## **NEWS LETTER**

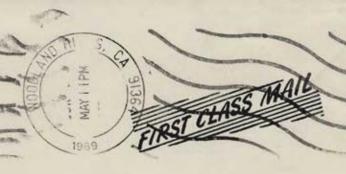
MAY 1969



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

### VALLEY R/C FLYFRS

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





### SAN FERNANDO VALLEY R/C FLYERS. INC.

The Valley Flyers meetings are held on the second Tuesday of every month at the Encino Women's Club, Encino, California, At 8 pm. Permission to reprint articles contained herein granted, credit the Valley Flyers.

### THE PRESIDENTS CORNER ..... Dick Adams

- 1 Pay those dues! All FREE\*LOADERS see the Treasurer at the next meeting, Tuesday
  13 May 1969!!
- 2 Bring Planes to the Basin on 18 May for Shoot-out with the BIRDS. Maneuvers will be drawn from the hat at 9am!
- 3 Thanks for the good showing and help at the SCALE Contest/Rallye last weekend, 3 -4 May !

### NEWSLETTER MAILING. ..... Ed.

Thanks, Marion Tennison, for your article on "Mailing the Club Bulletin". Yes, this is a sore subject and it also becomes expensive for approx. 130 Newsletters after the 1 cz. level is reached. However, the local mailing to our Club members has to be First Class or it could take up to a week(!) for delivery!! Yeah, that long to journey from Woodland Hills to Beautiful Burbank (15 miles!).

Since I seem to do this "thing" on the weekend prior to our Club meeting, it has to go First Class to "jog" our VF Membership's memory for the impending meeting.

### NEXT VALLEY FLYERS MEETING

The next meeting of the VF will be Tuesday 13 May 1969 at 8pm at the Encino Women's Club. Featured at this meeting will be movies of Art Scholl's Plane, the Chipmunk, taken during the International Aemobatic Competition in Russia. So be there all of you members and members to be!

The June meeting will feature movies of Snoopy's Dawhhouse, courtesy of a fellow newsletter Editor, Al Signorino, of the McDonnell R/C Club in St. Louis.

### SHOOT\*UP, ER SHOOT-OUT

The more or less annual ShootOout for the Top Hand Trophy will be held at the Sepulveda Basin Corral on the 18th of the month of May, 1969 commencing about the approx. hour of, would you believe 9am? So bring your stunt or whatever model and fly, couse if en you don't you will not receive any points for your attendance!!

The maneuvers will be drawn from the hat on that fateful Sunday Morning and will be something like these: 1-Duration on one ounce of fuel; 2-Takeoff and loop with the shortest time winning; 3-Mail carry, team of three plus the mail runner; 1- Doughnut drop; 5-Spot handing; 6-Limbo; 7-Lemans start; or anything. No one will know so its fair(?) for all 1: See all of you there and BLaDS bring the trophy!

# CLEVELAND MODEL

REC'D. 5 MAY 1969 DHB.

4506 LORAIN AVENUE . CLEVELAND 2, OHIO, U.S.A. . WOODBINE 3600

### C-D's 50th ANNIVERSARY SALE

. . . And An S.O.S. For Help At A Most Crucial Time In The History Of C-D

Yes, this is a real call for support from real C-D buffs to preserve the last, and only, base of good museum-quality scale flying modeling, as we have become a modelmakers service organization. We've lost our building (following the loss of my home) to save it, believing that American modelers will rally to support our NEW C-D ERA program so we keep hanging on. We do trust you feel the efforts of 16 dedicated volunteers and myself worthy of continuance for all serious American modelers to enjoy. But, we are being forced to move at once and need cash very badly to do so and to get set-up at our new smaller quarters at 10307 Detroit Ave., Cleveland, 2-1/2 miles away. Same (216) 961-3600 phone and zip code 44102 remains. For the time being the old address may still be used.

