

NEWS LETTER

APR 1969



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

VALLEY R/C FLYERS

c/o Don Butman, Editor
6161 Platt Ave.
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TO



SAN FERNANDO VALLEY R/C FLYERS, INC.

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

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Safety Committee

V-Pres. - Bud Anders

Bud Anders
Earl Harting
Herb Korth
Larry Leonard

Secretary - Roger Owens

Treasurer - Randy Mytar

Editor - Don Butman

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PRESIDENT'S CORNER.....Dick Adams

Like I said last month, we are moving ahead see, we are now one month further along in this year than we were last month at this time. ("Come on Xmas Party"....Ghost voice from the past!) If that last statement doesn't seem to make much sense, it's because that is about the way I'm feeling right about now.

I just finished reading the AMA Monthly Mailing No. 26. Really fellows it is only supposed to be a hobby! Controversy-Dissent--Riots--Destruction yet!! I for one am getting my fill of controversy etc.. I have to put up with it in newspaper, TV, Radio --- but do I have to have it served up in my hobby publications?

You know, before I joined the AMA and Club activities, I just enjoyed building and flying my airplanes. I guess you might say that I was very typical of the Sport Flyer in this country. I enjoyed what I was doing very much and paid very little or no attention to the National Organization. I bought the magazines that had a three-view or an airplane plan that appealed to me. I don't think the admonishments of the Editor even got the once over lightly. But now there is getting to be so much of this Editorialization in the Model publications that there is very little room for the three-views or the airplane plan that most of us by the thing for in the first place!

So.....for what it is worth gentlemen.....get back to Model Airplanes..... however they are controlled or uncontrolled.

Nuff said! See you at the meeting.

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NEXT MEETING

The next meeting of the Valley Flyers will be held at the Encino Women's Club on Tuesday the 8th of April at 8 pm. This meeting will be directed towards Goodyear Racing. The featured speaker, Art Williams, flies full size Goodyear Racers. He is the Designer-Builder of an all new Goodyear racer, which should be ready for the Reno Air Races and will be piloted by John Paul Jones. Films of the Cleveland air races will also be shown. So be there with your Models.

CONTEST REPORT -- BIRDS.....Nate Rambo

This year's BIRD's Meet was another tribute to that Club's hard working members. It was an excellent contest!

I think most of our VF members either participated or were on hand so only a few things will be said. As everyone knows, this 15-16 March contest was held at Sepulveda Basin due to the muffler requirement at the BIRD's field. The weather was magnificent for the all-pattern competition.

The highlight of the meet was the Class C Expert fly-off. Bill Salkowski had a radioproblem (What??????...Ed.) late Sunday and damaged his QFIII. Result was that Bill borrowed Dave Esponosa's SunFli for the fly-off. I guess everyone watched as Bill did a great job. None the less, Jim Oddino and Larry Leonard topped him. Wouldn't you hate to be a judge during one of those close fly-offs?

Here is the listing of those who took home those beautiful silver plates:

CLASS A

1. ROGER OWENS (VF)
2. Walkins
3. Heberstreit
4. BOB PALMER (VF)

CLASS B

1. Howard
2. Elliot
3. DAVE ESPINSA (VF)

CLASS C Novice

1. 1. Faber
2. BOB SMITHL(VF)
3. Henley
4. WHIT STOCKWELL (VF)

CLASS C Expert

1. JIM ODDINO (VF)
2. LARRY LEONARD (VF)
3. BILL SALKOWSKI (VF)

The Testor's Best Finish Award went to Jim Oddino for his Miss Tomato Soup.

Incidentally, Bror Faber has finally been kicked out of the Novice Nest. Yes, this was his last win in that category. Welcome to the Expert's ranks, Bror!

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STRAIGHT-FACED-WITH-A-SMIRK (Rambo's Ramblings).....Nate Rambo

1. Notes to Sepulveda RCers:

Bill Salkowski - Please remember to refill your tank before going to the flight line.

