

NEWS LETTER

AUG 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

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SAN FERNANDO VALLEY R/C FLYERS, INC.

The San Fernando Valley R/C Flyers, Inc. meet on the 2nd Tuesday of each month at 8 pm at the Encino Women's Club (Except this month, August). Permission to reprint granted, credit the Valley Flyers and the author.

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OFFICERS OF THE CLUB

President	Dick Adams	Contest Directors:
V-President	Bud Anders	Frank Capan
Secretary	Roger Owens	Larry Leonard
Treasurer	Randy Mytar	Bob Upton
Editor	Don Butman	Woody Woodward

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PRESIDENT'S CORNERDick Adams

The big secret is finally out! Out for the whole country to see! And isn't it wonderful! Really it wasn't any secret out here on the West Coast. We knew the Valley Flyers R/C Club had the best darned flyers in the country. Now everybody knows!

How about that!! Champions in R/C Junior, Senior, Open Pattern and Formula I. That my friends is just about the whole ball of R/C wax. (Too bad that our Long Beach Valley Flyer could not have done better in Scale!....Ed.) SO!!.....a very hearty "CONGRADULATIONS" to Whit Stockwell, Bob Smith, and our very own National Stunt and Formula I Champ ... Larry Leonard.

Yes sir! It is kinda hard to leave it at just that, but we do have a couple of other lesser items to mention.

First --- the next meeting is a flying meeting at the Basin. I'm sorry the notice wasn't given at the last meeting so we hope you get the Post Card in time to attend. After all how many times do get to rub elbows with so many famous people.

Second --- by the time you read this the Formula I and II + Open racing contest will have been. I know it was a success - - - it couldn't be any thing else with Bob Upton running the show. I only hope all of the people that put their names on the list to help - - - DID HELP!!!

See you at the meeting.....

#

FOR SALE:

PGS 5 Channel - 5 Servos
Six Meters (53.300)

Factory Updated - - - Mint Condition
\$225.00

Contact Bob Upton 886-0776

1969 NATIONALS

WILLOW GROVE NAVAL AIR STATION, PENNSYLVANIA

The Nationals officially got off the ground Monday morning the 14th of July at 8:00 AM with preregistration processing, etc. Transmitter frequency verification was accomplished prior to Formula I and II qualifications scheduled to begin at noon the same day.

As far as I can determine, there were about 60 entries in Formula I and around 50 in Formula II. Qualification rounds got off to a slow start; however, with people of the caliber of Jack Fabri, Glen Spickler and Bob Morse, to name a few, taking charge, the event really started to move. The initial times were slow, but as the qualification rounds moved into the second day, the times in Formula I started to drop toward the two minute mark and below. As it turned out, the dividing line of the top 20 in Formula I was right around 2:10, so the speed and the quality of flying is improving. Several people had problems qualifying including your reporter. I lost the number one airplane due to radio interference the first day of qualifying (a regular intermittent occurrence on the low end of the 53 megacycle range all week) while Bob Smith was having his problems with a new Minnow (beautiful). However, he managed to stagger in with a modest 1:57 to barely get him in the top three in the last stages of the qualifying rounds. All the West Coasters managed to qualify their airplanes. Cliff Wierick turned a 1:57 his first round so put his "toad" to bed for the finals, Jack Stafford's Minnow turned 2:00 flat, Whit Stockwell was in around 1:55 with his Minnow, while Dave Lane flying a 600 Midget Mustang turned a 2:12 in Formula II. Larry Leonard worked his time down from a 2:19 to a 2:04, while I managed to qualify my backup Minnow at 2:05. In the top 20, Jack Stafford had his share of Minnows which, needless to say, pleased him greatly. The Minnow, by far, was the best flying and fastest bird at the contest. Incidentally, Jack had the highest appearance points of the top 20 airplanes with 19 points. His airplane was truly a beautiful thing to behold.