2 FOR 1 DEAL! A ONCE IN A LIFETIME OFFER! PLUS A BONUS FOR ORDERS OVER \$10!

Sounds like a lot but it really doesn't equal a \$2 bill of the 30's and 40's when you were a boy and most dads were earning \$18 to \$35 weekly, and then came WW2 beginning the unmerciful spiralling inflation. Anyway for each dollar you spend (min. ord. now \$5) for anything selected from Catalog #4 (now 50¢ per subscription) you can select an equal dollar amont of items from the following list. . . Good Only Until August 31, 1969 Postmark.

14 LINES OF PLANS AND KITS TO SELECT FROM: Any kits (except SF's) pin-ups over SF-72 (lower nos, sold out) must total \$1 min. and plans with prefixes MSF, SE, C, E, EZ, FL100, FL200, N, R, S, SM, and the SE Prototype Plans only. However, you must include the 10% required for their packing postage and insurance (or just add 20%, or 1/5 the total amount of the cash portion of your order). But please do so at once as these next few weeks are most critical to our ultimate survival, and do keep more orders coming as you can afford it. Furthermore, a bonus of #2 Cleveland Modelmaking News is yours for orders over \$10 received by May 31st postmark. No substutitions please, even if you already have a copy. Use it for trading purposes with other buffs.

BUY NOW AND SAVE — PRICES TO INCREASE SOON: Only because we need the financial help to complete our moving we are offering these \$2 values for a dollar, thru bonus value lines, and to help you to collect the lines of lesser general interest for present or retirement use. Be sure to tell your modelbuilding friends about this offer too! Also, when ordering please give a few alternates, as stock of some items is very low and we hesitate to back order anything during our moving period. Thank you very much for any support you can give our program at this time to help our volunteers and myself keep museum quality modeling alive.

Very sincerely,

Founder and President - "Since 1919"

REGARDING TODAY'S INFLATIONARY PRICES: Our costs are increasing greatly each year just as in any other business, especially because of so little volume - so much so that we can no longer do for \$5 what we did for \$1 back in the 30's and early 40's. Family incomes have in most cases increased to 6.8 even 10 or more times over those days too.

Our current #4 catalog, good thru 1969 and perhaps part of 1970 is already 2-1/2 years old. When #5 appears in '70 you may expect prices considerably higher, perhaps double, as sales have just not kept up with costs. So few buffs see our ads and so few buy after receiving the catalog sent for. Seems prices are a deterring factor unless they are interested in collecting catalogs only. How could any well thinking man expect to pay only several times for the same quality model items, what he paid as a boy? We still try to hold prices to a today's cost of manufacturing and selling, not at what some may feel are high antique prices which collectors are often willing to pay, even the volume of sales is only 2 to 5% of what they were in the heyday of modeling. Unfortunately, they stand at half what they should be unless sales shall increase substantially for the balance of 1969. Only each one of you individually can make this possible thru your support of our continuing program of designing the old antiques for posterity - and yourself to enjoy.



# STUTY AND JUNE BY MARK

PRIDE MAE A GREAT ORGAL OF AUGINERAL AND DISCORD COVER THE RELEAST A.H.A. ALECTRONS, I HAVE HORGER OUT A JOS PERFORMANCE CHANGE TO SIVE THE HENBERSHIP A CUITOR OF WHICH TO LAGE THEIR VOTES IN THE AUGINE THE AUGINE ANTER, PROMISE HEVER TO SET INVOLVED IN POLITICE AGAIN IN THE FOTURE (AF LERSY IS THE FRESS)

# GREDR TO PERFORMANCE APPRAISAL FOR HOWINGE PARTIES.

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### NATS INFO - R/C

- STUNT -- Qualifing rounds on Wednesday and Thersday, 16, 17 July. Top 15 in s semi-finals on Friday 18 July & top 5 Semi-finalists fly in Finals on Saturday 19 July, 2 5 pm.
- SCALE == FAI rules except for engine displacement and weight (AMA rules).

  Flight judging on Mednesday 16 July and Thursday 17 July 8am 11am.