Jim Oddino - EK's are good units, Jim, but just any old transmitter won't fly your ship!

SAFETY COMMITTEE REPORT.....Bud Anders

We are very pleased to announce that the frequency colors have been painted in at the flying site. The new signs are at the painters being lettered, and we hope they will be returned and up at the time you read this. We are planning to extend the roped-off area farther out on both the left and right sides of the pit area. The R/C Safety Officer badges are ready, thanks to Earl and Ken, and will be distributed as soon as the signs are up. If you are selected, please serve with enthusiasm and vigor (not too much vigor though). The same rules that are written on the sign will be printed on small cards (the other side of Join the Valley Flyers R/C Club invitations). The cards will be given to those who commit rule infractions, by the Safety Officers. Many clubs throughout the country are now stressing and practicing new and more stringent safety programs. We sincerely hope that we, the Valley Flyers, will set an example on safety for the other clubs to follow. One of the most often repeated rule violations by the more experienced flyers (who should set a good example for the newcomer) is taking off from the pit area and across the runway. Just think what could happen if something causes your plane to make an uncontrolled sudden left. The fellows who are standing on the runway flying (where you should be) won't have a chance to duck as they cannot see the plane coming from behind them or hear someone shouting to warn them over the noise of the approaching motor. So let's not look for trouble and take off parallel to the runway, the same as everyone else does. To Larry Leonard, Jeff Bertken, Bud Almesberg, Colby Evetts, and Chuck (a UCLA student), we wish to convey a very special thanks for doing a terrific job of painting the frequency colors at the Basin.

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PREVIEW OF COMING VALLEY FLYER MEETINGS

13 May 1969 --- Movies of Art Scholl's plane, the Chipmunk, taken during the International Aerobatic competition in russia.

10 June 1969 --- Movies of Snoopy's Dawg House, By Al Signorino of the McDonnell R/C Club.

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SHOOT OUT, Y'ALL

VALLEY FLYERS Vs BIRDS - The gauntlet has been flung.....uh.....The foe Challenged.....uh.....En Garde.....uh.....anyhoo its the Flyers (that's us) and the BIRDS (that's them) in a Shoot 'em up and out at the Basin for a teu (2) day thing on 17 - 18 May with maneuvers TBA* so Joe Bridi and Bror Faber take note and bring the Top Hand Trophy!!

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TECHNICAL NOTES AND COMMENT

by Bob and Whit Stockwell, Contributing Editors

Since no one has yet taken us up on our offer last month to print their best technical ideas and gimmicks, we're going to devote this space to a recap of the Vista Pylon Races, and a lively issue current in the model racing game.

At the recent Goodyear Races in Vista, down in the new Kraft country, Cliff Weirick won in a fly-off with George Killean -- two very fast Minnows, but George had a little trouble staying tight on a couple of turns, and that's all the edge Cliff needs. There was some suspicion abroad that George wanted to keep his job, since he never blew a turn in his other five heats. But we know Cliff isn't that kind of a guy. We do, don't we? Don't we? Any way you look at it, Cliff and George, along with the ever-formidable Granger Williams, are the guys to beat this year. Granger had a little engine trouble this time, but that (unfortunately) won't last. Jack Stafford, with his Midget Mustang, landed in a puddle of water that offered a bit too much resistance to the forward motion of the airplane. Though not that day, his bird will fly again. Bob Upton damaged his Midget Mustang because he had to make a forced landing while the race was still in progress. He was, for safety reasons, keeping the plane well away from the other flyers: unfortunately there was also a pylon guy-wire keeping well away from the flyers in exactly the same place. Bob Smith and partner Jeff accumulated seven points with a slow bird (the engine turned on, but there's some sort of theory about drag...), which shows again that you don't have to have a bomb to enter Formula I and have fun.

