

NEWS LETTER

FEB 1969



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

VALLEY R/C FLYERS

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

FIRST CLASS MAIL



TO

SAN FERNANDO VALLEY R/C FLYERS, INC.

Meetings on 2nd Tuesday at the Racine Women's Club, Encino, Calif.
Permission to reprint articles granted, credit the Valley Flyers.

President - Dick Adams
V- Pres. - Bud Anders
Secretary - Roger Owen
Treasurer - Randy Nygar
Editor - Don Butman

Safety Committee
Bud Anders
Earl Harting
Herb Harting
Larry Lockard

PRESIDENT'S CORNER.....Dick Adams

Here it is, the last minute again and I'm not ready with my words of wisdom! Let's see -- the money is coming in with little difficulty, yet!! No Dead-Beats this year -- EVERYBODY pays!

Our contest season is pretty much established -- not to our complete satisfaction but we can live with it. This year we are working with all the Radio Control Clubs in the State to coordinate the contest activity and avoid the conflicts of the past. A step in the right direction for sure even if we didn't get the best dates this year. This of course is only for AA AMA sanctioned meets. Our fly for fun type contests are not included in this list. We will do these things ourselves --- with everyone invited, of course.

One more item---I was out to the field---what a mess!!! Now we know why they don't want any permanent buildings in the place. The mud is about one foot deep on the parking lot. The runways and the pit area are covered with a thin layer of mud that will have to be removed. The City is working on the clean up of the parking lot but I'm afraid we are the ones to do the clean-up on the field. Our last similar experience could have been better. We were left with some big holes to fill after the City ran their street sweepers over our thin runway.

So ---- with that possibility for you to mull over --- See you at the meeting on February 11!!!

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PICTURE PAGE.....Reed Pasikard

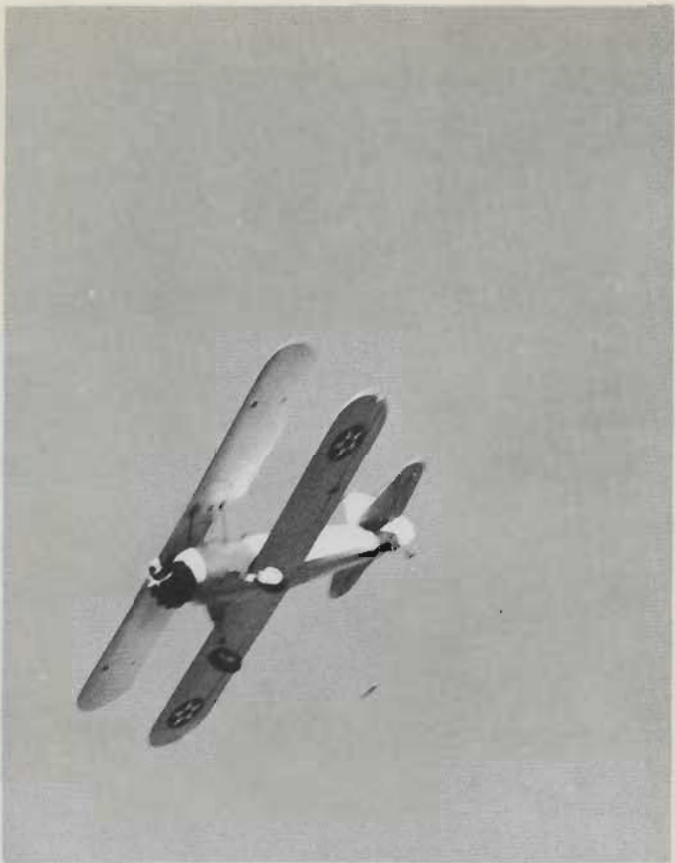
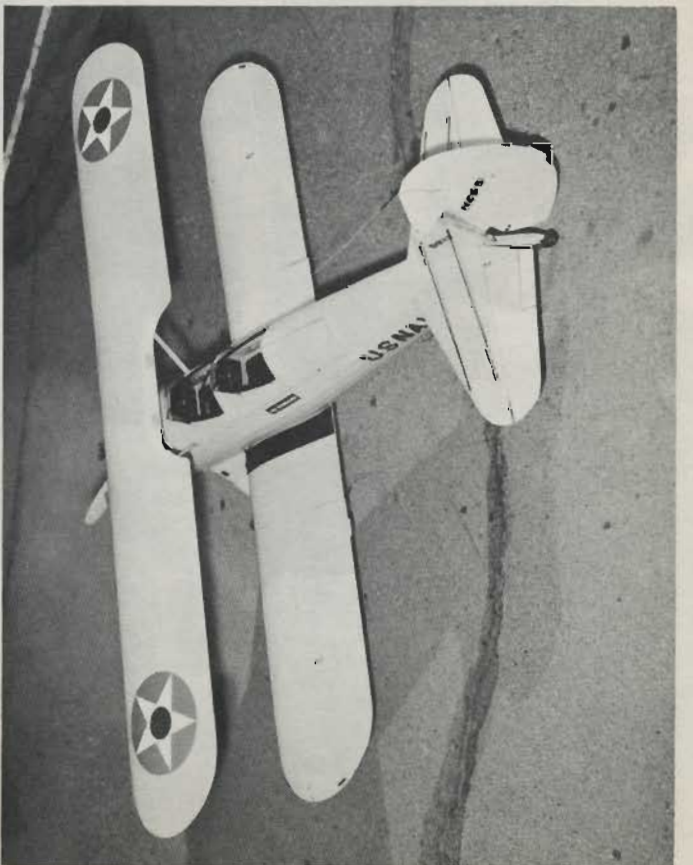
This side.....Our President caught with his struts down!! This PT 17 flies well with the GS .80.