Anyway, after the frantic day and half of racing qualifications ended, pattern elimination began with a shortened pattern and a six minute maximum time allowed. The phase one stage proceeded very smoothly with the intent of paring the field down to the top 15. Many fell by the wayside; however, of the Valley Flyers, Larry Leonard and Bob Smith made the cut, Larry near the top with Bob somewhere near the middle. The competition was fierce. Whit Stockwell flew very well and barely missed the cut in the top 15. Phase II began with the intent of further paring the field down to the top 5 with a longer time limit and a few more maneuvers added. Of the top 5 Larry Leonard had the highest score, just three-quarters of a point above the former National champ Jim Whitley. These flyers were allowed to pick their own judges for the final Phase III of the pattern event. The final phase flew the whole pattern with the optional maneuvers picked from a hat just before the event started. Sam Crawford (Crawford racing fuel), Dave Lane (Stafford racing team) and myself were 3 of the 5 picked to judge this "gut wrenching" last stage of the pattern event. Larry Leonard, with the able coaching of Cliff Wierick, flat outflew, out positioned, and outclassed his other 4 competitors and won the event by almost a 10 point margin. I, for one, congratulate him, he did a magnificent job.

The scale event this year suffered from lack of contestants and there were few really outstanding aircraft. Dave Platt entered a beautiful Focke Wolf 190 on par with his famous Dauntless, only a much larger model. The aircraft was decidedly underpowered and suffered from an inadequate retractable gear as well as a slightly tailheavy condition. Dave managed to get the bird off on his second attempt but had to land in the tall grass because the gear refused to extend. First place went to Maxey Hester, flying his number two Czech Zlin Aerobatic trainer, the number one model being reserved for the International Scale Competition in Germany. Maxey had a pretty good mechanic by the name of Joe Bridi. Second place was garnered by Hale Wallace flying a King Cobra while third place went to Walt Moucha flying a huge SNJ Jenny, while fourth place went to Bud Atkinson flying his T-34 Mentor and fifth place to Dave Platt and his 190. Jack Stafford flew his Aerocoupe to a disappointing seventh and many people felt, including this reporter, that he should have finished higher in the standings.

Finally, the Formula I and II finals began first thing Saturday morning the 19th of July with alternating heats of Formula I and II. Prior to the weekend finals, each flyer was given a breakdown of the heats listing exactly which heat he was in and his starting position. This is a very efficient method and an indication of the tremendous amount of work the racing officials put into this event. All should be congratulated for an outstanding job. The racing generally was very good, the caliber of flying being much better than the past couple of Nationals. Midairs, no starts on the line, and the high humidity took their toll of victims in both Formula I and II events.

We won't get into a discussion about the "black cloud" hanging over most of the West Coasters; however, people like Larry Leonard and Bob and Whit Stockwell managed to rise above it all. Whit caused many of us older types to lose our voices cheering him on over one very close race with Sam Fly from Texas (a fine gentleman). Whit, incidentally, won the race and would have beaten the same man again for second place in Formula I if his cheek cowl hadn't decided to disengage itself in the air. Larry Leonard took his races one at a time and proceeded to win all but one of his heats (he was second only to Hertenstein) for first place. In all honesty, Larry couldn't believe he won the event since we on the Coast have been treading on his toes a bit in the past!! This is the first Formula I contest Larry has won and with a two year old plane yet! All I can say is if you're going to win, why not win the Nationals! This was truly the year for Larry and it couldn't happen to a nicer guy.

Larry Leonard was first, Sam Fly was second and Whit Stockwell was third in Formula I, while Pappy De Bolt won the Formula II event. Sam Fly won the Art Chester Memorial award for Formula I racing because he placed in the top three and had the most scale-like airplane of the three winners in the opinion of the Pilots' Racing Association sponsoring the trophy.

To wind up this rather windy report, Bob Smith won the Senior Pattern first place trophy while Whit Stockwell won the Junior first place trophy in pattern as well as the trophy for having the fastest adjusted qualifying time for Formula I. All in all, the Valley Flyers can be proud of their representatives to the Nats this year; we have truly been put on the map as a leading R/C club in the States.