At the meeting of the F.A.S.T. club afterwards (now there's an acronym for you! do you suppose the name, or the initials, came first?), held at the beautiful Kraft plant -- with their own flying field and landing strip proportioned to the flea-fli, -- an issue of considerable interest to both sport and contest flyers came up for extended discussion. Since we were merely visitors at the meeting, none of this report is official; but the issue itself calls for action on the part of the Valley Flyers, so we have taken it upon ourselves, with due respect to the officers of the F.A.S.T. club, to present the issues as we understand them so they can be discussed at our meeting.

Under the new AMA "Sport Pylon" (formerly "Open Pylon") rules, there is not only a new regulation governing the ratio of engine displacement to wing area, but also a regulation that minimum wing thickness must be 15% at any point on the span. Now, most stunt planes have 15% or more at the root, but a good many of them taper to less than 15% at the tip. And virtually all the planes that guys have built specifically for open pylon taper to less than 15%, if they start even that thick at the root. The question is,

should there be a separate, moderately unlimited, class of pylon racing that might be called "Unlimited Open", corresponding to the unlimited class of real aircraft racing? This class of racing has been effectively eliminated by the current rules, which is what a lot of guys are unhappy about. They want a class of racing in which, as in Formula I, the times get down around 2:00 or better -- and that's not about to happen with 15% constant wing sections, and 500 inches with a .40; they also want biplanes to be allowed, which would normally not have 15% wing sections. Alternatively, or possibly in addition, should there be a sport pylon class, severely restricted as under the present rules, where not even all the ordinary stunt and sport airplanes can qualify to race for fun?

The general consensus of the discussion was that 15% constant is too restrictive; and the San Gabriel Valley R/C Flyers, with the support of the F.A.S.T. Club and a couple of clubs up north, and with our support if we are willing to give it, are proposing formally to the AMA that the rule be changed to read "10% at the root", no restriction on taper, all other rules as at present. It can't be changed until next year, of course, but to get it changed even then the proposal has to be in to AMA for consideration this spring and voting this summer.

It was also the feeling of a number of fliers, though no vote was taken, that the Formula II class of racing is just not going to go; that the real racing enthusiasts who have the skill, time, and money will go for scale Formula I (formerly "Goodyear") racing; that the experimenters and innovators will be especially happy in the Unlimited Open class; and that there should be a "Sport Pylon" class for guys who've never tried racing and want to find out what it's like before they build a special airplane or try to hop up an engine to competition standards. In the "Sport" class it ought to be the case that any stunt or Sunday sport ship is eligible, and the problem is to define this class in such a way that it excludes the specialty jobs without excluding the honest entries. The theory is that no one is going to race stunt ships for very long: if the speed bug bites him after a sport race or two, he'll go for Formula I or Unlimited. The present theory that he'll break into racing via Formula II, since the Formula II regulations guarantee that such ships will be a good deal more docile than Formula I, is unrealistic. To do well in Formula II you have to build a ship that's worthless for anything else; and since it's not the prestige class of racing that either Formula I or Unlimited would be, you might as well find out whether racing really interests you by racing in the Sport class. Then if it does, you go for either or both of the prestige classes, and Formula II gets bypassed.

After all, a well-built Goodyear ship is touchy only on take-off and landing; they groove extremely well; and those respects in which they are touchy are not respects in which the beginner will get experience from Formula II. From these arguments we think the San Gabriel group has a very strong case, and that they deserve our support for the development of racing in the following classes:

- Formula I (as at present)
- Unlimited Open (10% at the root, straight-line taper,
wing area to engine size as stipulated by AMA)
- Sport Pylon (stunt and sport ships only)

and maybe Formula II, as at present, if it generates real interest, though it is hard to see (given the other three classes) why it would.

Let's face it: in racing, speed is the name of the game. And there's no reason to believe that fast unlimited ships, given the reasonable wing-area-to-engine-size ratios as at present, are going to move any faster or be any more dangerous than Formula I. Safety is a paramount consideration, but it comes above all from running the race in accord with AMA rules about spectator distance, race course well away from pit area, etc., not from unenforceable rules about wing sections -- or if enforceable, at least very unreasonable in the judgment of a large active segment of the racing community.