  Turn models in for ground judging by 2pm Thursday 17 July.
- PYLON I & II -- Qualifications on Monday 11, July and Tuesday 15 July, noon to 5pm. Handicap judging -- turn models in by noon Wednesday 16 July. Top 20 in each class ( I & II) will fly in finals Saturday 19 July and Sunday 20 July, 8am to 2pm.
- NOTE: FAI Scale Rules interpret multi-engine rule such that a tractor-pusher does NOT qualify for extra engine points! (Example Cessna Skymaster)

### HOBBY DDEALER DIRECTORY

Your local Hobby 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. The Local Hobby Shops who are helping to support your Club effort are:

Tony & Addie
in Burbank

T & A Hobby Lo

T & A Hobby Lobby 3512 W. Victory Blvd. Burbank, Galifornia in Santa Susana/Simi

Tapo Pharmacy 2267 Tapo Santa Susana, California in Van Nuys

The Hobby House 7546 Balboa Blvd. Van Nuys, California

Larry in Northridge

Larry's Hobby Center 8960 Reseda Blvd. Northridge, California

Hans in Santa Monica

Wilshire Model Center 1304 Wilshire Blvd. Santa Monica, California in Santa Monica

Evetts' Hobby Land 1636 Ocean Park Blvd. Santa Monica, California by Bob and Whit Stockwell, Contributing Editors

We dropped the "technical" from the heading, mostly because we're not, very. But if anyone ever comes through with something technical, we'll write it up for you.

Now a report on the STARDUST AIR RACES at Las Vegas, April 19-20. We got out to the Stardust Raceway a little late the first morning, to find a long line of cars and no one flying. There was a thirty or forty mile gale blowing; that alone wouldn't have stopped the activity, but the LVRC Club had set up the pylons so that take-off and landing would have to be made along the back straight of the racetrack. Since the track was only about fifteen feet wide, and on either side it was nothing but rocks that would tear a model up, any attempt to race under those conditions would have made the Universal-International Destruction Derby look like a Sunday afternoon at the Basin by comparison. So we moved the cars off the parking area and set up the pylons where the cars had been: while still not ideal, since the asphalt was cracked and fairly rough (as a substantial number of nose-overs on take-off subsequently demonstrated), most of the fliers took off the wheel pants and had a go at it. The number of entries must have set some kind of new record for a regional pylon meet: 38 in Formula I, 7 in Formula II, and about 30 in Open/Sport Pylon. It was well after lunch before they finished judging the Formula I ships for scale fidelity. They flew off the Open and Formula II events during that time.

We got in one Formula I round on Saturday afternoon and four on Sunday morning. In the end the Joe Bridi/Lou Stanley team was first with 18 points and a best time of 1:56; and the Bob Upton/Mark Graham team, Whit Stockwell, and the Bob Smith/Jeff Bertken team were tied second with 17 points each. Though the three would have been happy to fly it off, the contest management decided to award trophies on the basis of their best times, which put Whit in second with 1:52, Bob and Jeff third with 2:01, and Bob Upton fourth. All of the top four were flying Stafford Minnows with K & B .40 RR's.

In Formula II, Tom Protheroe took an easy first with his very fast Brigand, and Roger Owen with a Midget Mustang and Whit with a dog of a Rivets came in second and third, or third and second (neither Roger nor Whit ever quite figured out what happened there).

In Open, the San Gabriel fliers picked up all the loot: Jim Jensen first, Mike Bridges second, and Joe Vartanian third. Since Jensen and Bridges are getting down around 1:55 with Quik-Fli-type airplanes and Supertigre .60's that turn on like no .40 you ever heard, someone's going to have to figure out a new gimmick even to compete with them. One device might be to require a true ground-handling idle: with such a rule, we doubt if they could turn those engines up quite so hot. Otherwise everyone will have to turn to the Supertigre or Rossi racing engines to compete at all.

Incidentally, Formula II didn't look any more promising than we reported last month: 7 entries, one of which withdrew before the event began. And a week later at Whittier Narrows there were only four entries. At the Palomar/Vista contest coming up on May 24, Cliff Weirick has announced Formula II with the provision that it will only be flown if there are eight entries.