Other side....More of the PT 17, flying as well as with the rudder just about to come off.. Guess the antenna helped to keep it on.

....Here we have the Halls, Ken and Loretta, in their new workshop or house. I see that Ken lets Loretta do the sanding.

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MARCH MEETING OF VALLEY FLYERS.....Bud Anders

The March 11 meeting of the Valley Flyers will be held at the Schlitz Brewery, 7521 Woodman, in Van Nuys. Featured will be Zeno Klinker and his hysterical historical movies and ever-runnin' commentary. This is a changed show from the one we saw last year so come-on-along-and-listen-to...Zeno!:

This affair will be FREE to PAID UP MEMBERS (and one guest) only.. So pay up now or at the door. The schedule for the evening is as follows -

- 7.30 pm Doors open - arrive early
- 8 - 8.30 Brief business meeting
- 8.30 - 9 Raffle and plane presentation - Bring money and models
- 9 - 10 KLINKER Hour
- 10 - 11 Free Flowing beer n' pretzles. Cakes for Juniors and teetotalers.

So pay for membership at the Feb. meeting and be ready for this special March affair.

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CONTEST CALENDAR

- April 12 - 13 Racing at Las Vegas
- May 4 Seale at the Basin with the Valley Flyers
- May 30 - 31 - June 1 Fresno Radio Modelers Open at Madera
- August 3 Racing at the Basin with the Valley Flyers
- August 30 - 31 - Sept 1 West Coast Championships at Madera
- October 18 - 19 Stunt at the Basin with the Valley Flyers

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ADS

Factory checked out PCS with all 5 servos

\$210.00

Call Hank

348-8366

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February meeting of the Valley Flyers will be held at the Encino Women's Club at 8pm on the evening of February 11. See all of you there.

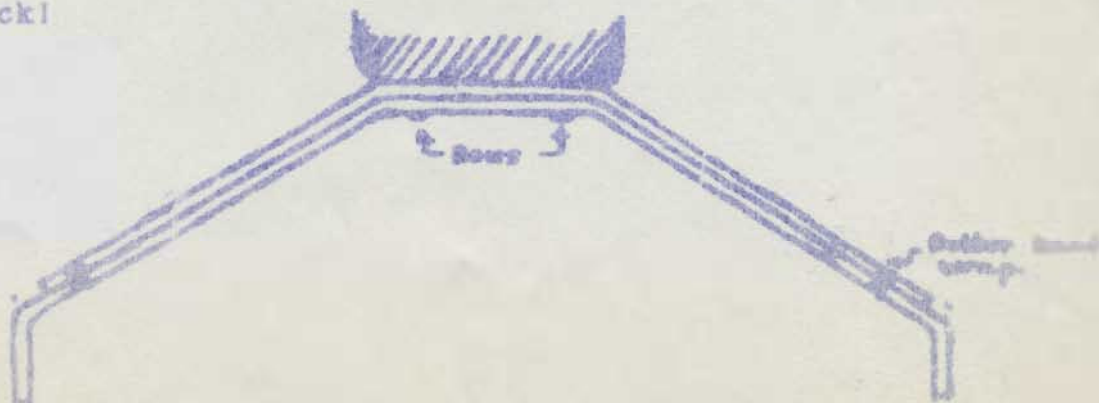
How about the rain? Didn't it though! My gracious, make one so wide you could crush a grape! My ~~ears~~ near rusted! How many of you were around the last time the basin was flooded? That is the purpose of the dam you know, to hold surplus water. Some of you by now have discovered that a broom and shovel are part of an H/Car's gear. It was weeks last time before we got it cleaned up. I was out after work today (1/30/69) and a quick and rather hasty check disclosed that the parking lot is covered with 1 to 2 feet of mud but the airport itself didn't look as bad as last time.