A NOTE ON JUDGING (unrelated to the above)

We have a contest coming up (May 17-18) where, though sponsored by LAHMA, I assume we will have some part of the responsibility for setting up the judging. This perennial problem cannot be solved, at the one extreme, by saying "We'll be hard on everybody across the board". That still doesn't get consistency, for the simple and obvious reason that it is indiscriminating as between a really good maneuver and a really bad one. Common sense and fair play dictate that decent judging can only result from having every flier do his thing in front of exactly the same set of rotated and more or less equally discriminating judges. If even one judge drops out for part of a round and someone sits in for him, and even if the one who sits in is thoroughly competent, the equity is destroyed.

We should therefore get our set of judges well in advance; and they must agree to work a whole day right through three full rounds; and to make that task bearable the club or the C.D. should make it known in advance that a decent lunch will be provided for the judges, that cold drinks or beer will be miraculously present throughout their labors (better take it easy on the beer -- that might bias the later flights), and that chairs with umbrellas will be provided. Under such conditions maybe people will volunteer, and we can have a couple of training sessions to get proper discrimination.

CONTEST CALENDAR FOR 1969

DATE	SPONSOR	LOCATION	EVENTS
<u>APRIL</u>			
17-20	S.F. VULTURES LVRC	PACIFICA STARDUST RACE TRACK	GLIDER FORMULA I, II, OPEN RACES
26-27	SAN GABRIEL RC	WHITTIER NARROWS	FORMULA I, II, OPEN RACES
<u>MAY</u>			
3-4	VALLEY FLYERS	SEPULVEDA BASIN	AMA SCALE (SAT.), VF SCALE (SUN)
17-18	VALLEY FLYERS/BIRDS	SEPULVEDA BASIN	SHOOT-OUT
24-25	R.C. BEES	SUNSET BEACH	GLIDER RACES
MAY 31 and JUNE 1	FRESNO RADIO MODELERS	MADERA AIRPORT	FORMULA I, II, OPEN RACES(?)
<u>JUNE</u>			
7-8	SAN GABRIEL RC	WHITTIER NARROWS	A, B, C/N, C/E, SCALE
15	GARDEN GROVE RC	MILE SQUARE	WORLD WAR I SCALE
21-22	RANCHO CORDOVA MM	FRANKLIN FIELD SACRAMENTO	FREESTYLE & BIPLANE
28-29	BAY AREA SOARING SOCIETY	LIVERMORE	GLIDERS * ALL EVENTS
28-29	RCM	SEPULVEDA BASIN	SCALE, SPECIAL EVENTS
<u>JULY</u>			
5-6	SAN JOSE WAVERMASTERS	SAN JOSE	A, B, C/N, C/E, SCALE
14-20	AMA	WILLOW GROVE, PA.	NATS
26-27	PIONEERS	SUNNYVALE	KOSBY FLYING TOURNAMENT
<u>AUGUST</u>			
2-3	VALLEY FLYERS	SEPULVEDA BASIN	FORMULA I, II, RACES
10	S.F. VULTURES	HWY. 16 SACRAMENTO	SEAPLANE HYDRO FLY-IN
16-17	SAN GABRIEL RC	WHITTIER NARROWS	FORMULA I, II, OPEN RACES
AUG. 30, 31, & SEPT. 1	PIONEERS	MADERA AIRPORT	WESTCOAST CHAMPIONSHIPS A, B, C/N, C/E, SCALE
<u>SEPTEMBER</u>			
7	BIRDS	LONG BEACH	OPEN, BIPLANE RACES (MUFFLERS)
14	PCC	HALF MOON BAY	FLY-IN
20-21	PIONEERS	TURLOCK	WESTERN STATES PYLON CHAMPIONSHIPS FORMULA I, II, OPEN RACES
<u>OCTOBER</u>			
4-5	LVRC	LAS VEGAS	A, B, C/N, C/E, SCALE, AEROTHON
18-19	VALLEY FLYERS	SEPULVEDA BASIN	A, B, C/N, C/E
25-26	SAN GABRIEL RC	WHITTIER NARROWS	FORMULA I, II, OPEN RACES
<u>NOVEMBER</u>			
9	GARDEN GROVE RC	MILE SQUARE	WORLD WAR II SCALE
15-21	RCM	TUCSON, ARIZONA	A, B, C/N, C/E, SCALE, FORMULA I, II