One lesson seems clear from the Las Vegas meet; Formula I is going to be extremely popular this year, and there is no way to run heat races effectively with so many entries. CD's are going to have to plan to run qualifying races to cut the heat races down to a rotation of the top 28 entries or even fewer. Otherwise there is no way really to sift out the placings. We point this out without any reflection on the LVRC Club that ran the Stardust Air Races: they were faced quite unexpectedly with an astonishing turnout, and they wanted to give everyone equal chance to fly, since most had come from considerable distance. But the fliers know they have to take their chances in this respect, and we think most of them would rather see the races run in a meaningful rotation that gives all the qualifiers a chance to fly against everyone with whom his frequency is not incompatible.

A second lesson may be that it is unwise to try to combine all classes of pylon racing at a single meet when there is so much interest in both Open and Formula I that you can have a full weekend of racing in either class alone. Perhaps the numbers will decline as the season goes on (voluntarily or otherwise—there was quite a bit of the "otherwise" type of decline at both Las Vegas and Whittier Narrows).

The weekend after Las Vegas was racing at Whittier Narrows. In Open, Jim Jensen again took first, with a fly-off between Mike Bridges and George Killean for second and third, ending up in that order. In Formula II, Tom Protheroe again took first, but in his final landing the Brigand collided with a chair and wiped out the wing. Roger Owen was second with his Mustang, and Whit third—with a dog of a P 39 instead of a dog of a Rivets. Roger then switched wings on his Mustang to fly in Formula I (at Las Vegas his Minnow had a minor altercation with a fence).

Formula I produced a number of close and exciting races, with the finish being very nearly a dead heat at least ten or twelve times. With the '69 Torpedoes available to everyone, you don't have to have special know-how with engines to get them to rev up with the best. This makes the competition much closer, and it is not at all as obvious as it was last year who the winners are likely to be. Cliff Weirick was fast, but on the straight not significantly faster than at least half-a-dozen others: the difference comes in the rail he rides around the pylons. He and Bob Upton ended up tied for first. In the fly-off they were side by side until the second or third lap - and then it happened, the only midair of the contest, with just those two planes in the air. We've never seen a more totally solid impact, just after they rounded the number one pylon. There were resistors, capacitors, pieces of engine, and balsa wood and foam all over the place. The flyoff having ended thus disastrously, the first two positions went to Weirick and Upton, in that order, on the basis of best

times in earlier heats. Jimmy Witt was third. Jimmy likes to build airplanes that are different from the usual ones. His Mr. Zip is the only one we've seen in two years of racing: stubby wing with a wide chord, and a kind of a pot belly very low to the ground. It is fast, and appears to handle well. George Killean was fourth, and Wayne Wainright was fifth. Except for a dead glow plug on one attempt he might well have won it all: his engine had that sweet high pitch of a really fast racer. John Garabidian, the CD, was sixth, and Whit was seventh. There were 34 entries in Formula I, almost as big a turnout as at Las Vegas.

Some of the unfortunates in this race were Granger Williams, who lost his La Jollita on a radio failure, and the Bertken/Smith team, who landed short in the pistol range and demolished their wing. The fuselage was little damaged until Bob dropped it trying to get it back over the wall. Two other landings made inside the pistol range - by Joe Bridi and Whit - came out virtually undamaged, by fantastic good luck. Both Joe and Whit have to figure those planes are flying on borrowed time from here on.

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ITEMS OF INTEREST.....Ed.

