

NEWS LETTER

JUL 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



TO

SAN FERNANDO VALLEY FLYERS, INC.

Club Officers

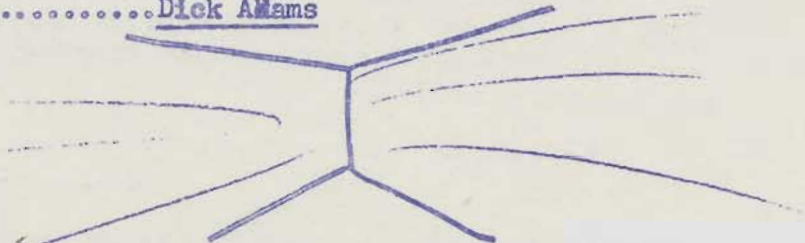
Pres. Dick Adams
V-Pres. Bud Anders
Secretary Roger Owens
Treasurer Randy Mytar
Editor Don Butman

Contest Directors:
Frank Capan
Larry Leonard
Bob Upton
Woodward, Woody

The Club meetings are held on the 2nd Tuesday of the month at the Encino Women's Club at 8pm. Permission to reprint granted, credit the Valley Flyers and the Author.

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THE PRESIDENT'S CORNER.....Dick Adams



(Come on Xmas party.....Voice from Presidents past!)

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NEXT MEETING OF THE VALLEY FLYERS

The next meeting of the Valley Flyers will be held at the Encino Women's Club on the 8th of July 1969 at 8 pm. Featured will be movies (Again!) of NATS past and the racing held at the Basin on 28 and 29 June 1969. Figure on being there since something may happen

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CONTESTS UPCOMING

Table with 4 columns: Date, Location/Event Name, and Contest Name. Includes events like AMA Willow Grove, Pa., Sunnyvale, NATIONALS, and West Coast Championships.

* See flyer for details.

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FOR SALE

ORBIT 6 - 12 Ic
Demonstrator system - \$ 295.00 Contact Richard Sonheim (805) 252-7405

SEPULVEDA BASIN SAFETYBud Anders

The flying safety infractions have decreased since the incorporation of the Rules Sign and the Safety Officers. But Don't rest!!! Keep up the good work and Flying!!!

Ed's note ---- Some Clubs - BIRDS included - levy a fine on the "culprit" equal to the amount of damage caused - due to transmitter "turn-on", improper takeoff/landing or other R/C Aircraft mishandling, etc that caused damage to another craft!!! Do we have to resort toor should we have to resort to this type of penalty????????? I will air opinions pro or con(500words Max.!, I have to type 'em) on this subject.

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LETTERS RECEIVED.....Ed

Darrell Yonker says he is still enjoying Anchorage Alaska but "LA is where its at for R/C!" Of course he gets in a lot of flying.....on skis o' cuss!!

We (Valley Flyers) have been challenged to an "R/C Freeze-out" at Elmendorf AFB on January 10 (or 11) at about 1000 hours (am). Only 4 hours of daylight so it'll be a quickie!! Details on request from Darrell!

Hello to all and a special(!) to Loretta that I will carry personally!!

Darrell is currently flying an LUS (?) with a K&B .40 and is about to rebuild an OP p-shooter. Also slowly but surely rebuilding a DeHaviland Hornet with two Lee Vesci .61's.

Nice to hear from you, Darrell - and that past issue of the Flyer is on its way to you!

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RETRACTION/CORRECTION.....Ed

Last month's contest report on the "Seattle" contest should er should oughta have been SPOKANE! Sorry about that ---- But doesn't seem to mattel er matter since no one from Spokane won anything anyhow!!

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THANX, AL SIGNORINO.....Ed

Those Doghouse movies were fine! And the MAN ;o er plans too! After construction of one of Snoopy's finest Doghouses and after Frank (Single Stick) Capan flew it 35 feet up and 20 feet forward.....maybee 25^o downthrust is required!!?? So back to the shop to crank more sown thrust into the OS .80 and add a pound of or two of lead to the nose - - - it balances @ 25% now but how about 5%????? We'll try it again as soon as Frank regains his composure????!

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NOTES AND COMMENT

by Bob and Whit Stockwell

With no other news of note, this will be a quick rundown on three recent contests, though there were enough Valley Flyers involved that you've probably heard most of the results already.