SOME NOTES ON THE '69 NATIONALS AT WILLOW GROVE NAS

PYLON. Formula I drew 51 fliers. Fastest qualifying time was 1:50.2, by Jack Hertenstein; but at the Nats, one's scale handicap is added to get "adjusted" qualifying time, so that top qualifier turned out to be the flier with second best time, Whit Stockwell (1:52.4, adjusted to 1:54.2). Jack's was adjusted to 2:00.2, and after you watched him sit on the ground for up to eight seconds while the competition flew merrily on, you weren't hard to convince that as long as the present rules prevail it is worth the trouble to build a pretty airplane in Formula I. Right behind Whit were Sam Fly of Dallas and Bob Smith of Panorama City. Other qualifiers included all the Southern Californians who went: Bob Upton, Cliff Weirick, Jack Stafford, and some little-known hobby shop owner--who eventually lucked out to win the whole shebang. He qualified at 2:02 with his engine running rich. When he finally leaned it out Larry turned in a 1:50 but still wasn't fast enough to beat Hertenstein, even with a six second handicap. That means that Jack is the only guy who is consistently putting in heats of around 1:44. I talked with him about it, and he says he sees no reason why we shouldn't be getting down to 1:30 or better...!!

Incidentally, if you wonder how, being that fast, he lost, the answer is he failed to get off once and he had two cuts another time. On the other hand Mr. Consistency (L.L.) had eight 1sts out of nine heats. Whit had six 1sts out of nine heats, got beat by Weirick once and Fly once and by everybody once when he went off dead rich.

The worst luck belonged to Bob Upton, who went with two beautiful Minnows, lost one of them to radio failure during the qualifying runs, had engine trouble with the other during the finals and then had a mid-air from which his plane emerged with considerable damage though still in one piece.

Jack Stafford folded the wing of his spectacularly handsome Minnow -- the top scale and appearance airplane of all the Formula I entries -- right along the center line. Apparently he sanded the fiberglass a little too thin while getting that great finish on it.

Cliff Weirick came on like gangbusters with the second-best-looking airplane and an engine that sounded like 18,000 r.p.m. Five times he went to the starting line, and for five laps each time no one could come close to catching him. And then he landed each time with a dead engine. Sportsman that he is, he kept fighting it and took the engine apart several times, finally discovering the trouble and putting in that one great race with Whit where he and Whit crossed the line with Cliff leading by the margin of his spinner, after he and Whit had jockeyed back and forth for the lead for the entire ten laps. They fly the same course, tight and low, and neither one flinches in the turns (as their combined national record of racing midairs proves). For me, that one race was worth the whole trip. Whit ended up third overall, after losing a fly-off for second with Sam Fly: another very tight race, with a winning margin of about five feet.

Bob Smith would have been closer to the top in Formula I (he ended up 11th) had he remembered to get his transmitter out of the car -- he missed two races before his folks got back from trying to find the dark glasses Larry Leonard had lost. But Bob had already made his mark: his persistence on the second day of qualifying trials, first having to change radios, then having to take his engine out about five times before they finally got everything running right, and then in the end putting in, at the very last possible moment, one of the top qualifying times of the day, was admirable in every way. It never occurred to him to quit, though the air was steamy from causes other than natural Philadelphia humidity that afternoon.

NOTES ON NATS CON'D

The humidity didn't seem to cause much engine trouble: most of the guys who like hot fuel were using it pretty much as hot as they do at home -- i.e. around 40% or better. Larry Leonard was using some stuff that'll knock you right off your feet if you get within whiffing distance: that must have been his secret, because no one really gave him any trouble. He flew beautifully, consistently, very fast and tight. No one could have been more deserving of the top place.

Speaking of engines and humidity, Whit never got above 30% nitro, and his times beat all but Larry's and Jack Hertenstein's. We had a beautiful engine we didn't want to damage. Whit figures after the way his engine ran that there's a Lee other than Robert E. whose name belongs in history books.