Remember, bring your shovel and broom!

Now a different subject.

Some of you may recall the R&B aircraft that was involved in and the films that were shown at one of the meetings a couple or three months ago. The landings were a thing of joy and wonder. A "joy" that the wheels touched first and a "wonder" that there was no air plane left after the dust cleared. I do believe that a "fix" has been found. Over a cup of after meeting coffee with Jack Stafford, Bob Upton et al it was learned that Jack was having some trouble with a weak gear on a racer he was flying. A 2nd gear was clipped of the wheel mounting lugs and bolted on with the other one to get more strength. Viola!, it worked! More than that, the two together worked like a friction shock absorber. So here I am with a model that has to be flown for tests with a wing loading approaching 5 lbs. per foot. When all that mass comes in it packs a lot of energy soooooo better make use of Jack's serendipity.

A double layer LG was fabricated at Eric Thomas' great industrial complex as per the sketch and given a go! It's hard to believe that one thing could make that much difference, but it do, it do! The thing now just squats and rolls. Give it a try if your flying Pogo Stick!



We never seem to tire of going to our local Hobby Shop and spending many hours looking at all the wonderful things that delight the heart of any modeler. Whether he be a newcomer to the Hobby or an oldtimer, they all seem to derive that special enjoyment which only comes when in the company of other modelers and at our favorite Hobby Shop.

At these Shops, you will find all the goodies your heart desires. Older kits that you have built, flown and remember with nostalgia, new ones that you're just itching to build and try with great expectation.

Here the newcomer can ask for and receive the tried and true basic and advanced fundamentals that would save him many dollars and hours of building time and tremendously increase his enjoyment of model flying.

Your local Shop Owners are dedicated to you, the Modeler, in every way, shape and form. We need them as much as they need us. By supporting your Favorite Shop, you will benefit many times over in the long run.

This page is dedicated to you the Modeler, and is brought to you the Valley Flyer Modeler through the courtesy of the following Hobby Shops *

IN BURBANK

Tony & Addie at
T & A Hobby Lobby
3512 W. Victory Blvd.
Burbank

IN VAN NUYS

Art at
The Hobby House
7546 Balboa Blvd.
Van Nuys

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Larry at
Larry's Hobby Center
8960 Reseda Blvd.
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IN SANTA MONICA

Hans at
Wilshire Model Center
1304 Wilshire Blvd.
Santa Monica

Colby at
Evetts' Hobby Land
1636 Ocean Park Blvd.
Santa Monica

IN SANTA SUSANA • SIMI

Irv at
Tapo Pharmacy
2267 Tapo St.
Santa Susana

HEADS UP.....Bud Anders

Down from the end of the flying line comes the familiar cry of the model dodgers.... Heads Up!.....whereupon a peculiar tribal dance is performed to the rhythm of a howling ".60" (or smaller). Amid the "dancers" is a lone figure with a box in his hands...he, too, would like to join the dance...but all he can do is throttle back, and spasmodically look to the sky, the area on the ground surrounding him and back again. Then, almost as suddenly as it started, the dancing ceases, and all is quiet, save the strained voice of the lone box-holder saying - "I can't find it..."

Sound familiar? Of course it does. An occasional misadjustment on the part of an experienced pilot, and the throes of learning to fly cause models to "buzz" the flying line. As R/C modelers, we all expect an occasional mishap and accept the fact as part of our hobby. However, there are those flyers who, for some reason unknown to anyone but themselves, enjoy low, fast passes down the runway, maneuvers over the head and, in general, "buzzing" the flight line. Some of the wild men are members of our club, some members of other clubs and some not members of any club.