In reverse chronological order: the RCM-SC²RC² Races and Scale Meet at the Basin (June 28-29) ran off very smoothly under Joe Bridi's expert management. We didn't get all the scale results, so we hope Nate or Woody will report that part of it: but we noted that Randy Mytar did well with his nicely detailed Piper Pawnee. The racing in Formula I was fast and remarkably trouble free -- there were only two planes wiped out (as compared with seven or eight at Santa Barbara the week before), though one of them was a new La Jollita of Dennis Dunn's and the other was the Red Minnow of the Lou Stanley/Joe Bridi team, one of the fastest and cleanest airplanes that we've seen in West Coast racing. Dennis worked all night Saturday to get another La Jollita in the air Sunday: you don't find that kind of spirit just anywhere you look. The hard-luck guy (aside from Dennis and Lou, who totalled beautiful airplanes) was surely Wayne Wainright, who had engine trouble that it took him and Clarence Lee too long to fix to get back into the serious competition, though they sure tried. Among racers you find an incredible amount of determination. We noted in the NMPRA News that Don Yockey, one of the toughest competitors down in Texas, lost seven planes in two weeks. They do everything big in Texas. There were two newcomers to racing in this event: John Perry, even though he had bad luck and burned up his number one engine the day before the races, was out in style with a clean, fast DeKnight Special (fuselage fibreglassed by the NMPRA President, Tom Protheroe). We have no idea what kind of carburetor he was using (no doubt one that he borrowed), but the engine he stuck in at the last minute turned on remarkably well, and the airplane was plenty competitive. A little experience staying tight on the course will make John hard to beat. The other newcomer was the previously-non-flying half of the Smith/Bertken team, also with a DeKnight Special (not quite as clean as Perry's). With high-powered assistance from Bud Anders and Larry Leonard, it'll be interesting to see how long it will take Jeff to relegate Bob Smith to the caller's role.

The winners in Formula I were George Killean, Jimmy Witt, and Jim Mattson. It was a particular pleasure to see Mattson, who is an old hand at racing but who has had a great deal of trouble with engines and radios so that he's rarely been in the trophy line in this event, finally getting high on the list of winners. He flew a tight course with a fast Miss San Bernardino that has always looked to us like one of the best ships around. But Killean and Witt were not to be cut out of the two top positions (which they also occupied the week before at Santa Barbara), and they are no doubt now among the highest in the season championship standings. Killean was away first in every heat, and no one pushed him very hard except Jimmy Witt and Mike Bridges, who

beat him once when George took his only pylon cut in two days. Killean is flying more like Weirick in every meet (except when he flies against Weirick -- we look forward to seeing the next event where that happens, presumably our own Valley Flyers air races on August 2-3). Weirick didn't come up to the Basin, nor did he race at Santa Barbara (though he was there on Sunday) because he's still busy getting a plane ready for the Mats (after the mid-air with Bob Upton at Whittier Narrows a few weeks ago). Bob, by the way, was out testing (but not racing) his two new identically-finished Minnows, one of them with a Palmer fiberglass fuselage, the other a standard Stafford balsa job. They came out at identical weight. We hope to fly against him at Willow Grove, and we've been building as fast as we know how (for reasons that we'll try to think up an explanation for somewhere between now and the paragraphs below about Santa Barbara).

The winners in Formula II were Roger Owen, Whit Stockwell, and George Killean. The entries in Formula II were Roger Owen, Whit Stockwell, and George Killean. Clearly, Formula II is getting bigger all the time.

Now for the Santa Barbara Air Races, at the Polo Grounds near Carpenteria. It is a great place for a contest -- a bar, nice stands for the spectators (of whom there were many, and they were treated to a fine show with intelligent loudspeaker commentary throughout; it is a mystery why we can't engage in this kind of responsible public relations activity at the Basin), a bar, a grass field that turned out to offer no problem on takeoff and to be very forgiving on landing, a bar, no dust fouling up carburetors and fuel lines, a bar, a first-rate management job by Roger Grigsby and his group of well-briefed and hard-working helpers from the Santa Barbara club -- and, before we forget to mention it, there was a bar and a certain pylon. The number two pylon, it was. They went and moved it on us. There's no other rational explanation of what happened. Just as we were coming down the back straight, engine dead, low altitude, downwind, desperately seeking a place to turn and set her down, that damned pylon got moved. Got moved into our way, that is. Scraps of balsa wood, where there had just a second before been a blue Minnow.