Formula II had something like 37 entries. In spite of this number (nearly all from the east -- Dave Lane and Whit Stockwell were the West Coast entries; Dave crashed during qualifications, and Whit went out with a mid-air in his second heat with his Stafford Mustang-600 that looked like a real winner), the event looks like a loser to us. We say this in spite of the fact that the R/C Contest Board reported (in the latest Competition Newsletter) that they would leave sport pylon as it is "since there are already two successful classes of racing" [i.e. Formula I and Formula II]. Consistently in Texas and in California the turnout is three or four Formula II aircraft but twenty to thirty Formula I aircraft -- and Open is almost as popular as Formula I. On the basis of that evidence it makes no sense to leave Open as an unofficial event and Formula II as an official one. It is impossible to see what the motivation is. If the idea is to get more guys into racing, then a real "sport pylon" event (guaranteeing the Sunday Flier a chance by requiring idle at standstill after landing) will do it. If the idea is to have another class of expert racing, then let's have a class that is differentiated in some more interesting way from Formula I -- perhaps scale models of the open class racers. The evidence is perfectly clear, just from watching the Nats, that the present Formula II racers are no safer, no easier to fly, less interesting to watch, harder to build within weight limits, and in general inadequately justified as an official event after more than adequate time has passed for the event to "catch on".

Lou Delatour and his staff -- especially Jack Fabri, Sam Crawford, Bob Morse, and the hard-working no-nonsense starter Glen Spikler ---- did a great job of running the races. The only problem was in the communication between the flagmen and the counters. A telephone is indispensable for this purpose, and surprisingly they did not use one at the Nats even though they had a phone line all the way from the starting line to the control tent. On at least three occasions cuts were flagged but not picked up by the counters and therefore never official.

We note that the Contest Board voted 6-2 that the rule book "clearly states that the BOM does apply to Formula I aircraft since points are awarded for appearance and workmanship." The Board also voted 6-2 that this rule should be retained in Formula I. In view of the fact that there are some pretty well-known violations of this rule among the top racers in the country, we would expect to see several new "teams" come into existence if anyone really intends to enforce the rule. The question at issue -- and it really is a touchy one -- is whether RACING, or MODELING, is primary in the Formula I event. If the former, then who cares who built the plane? If the latter, then it is a scale event and should be run as such. Final voting on these questions by the entire membership of AMA will come in the fall: it would be well to be giving the issues some thought and discussion.

NOTES ON NATS CON'D

STUNT. The story here is all Larry Leonard. He was top qualifier after the first round of five flights, at which point the competition was cut to the high fifteen -- which included Bob Smith, the only flier who qualified from any category other than Open Expert (Bob, by virtue of age, flies in the "Senior" class). Out of these fifteen, Larry again emerged at the top of the surviving five finalists: the others were Jim Whitely, Jim Edwards, Tony Bonetti, and Ron Chidgey. Whitely flew a Lanier Plastic "Daddy Rabbit", and it was pretty obvious that the real competition was between him and Larry Leonard: Edwards was not at this peak, though he is a beautiful smooth flier. Bonetti was having interference on 6 meters most of the time, and he was a little nervous, not flying his best. Chidgey is a privilege to watch, and there is something spectacular about a top competition flier competing with an airplane that is five years old. I personally thought Norman Page belonged among the top five, but I don't know who I would have bumped to get him in. Like Ted White, he is a flier with a lot of flair and style, even if perhaps less meticulous than Leonard or Chidgey or Whitely. But watching the finals was like watching ballet, and you knew that the least little error was going to be picked up by the judges desperate to find a difference between performances of such consistently high quality. The judging was the best I've ever seen at a stunt meet, and the only complaint I heard at any time had to do not with the judging but with the fact that the rotation of judges among the flight lines during the first five rounds was done every two hours during the flying time rather than at the end of each round, which would have been only slightly longer -- about half-an-hour -- on even the slowest line.

So the Valley Flyers distinguished themselves, as a group, in stunt as well as in Pylon:

GRAND CHAMPION	-- Larry Leonard	****
Open Pattern	-- Larry Leonard FIRST	****
Senior Pattern	-- Bob Smith FIRST	****
Junior Pattern	-- Whit Stockwell FIRST	****
Pylon I	-- Larry Leonard FIRST	****
	-- Whit Stockwell THIRD, and High Junior	
	-- Bob Smith ELEVENTH, and High Senior	
	-- Upton/Graham FIFTEENTH (mid-air)	
	-- Jack Stafford SEVENTEENTH (crashed)	
Pylon II	-- Whit Stockwell EIGHTEENTH (mid-air)	

