B) my starting battery! (C) your radio! (D) my Bippy!
16. The radio rejected the new battery!
17. Yeah! But I (A) fly reeds! (B) didn't know you were standing there! (C) drink! (D) don't give a damn!

VALLEY R/C FLYERS, INC.

← PRESENTS →

HOLIDAY '68 PARTY TIME — 0 — 0

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