Flying as mentioned above is more than just a violation of the safety rules -- it is downright dangerous!! These 5 or 7 pound monsters can kill!! The radio can fail on a model flown by even the best pilot. It is EVERYBODY'S responsibility to inform a rule violator of his infractions -- don't just wait for the president or other officer to do the chastising, it's your field too and a bad accident can cause its premature loss.

So now you're saying to yourself. But I don't want to be a "Bad-Guy". I feel exactly the same way (everyone wants to be loved), and shall make every attempt at diplomacy when I remind someone about the safety rules -- I'd rather be a live "Bad-Guy" than a cripple (or dead) "Good-Guy".

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SAFETY COMMITTEE MEETING.....Bud Anders

The first meeting of the Safety Committee was held at Bob Stockwell's on 23 Jan 1969. Items discussed were -

- 1- Painting of the frequency colors in the pit area - Larry Leonard
- 2- The sign will be repainted and the rules will be printed on business cards to be handed out to all flyers at the Basin - Earl Harting
- 3- There will be name tags for Safety Officers at the Basin. This action has the full support of LAMBA and the Recreation and Parks Dept.

Safety in this sport of ours is being discussed in all

sections of the country (world!). There is an editorial devoted to this subject in the latest (Feb.) American Aircraft Modeler on pages 38 & 39. Then check Model Airplane News (Feb.) on page 49 - talk about impact:.

Let us show some (a lot!) of good judgement in the handling (flying) of our R/C models. Don't let a prize (or otherwise) goof lose our flying site.

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SNOOPY'S R/C DOGHOUSE.....Ed.

The Sunday section of the St. Louis Globe-Democrat that you saw at our January meeting came through the courtesy of Al Signorino, Editor (and now President) of the McDonnell R/C Club. Al built and is flying Snoopy & his Doghouse which steals the show wherever he goes. Thanks Al, and we should all read your article in MAN for February 1969.

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HINTS

Larry Rosenberg, V.F., & the BLIP *

The film fixer squeegee that comes with black & white polaroid film is perfect for fuel proofing decals. Dries clear, will not lift decals and is really fuel proof.

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CONFERENCE TO ATTEND

15th annual Toledo R. C. Conference
March 1 & 2, 1969, Maumee, Ohio
Talks, raffles, flying demonstrations, displays, etc.

Contact * Weak Signals R.C. Club
P.O. Box 5772, Sta. Wernert
Toledo, Ohio, 43613

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LOS ANGELES MODEL HOBBY ASSN.

New officers for LAMHA for this year -
President - George Barman (Free Flighter)
Vice-Pres. - Perc Megginson (Valley Flyers)
More R/C Club Representation is needed at the meetings of LAMHA. We urge ALL L.A. area Clubs to send reps to the meetings.

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HOT AIR.....Nate Rambo

Well, I did my best to be nasty to everybody and it worked. I avoided being an officer of the Club again. OK, now I'll be nice to everybody. A Sworn statement follows - I, Nathan H. Rambo III, being of sound mind and body, do hereby swear to be nice to everybody for the next six months. To get started being a nice guy I have volunteered to be a help to our editor this month. I'm sure if others would follow, perhaps poor old overworked Don Hartman would be forever grateful.

Been to the field lately. When you get a chance, watch Reed Packard's new Sportmaster go through the maneuvers. I flew the ship two weeks ago and never had a model track better. Can't recommend any kit above the Sportmaster when it comes to flying.

Seen on the field lately has been Art McIzzies' Liddle Stick. OK....I know there are 15 Liddle Sticks flying at the Basin every weekend. But, are they powered by Veeco .61's. Great zot - what performance...

Part of the success of any Club lies in the interest generated at meetings. We need more formal programs and less business reports. To accomplish this I ask that every member give a suggestion for a program to the Vice-President, Bud Anders. It is the V.P.'s job to set up the programs and he has a tough job, so let us help him.

Have you hot shots tried those new 1969 maneuvers? I just learned the '68 maneuvers and now they hit me with a whole bunch of impossible additions for '69. My goodness - there's the rolling loop with inverted crash, the cobra rolling crash, and the clever leaf vertical crash. Well, I think it's time to go into retirement anyway.

Speaking of Scale, I've replaced the Chipmunk with a Messerschmidt BF 109 E fighter. I was so proud of the ship being original...you know...scratch built and all that. So what happens. Now there are two kits available. But hear this WARNING --donot ask me if its built from that plastic ARF kit. With all the work I've put into this one I might forget all that nice guy business and zork you right between the running lights as Weirick would say.