* ** ** ** *

Whit and Bob Smith then spent a week sightseeing and resting up before they went on to the Tahlequah Cup Races -- and there was Jack Hertenstein too, and Sam Fly, neither one of whom had exactly been easy to beat at the Nats. Most of the rest of the competition was from Texas, especially Don Yockey, who ended up the winner, and Ed Rankin (third). Sam Fly was second again, just like at the Nats. Whit was 4th; he won every heat he finished except one against Yockey (i.e. 6 out of 9), but he blew two plugs. Yockey, Fly, and possibly Rankin are coming to the Turlock races and to Marana Air Park, so you'll get a chance to see how tough those Texas types really are. The speeds at Tahlequah were like those at Willow Grove, though there were even more down in the 1:50 range. Bob Smith was seventh, mostly because of cuts that he took in trying to shorten the course. Tahlequah had really serious communication problems between the starter and the scatter pylon, again because they had no phone line, and there were numerous (quite literally) cuts on the scatter pylon that failed to get picked up by the lap-counters. But

NOTES ON NATS CON'D

everyone recognized the problem and took it as it came; it happened to most of the top guys at least once and so it probably averaged out about right, with no one any the worse.

Hertenstein had Tahlequah in his hip pocket until he -- very near the end -- misjudged the height of one of the trees that surround the course and hit a limb on his landing approach. Although everyone worried about this possibility, no one else did it. Jack at that point had beaten all the competition -- but there was another round still to go, and he had nothing to fly. That's a bad way to lose three hundred bucks, which was first money.

Next year perhaps they can put the Tahlequah races on the weekend before the Nats, and use it for qualifying as they did for Olath last year. It's a great place to fly, a wonderful group of sponsors, and all around fun to participate. They got hurt this year (15 entries, as compared with about 30 last year) because of the timing.

-- Bob Stockwell

& & & & & & &

PICTURE PAGE.....1969 Nats

THIS SIDE....Valley Flyers Winners -

Larry Leonard receiving his trophy as R/C National Champion	π	Larry & his Formula I Racer
π		π
Whit Stockwell, Junior R/C Pattern Winner and his Dad, (Bob Stockwell)	π	Whit's Formula I Racer
π		π
Junior & Senior R/C Pattern Winners, Whit Stockwell & Bob Smith	π	Bob Smith, Senior R/C Pattern Winner and his Kwik-Fli
π		π

T' OTHER SIDE,...Nats Scale Scene -

Maxey Hester & 1st place Scale Winner Zlin Aircraft.	π	Jack Stafford (1) & Dave Lane with Jack's Ercoupe.
π		π
Focke-Wulf 190 by Dave Platt	π	T-34 Mentor by Bud Atkinson
π		π
SNJ Jenny by Hale Wallace	π	Beautiful Pietenpol Air Camper
π		π
π	π	π
π	π	π





R/C RACING - VALLEY FLYER STYLE

Contest Director-Reporter - Bob Upton

The Valley Flyers hosted their annual racing contest the 2nd and 3rd of August. This is the first year we have scheduled two racing events, namely, combined Formula II and open pylon plus Formula I. Past experience with Formula II indicates there just isn't enough interest in this event (on the West Coast) to conduct strictly Formula II racing. For example, only two Formula II airplanes were entered out of 16 total contestants, thereby necessitating the combination of the two classes. I must say, out of fairness to the East Coast, I did observe much more interest in Formula II at the Philadelphia Nationals this year, so the event probably still has a chance as long as the Midwest and East show enthusiasm for this type of racing.

This year, I did a bit of innovating directed toward scheduling this contest. We managed, in effect, two separate meets. Saturday we flew combined Formula II and open flying, a total of 8 rounds amounting to 37 separate heats. With only 16 entrants the flyers were kept hopping and all had enough racing by the end of the day. We concluded the contest with the usual presentation of trophies and merchandise. The point of this kind of "carrying on" is this: I, for one, am tired of going to a two-day contest whereby open racing and Formula I are mixed. Usually what happens is that the contestant gets an opportunity to fly 3 or 4 times each day with at least an hour or more between flights if he only specializes in one event. By flying one event one day and another the next, the contestant need only show the day his event is flown. In addition, the contestant can concentrate on one model rather than two. This is especially important if he is flying two airborne systems from one transmitter, or, in the case of mixed Formula I and II, switching from a 600 sq. in. wing to a 450 sq. in. wing, etc. There are probably other reasons favoring this type of scheduling; however, from a family viewpoint, the flyer need not take both Saturday and Sunday to fly in a contest. I think you will find less boredom generated in the contest since the contestants won't be waiting for a round to be flown in another event. The "better half" might be a bit more indulgent in putting up with your hobby if, from time to time, a little bit of the week end is left for her and the family! In retrospect, most contestants enjoyed the contest despite the abominable heat. I had little or no complaints directed toward me with regard to separating or, in effect, running two separate contests.