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Bill Hannan of NAA Scalemasters fame has moved his W. C. Hannan, Graphics business to Escondido. His latest catalog will be for interest to the Scale Modelers as the "Plans and Things" offered are invaluable for both proof-of-scale and scaling up to R/C model size purposes. This catalog may be obtained by sending 25¢ to

W. C. Hannan, Graphics P.O. Box 1596
Escondido, Ca., 92025

### RESULTS OF THE VALLEY FLYERS SCALE CONTEST/RALLYE

This two-day contest, 3 & 4 May was held with the AMA Scale flying on Saturday with the ground judging accomplished during the VF Scale Rallye flying and judging on Sunday. This arrangement worked very well and all contestants flew a maximum of 4 rounds each day with the events being concluded at 2pm each day. The listing of the event entrants and winners is as follows:

AMA SO	CALE		best flight	scale	total
1st.	Granger Williams	Nieuport 28	40.5	356	14,418
2nd.	Ken Hall	Fokker D VII	40.0	317	12,680
3rd.	Randy Mytar	Piper Pawnee	40.5	276.5	11,198
4th.	Jack Stafford	Ercoupe	40.0	279	11,160
5th.	Dick Adams	Nieuport 17	30.5	325	9,912
6th.	Frank Capan	Stephens AKRO	47.0	180	8,460
7th.	Don Baker	Pitts Special	38.0	199	7,562
8th.	Larry Williams	Howard Ike	35.0	206.5	7,227
9th.	Tom Cone	P-39	41.0	147.5	6,047
***	Hal Dally	Fokker D VIII			
100 000	Nate Rambo	Bf-109			
PD 00	Jay Repogle				
VF RAL	LYE				
lst.	Jack Stafford	Ercoupe	105	128	233
2nd.	Don McCook	Morane-Saulnier	94.5	112	206.5
3rd.	George Lewis	Nieuport 17	70	130	200
4th.	Frank Capan	Stephens AKAO	106.5	93	199.5
5th.	Randy Mytar	Piper Pawnee	90	108	198
6th.	Earl Harting	Morane-Saulnier	95	95	190
7th.	Bob Upton/Don Butman	Rearwin Speedster	83	105	188
8th.	Don Baker	Pitts Special	85	100	185
9th.	Colby Evett	F-82	84	86	170
10th.	Bob Palmer	Chipmunk	39	125	164
llth.	Granger Williams	Duck Hawk	79.5	51	130.5
-	Hal Dally	Fokker D VIII			
No. 100	Pat Byrne	FW-190			
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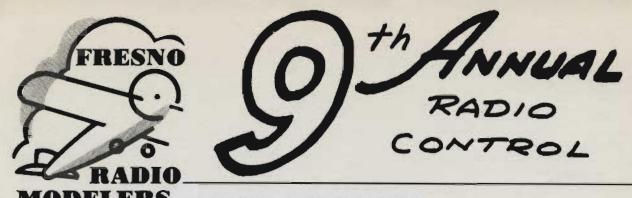
### PICTURE PAGE

This shows what Earl Harting does in his spare time. A pair of very nice WW I models that look even better in the "flesh". The Tripe is a bear to fly according to Earl, and needs about twice as much rudder as is available!









MODELERS INCORPORATED . FRESNO, CALIFORNIA

REGIONAL Cierobatica

SAT-SUN., MAY 31, JUNE 1, 1969

MADERA MUNICIPAL AIRPORT

AVE. 16, JUST WEST OF FREEWAY 99, MADERA 5000 FEET OF PAVED RUNWAY

AMA CLASSES: A. B. C/N. C/E; SCALE

AMA MEMBERSHIP AND F.C.C. LICENSE REQUIRED

REGISTRATION STARTS AT 8:00 A.M. - FIRST ROUND TAKES OFF 8:30 A.M.

### DINNER SATURDAY NIGHT

FOLLOWING ATTITUDE ADJUSTMENT HOUR 6 TO 7PM . LUCCA'S RESTAURANT, MADERA .

Prophies and Prizes

AWARDS PRESENTED 2:00PM SUNDAY

RESERVE YOUR ROOM EARLY AT SANDMAN MOTEL, AVENUE 16 AT HIGHWAY 99. MADERA, Phone 209-674-8817

CONTEST DIRECTOR: BRIAN EHMKE 3668 N. HOWARD, FRESNO, CALIF.

\*(PRACTISE FLYING PERMITTED FRI., MAY 30)

ASSOCIATE MODULAS INC

SANCTION 330