Now that I'm a nice guy I'd like to pass a compliment to RGM. Those full color pictures are really great. The other Mags should take notice.

I don't know if anybody read a recent comment in one of the mags but it was to the effect that Scale judging at the 1968 NATS was too soft. Well while I'm guest writer, I'd like to say something along these lines. First, let's face the fact that Claude McCullough and Dave Platt are Super-Gods, when they talk I listen. Claude's Yak propeller has more work in it than my whole "Scale" ship. (Well my ships are sorta semi-localish when in the air) But the question remains Do we want FLYING Scale with the emphasis on flying or do we want Scale with the emphasis on museum workmanship. When Scale goes too far towards the museum side we get few if any entries in the contests. Local interest really falls off. Please

note how successful Woody Woodward's contests have been because of the relaxed fidelity and detail grading. Frankly, I would like to see the day when there are many flyers like Dick Adams who fly sport and contests with a Scale ship.

I hear that there are cock fights at Phoenix the weekend of the Southwestern Championships (Feb. 22 & 23). If you are planning to stay at the Sundowner, reservations may be tight. I wonder if those cock fighters are going to have birds all over the place. Naturally it's OK for we mature R/C enthusiasts to have our models at the motel and to check run engines at midnight. Incidentally, all Valley Flyers are to group up at 10pm that Friday night in the Sundowner bar in front of that crazy juke box. See ya.

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SANTA BARBARA OPEN PYLON RACES.....Nate Rambo

I had assumed the pylon racer's Pose and the Enya was snorting. My assistant held the Lanier waiting for the green flag. To our left Dave Espanosa was waiting for Wayne Walkwright to release. Bob and Whit Stockwell snatched batteries and fuel bulbs from under the flyers ships. Everything was ready for the start of a heat at the races held on the Carpentaria Polo field Sunday 19 January. Just then a deluge of rain hit. Engines were shut down and everybody headed to the clubhouse. You see, it rained all day and we raced in spite of the rain. But that final deluge was too much. Never in the history of aeromodelling have 16 competitors been so drowned. And by gosh it was FUN, believe it or not.

At any rate the Santa Barbara boys did their best to keep things going and finally got 15 heats flown. Winners were as follows -

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| 1. Jim Jenson | San Gabriel |
| 2. Mike Bridges | San Gabriel |
| 3. Ray Tellas | San Gabriel |
| 4. Dave Espanosa | VALLEY FLYERS |

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SCALE GROUPINGS.....Ed.

Fly-in every 3rd Sat. at 2pm at the Basin.

Meeting every 3rd Friday at 8pm - Place to be announced at the Club Meeting.

There will be a Scale Contest at the Basin on May 4, 1969 that we will be hosting. So get those Scale models going.

The Scale Directory is slowly but certainly taking shape. Clubs who have responded include the PIONEERS and the Fresno Radio Modelers. Dave Platt of 1968 NATS Scale Fame (and Top Flite Models) sent in his name as being interested (..) in Scale. We had not planned this directory to encompass more than the West Coast but your name is welcome, Dave. Here is Dave's letter of 20 Dec. 1968 -

Dear Don,

See in the WATTS NEW ' (Fresno RC Modelers publication) that you have started a list of modelers known to be interested in RC SCALE. It wasn't stated if you wanted this on a local or a national basis. I'm giving you my name and address, and if you don't want it - just throw it away.

In either event, you may be interested to know that here in Chicago, three months ago, a small group of us formed a new Club (Chicago already has about 8 or 10 RC Clubs) which is called "Chicago Scalemasters" and, as the name implies, is devoted entirely to Flying Scale in all forms - C/L, & F/P as well as R/C.

The results were astonishing. We now have over 30 members and hardly anybody even knows about us yet. We are getting new members at 8 or 10 a month at present but this will settle down when the word is out all round and saturation point is reached.

We are very encouraged, needless to say. New members can count on willing help or advice with information, color schemes, building techniques, etc., and also contest advice regarding presentations, etc.

We further intend to hold the US's first All-Scale Rally with contests for RC, CL & FP Scale. This will be after the NATS, probably in September.

Our Club philosophy is based on the premise that the manner in which a model is flown is of secondary (or no) importance, but that the fact that the model is SCALE is of prime concern. All Scale modelers have the same problems whether they fly on wires or not.

It has been a pleasure writing to you. I hope one day that we will meet.

Very cordially

DAVE PLATT '

THANKS DAVE, DON.