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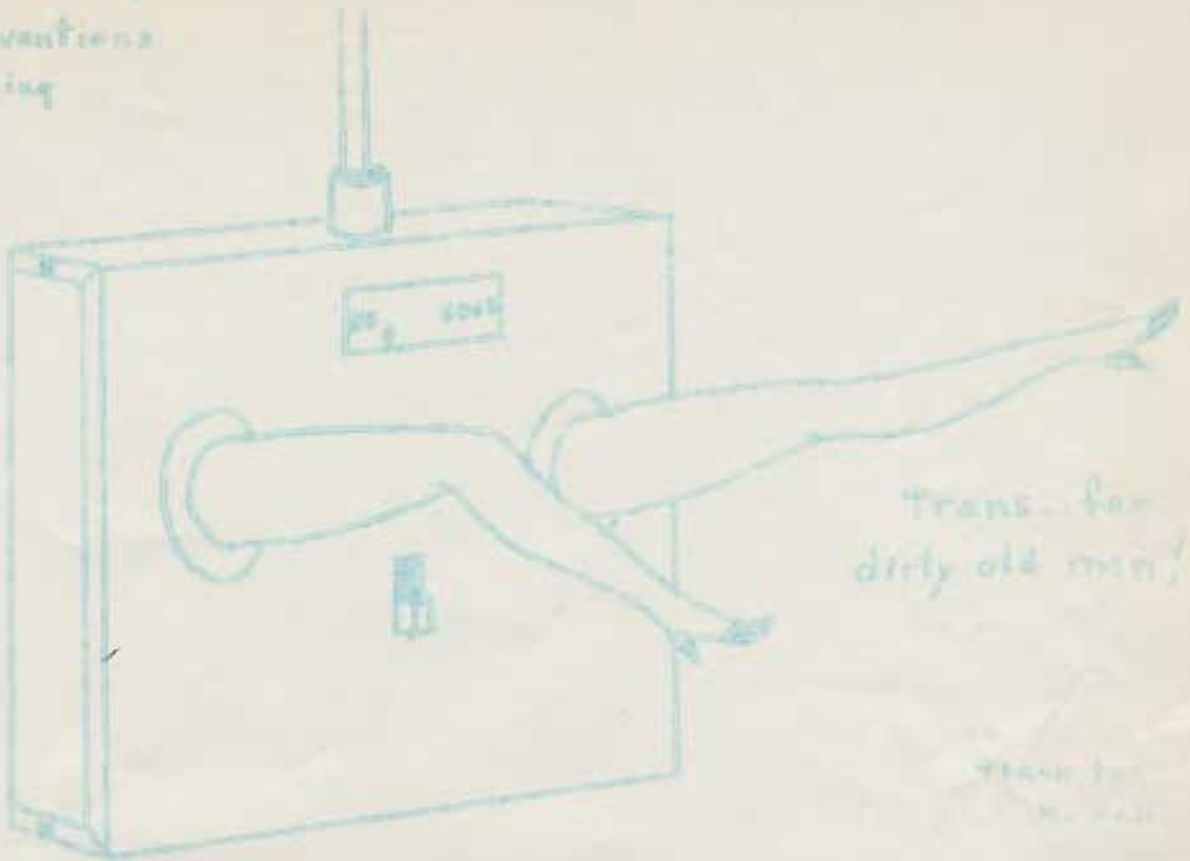