The results were as follows:

SATURDAY, 2 AUGUST, OPEN PYLON RACING

Place	Name	Model	Points	Time
1st	J. Jenson	Modified Kwik Fly	24	1:54.4
2nd	M. Bridges	Original	20	1:57.0
3rd	Lou L. Stanley	Trainer Master	20	1:58.5
4th	D. Brink	-----	19	2:17.5
5th	A. Patapoff	-----	18	2:00.4

* Tie broken by fastest time

To recap, 37 heats were flown which amounted to 8 rounds. From the first heat it was apparent that times were going to be fast. Jim Jenson won all his races, scoring a perfect 24 points. Mike Bridges and Lou Stanley tied for second with 20 points each, the tie being broken by the fastest time with just a second and a half separating the two men! As you can see, the times are comparable to the Formula I times. The top three times being all under 2 minutes.

SUNDAY, 3 AUGUST, FORMULA I

Place	Name	Model	Engine	Points	Time
1st	B. Smith	Minnow	K&B 4ORR	16)	1:50.5
2nd	M. Bridges	Minnow	K&B 4ORR	16)	1:55.7
3rd	G. Williams	La Jollita	K&B 4ORR	15	1:55.9
4th	C. Weirick	Minnow	K&B 4ORR	12	1:55.6
5th	J. Hertenstein	Minnow	S.T. 4ORR	11	1:53.5

* Tie broken by flyoff (B. Smith winning with 1:50.5)

A total of 29 heats were flown (4 rounds). We got off to a slow start due to processing. We had a total of 31 entries in Formula I which really surprised me! This is the largest turnout we have had to date. There were many outstanding models making for a very impressive lineup. Needless to say, the flying was fast and furious. One spectacular midair between George Killeen and Whit Stockwell occurred early in the contest. There seems to be an unfortunate trend developing in Formula I racing. As the pilots become more and more proficient in racing techniques, the flying develops a pattern which is almost identical from one pilot to the next. Consequently, the midairs are occurring at an alarming rate between "seasoned veterans" of the racing fraternity. Everybody seems to be finding the same "groove" to fly in with disastrous results. For example, Cliff Weirick and I tangled at Whittier Narrows a couple of months ago and I again had a midair with Maurice Woods at the Philadelphia Nationals. Cliff has had 4 midairs, I have had 3 and Whit Stockwell has had at least 3 midairs while racing, one at the Nationals and the one mentioned above. We must find an answer to this problem 'cause it sure gets expensive when your "toad" only lasts through a couple of races. Any suggestions?

Last but not least, I want to thank Glen Spickler who was my starter for both days of racing. Glen, for the last two Nationals, has been the official starter and he graciously consented to drive all the way from Bakersfield to be my starter. A special thanks to Glen from the Valley Flyers. Joe Martin, with the able assistance of Jack Fabri, coordinated each round and generally kept things moving. Bob Davidson did an excellent job of managing the tally sheets with a minimum of confusion. With help like this the contest director job is easy. Don Butman, our intrepid editor, helped by engineering the processing both days. Frank Capax is really too much; this guy, despite his loud protesting, works like crazy and without him it would be very difficult to get anything done, much less run a contest. Of the Valley Flyers, the following members helped: Irv Wineberger, Dennis Dunn, Randy Mytar, Ken Hall, Dick Adams, Matt ~~Tennison~~, Jack Stafford, Bill Riddle, ~~Bill Salkowski~~ and Jim Oddino - and I thank each and everyone of you. If I have missed anyone, it was not by design. If we had not received outside help, we would not have been able to run this contest. What ever happened to "participation"? The word seems to be missing from the vocabulary of the majority of our club members.