We weren't the only ones with a mild fatality. Wayne Mainright came low around number three and -- his thumb, oily from a quick refueling between heats, slipped off the stick. Most amazing thing was he spliced a six-inch piece on the wing tip to salvage the wing, chunked the undamaged cockpit area out whole and set it into a new Minnow fuselage, and was racing at the Basin just a week later. There were two occasions of wings folding under the high-G's of the first turn: Al Strickland and Al Brink (with 450 and 600 wings respectively). Sam Crawford (of Crawford Fuel with the Red Dot) snapped a Ballerina on takeoff, but he got in several heats before the accident, which is better than Sam's racing luck has been running. Dave Lane had a couple of good heats with his new 600 Mustang before a miscalculation coming into number two turned out to be just as fatal as if they had moved the pylon on him, too. And in getting ready for the races the day before, Bob Smith lost his Minnow to a faulty elevator clevis.

The winners in Formula I were Killean, Witt, and Mike Bridges. In Formula II (seven entries) they were Gary Korpi, Roger Owen with his Stafford Mustang 600, and Tom Prothro. It was a good show, the Santa Barbara races, and if you missed it, we hope you'll make it next year. Given a place like that for a contest, the occasion is bound to be even bigger and better. Did we mention that the bar was open? Consider the virtues of such a setup for a crash-inclined event... How many times have Nate Rambo (e.g. Chipmunk time, Messerschmidt time, Sunfli time...) and us Stockwells (e.g. Pagan time, Quik-Fli time, Cessna time, Minnow-God-knows-how-many-times) wished for such a setup!

Several of the guys have asked us to write up a few notes about the Spokane International Radio Control Model Airplane Championships, 31 May-1 June. Since Whit came out so much better than his reasonable deserts, we've been a little shy about saying anything. If you'll overlook that part of it, we'd like to tell you what a tremendous event it really was.

The Baron Club of Spokane and the Washington Air National Guard went all out to put on the best contest ever. By all accounts, they succeeded. They had ideal weather, they provided a beautiful flying site, they were organized to the very last imaginable detail, they had a huge crowd out to enjoy the sport, and they were convinced in advance that flying toy airplanes is a sport that is worthy and deserving of respect, is good fun, and is to be encouraged in every way. Of the top three experts, two were Valley Flyers (Larry Leonard and Bill Salkowski), and the third was another moderately well-known, formerly local, flier whose name appears on a couple of the radios some of us use.

From all reports it appears that the Spokane event will become the big contest of the spring, as the Nats are the big one of the summer; and Marana Air Park (the "Winter" nats) is likely to become the big one of the fall. Quite honestly, if the Nats and Winter Nats don't hustle, the Spokane show will eclipse them both -- that's the kind of quality that's gone into the organization of it and carrying it out. One can hardly help drawing a small moral from it: with two of the biggest clubs in the country here (V.F.'s and B.I.R.D.'s), with a high proportion of the best fliers, why did we have to wait for Spokane to show us what a contest can be and what energetic promotion and vigorous public relations can accomplish?

You may be interested in the variety of events they ran. What we have reproduced below is merely part of the total results -- General Robert F. King of the Adjutant General's Office, State of Washington, sent to all participants a complete listing of results which takes up three full pages, and we've copied off the main ones below.

GOVERNOR'S TROPHY	<u>Whit Stockwell</u>	17 pts.
ADJUTANT GENERAL'S TROPHY	<u>E. Simon Drees</u> (Montana)	16 pts.
WASHINGTON AIR NATIONAL GUARD TROPHY	Robert Root (Washington)	14 pts.
BARON'S CLUB TROPHY (HIGH JUNIOR)	<u>Whit Stockwell</u>	

FORMULA I (PYLON)

- 1st Roger Hooper, Portland
- 2nd Robert Pailthrop, Portland
- 3rd Whit Stockwell
- 4th Norm Hooper, Portland
- 5th Larry Leonard

BEST OF FINISH (FORMULA I)

FLYING SCALE

WORST CRASH

CLOSEST SHAVE

Don Sump, Idaho -- Hit real airplane

Jerry Leake, Seattle -- Put pylon racer into spectators

WORST PRE-CONTEST CRASH

Dr. Ralph Brooke, Seattle

SCALE (BIG PROBLEMS AWARD)

STATIC SCALE

CLASS C NOVICE - PATTERN

- 1st Dean Roger, Montana
- 2nd Whit Stockwell
- 3rd George Hickson, Seattle
- 4th Walt Schroeder, New York

CLASS C EXPERT - PATTERN

- 1st Larry Leonard
- 2nd Bill Salkowski
- 3rd Phil Kraft
- 4th Jim Martin, New Jersey

Where only five Southern Californians went up this year, we bet there'll be a batch more next year. If we have to choose between Spokane and the Nats, we'll take Spokane.