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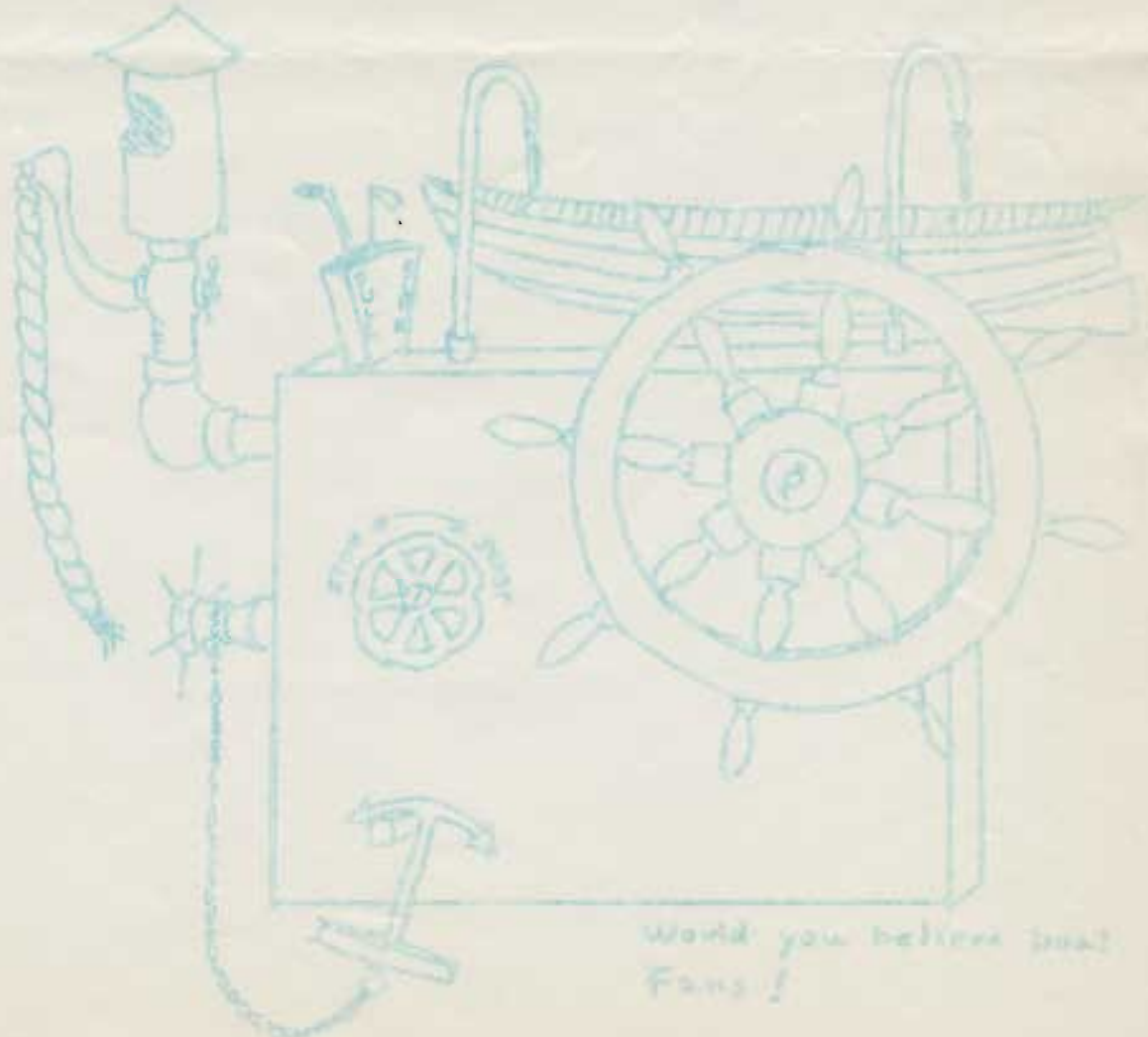
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