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CORRESPONDENCE

Received a nice card from Ron Chidgey and Doc Edwards who were "doing their thing" at the InterNats.

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CONTESTS

- 1 - San Gabriel Valley R/C League presents Formula I, II, and Open racing on August 16 - 17, 1969 at Whittier Narrows Rec. Area.
 Open and Formula II - 9am to 1pm Saturday and Sunday
 Formula I judging 11:30 am (sharp) Saturday, racing 1pm to ???
 on both Sat & Sun.

Contest Director: John Garibidian (213) 721-5645

- 2 - West Coast Championships on August 30, 31, and Sept. 1 at Madera Airport sponsored by the Pioneers.
- 3 - The BIRDS are having Biplane Races at Long Beach (with mufflers) on Sept. 7, 1969.

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VALLEY FLYER MEETINGS

August 12, 1969 - Fly-in at the Basin that starts when you arrive.

September 9, 1969 - Back to the Encino Women's Club at 8pm.

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SCALE GROUPINGS.....Ed.

Our Long Beach Valley Flyer, Joe Bridi, Placed 5th at the INTERNATS!
Congradulations, Joe!!!!

The next Scale Group meeting will be held on Friday, August 15, 1969 at
6161 Platt Ave., Woodland Hills at 8pm or so. [340-2563]

The Scale Modeler Directory has been compiled and is being distributed
to the participation Clubs. If your Name and Club are not included, 'tis your
own fault! So inform me for inclusion of the Names of you and your Club in
the first revision that takes place.

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TRADE SHOW.....Oklahoma City, October 18 & 19, 1969

This Trade show is sponsored by the Oklahoma Science & Arts Foundation and
the MODEL HOBBY FAIR will be located on the Oklahoma State Fairgrounds in the
Women's Building. All factions of modeling will be presented with the aim of
stimulating interest in both Junior & Adult modeling. Prizes will be awarded
on Sunday 19 Oct. with entries closing at 5pm Saturday 18, October.

The Fair is open to the general public 10am to 6pm Saturday and 10am to
4pm Sunday. Admission is \$1.00 for adults and 50¢ for children under 12. The
Ramada Inn-west, 800 South Meridian has been chosen for headquarters. Further
information may be obtained from Mr. Dale Johnson, 3000 Pershing Blvd., Oklahoma
City, Oklahoma, 73107; [405] 946-5566.

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VALLEY FLYERS

7TH ANNUAL

STUNT CONTEST

WHAT → CLASS A, B, C-NOVICE, C-EXPERT

WHERE → SEPULVEDA BASIN

WHEN → OCTOBER 18 & 19, 1969

STARTING TIME → PLOTS MEETING @ 8AM!

→ FIRST FLIGHT @ 9AM SHARP!!

PLEASE BE ON TIME! (FOR A CHANGE!)

A NEW TWIST

2 FLITE LINES → EXPERTS WILL JUDGE - (EVERYONE WILL FLY BEFORE ALL JUDGES)

→ NO SCORES POSTED UNTIL CONTEST ENDS -

(NO COMPLAINING - YEA, YEA!)

ENTRY FEE \$ 3⁰⁰ — TROPHIES TO 3RD, MDSE. TO 5TH

CONTEST DIRECTOR → LARRY LEONARD
8960 RESEDA BLVD.
NORTHRIDGE, CA., 91324

344-3105

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 Model 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 expectations.

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.

SANTA MONICA

Hans @

Wilshire Model Center
1304 Wilshire Blvd.
Santa Monica

Colby @

Evetts' Hobby Land
1636 Ocean Park Blvd.
Santa Monica

SANTA SUSANA/SIMI

Irv @

Tapo Pharmacy
2267 Tapo St.
Santa Susana

BURBANK

Tony & Addie @

T & A Hobby Lobby
3512 W. Victory Blvd.
Burbank

NORTHRIDGE

Larry @

Larry's Hobby Center
8960 Reseda Blvd.
Northridge

VAN NUYS

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