HOBBY DEALER DIRECTORY

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 that frequent our Favorite 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 Listed Hobby Shops and their interested Owners.

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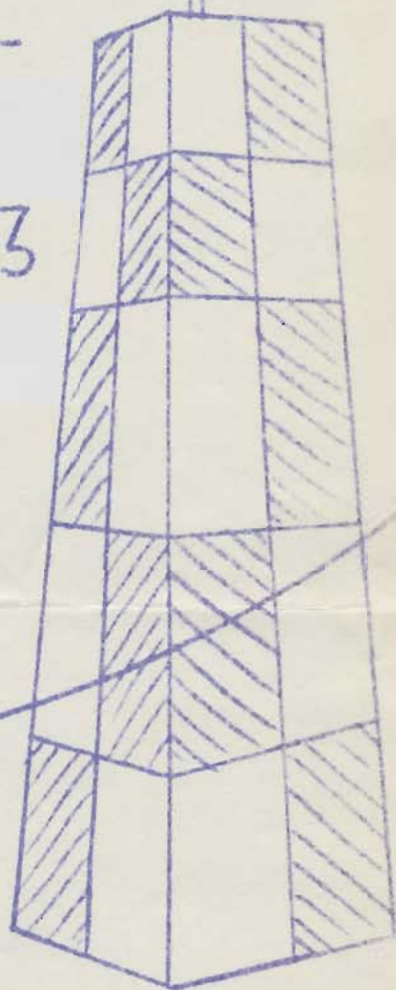
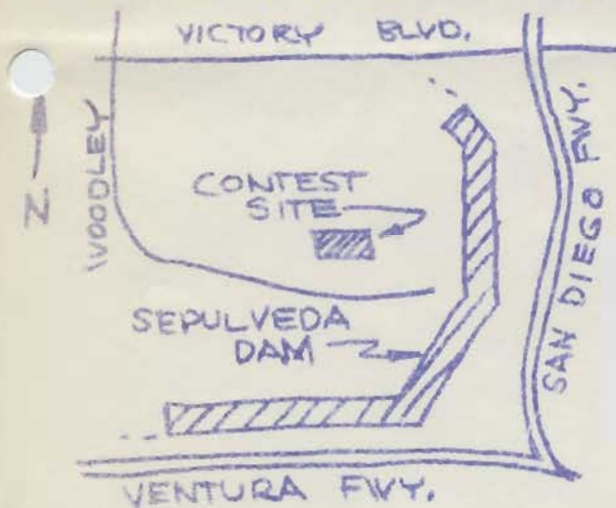
Larry's Hobby Center
8960 Reseda Blvd.
Northridge



RACING AUG. 2 & 3

* FORMULA I
 * OPEN & FORMULA II COMBINED
 (PLEASE READ RACING SCHEDULE CAREFULLY)

8:30 A.M. BOTH DAYS



* SATURDAY AUG. 2
 OPEN & FORMULA II
 COMBINED — YOU

MAY RACE FORMULA II
 MODEL IN OPEN PROVIDED
 MODEL CONFORMS TO
 NDRA REG. —

OPEN RACING WILL BE ONLY
 EVENT FLOWN SAT. TROPHIES
 WILL BE PRESENTED TO THE
 WINNERS SAME DAY.

SUNDAY AUG. 3
 FORMULA I ONLY
 IF THIS IS YOUR EVENT
 YOU NEED NOT SHOW
 SATURDAY — SCALE
 HANDICAPPING AND
 DIMENSION CHECKS WILL
 COMMENCE FIRST THING
 SUNDAY MORNING
 SO — COME PREPARED
 TO FLY — !

* AMA SANCTION

* 4⁰⁰ ENTRY — 1⁰⁰ ADDITIONAL
 SECOND EVENT

* NDRA (AMA) RULES STRICTLY
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* TROPHIES TO THIRD
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* CONTEST DIRECTOR — BOB UPTON
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