

NEWS LETTER

SEP 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 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 in Encino. Permission to reprint granted, credit the Valley Flyers and the Author.

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OFFICERS OF THE VALLEY FLYERS

President	Dick Adams	Contest Directors:
Vice 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

Now that the dog days are almost over, I think it is time to get back to thinking a bit about the hobby we left a couple of months ago. At least we can try!

The last time I wrote in the Newsletter, I left with the hope that all the volunteers for the Formula I & II Racing program did in fact show up and help. Nothing new to report here-----the same ones that always help showed up and gave of their time and effort. You know their time is valuable too, just as valuable as the rest of you Jokers that won't donate just a little for the sake of the Club activities.

If the most of the Club Members think the limit of their responsibility to the Club is to show up for the meetings and be entertained and provided with prizes to stock up the larder at home -----then Good Luck!! You'll probable have to supply your own prizes and entertainment because the people that provide this for you will probably be too be too busy to donate their time any more.

And if you think I'm going to quit there, guess again! We have one last contest left to finish out this year --- a Stunt contest on October 18 & 19. --- and you free loaders had better show up----as contestants or helpers or even spectators, thats better than nothing.

So-----here's to nothing.....

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QUOTABLE QUOTE.....MOST Music

"After all is said and done,
More is said than done!"

HOW TO JUDGE A SCALE CONTEST.....Nate Rambo

The Scale competition at the recent Sepulveda Basin RCM contest drew 12 entries. These were divided between AMA Scale [9] and Semi-scale [3].

At noon Sunday, three of us were appointed as static judges. [Can you imagine old "built-with-an-ax-and-painted-with-a-broom" Nate judging the cream of the crop?] To say that there was no guiding omnipotent Scale Director is an understatement. I asked the event director to brief me on my duties and what rules applied. Questions started to arise and all the answers weren't available. The AMA Scale rules were OK because we could always go back to the rule book. Semi-scale was a horse of another color.

I say AMA Scale was OK but the flight judges later reported that the listed maneuvers were not per the rule book. Furthermore, the static judges had no tools to check fidelity to scale. None the less I really think that the AMA rules were ultimately reasonably well exercised and followed. There was one scuffle when I asked the nice young lady who was tabulating if she had added or multiplied the static and flight points. She had added them which significantly changes the whole game. After recomputing everything for the AMA class we watched our friend Dick Adams slide from 2nd to 7th place. I'll never learn to keep my mouth closed, Dick. A few other people changed order slightly. Like ferinstance -- the 1st place guy went to last, etc.. But the AMA rules were finally properly exercised. Honest!!!

It was during the arithmetic game that I found what the Semi-scale rules were. What I should say is I found what the Semi-scale rules were not. Nobody seemed to know what the Semi-scale event really was! I suspected something was rotten earlier when I found that the man briefing me how to do my job was unaware there was both an AMA and Semi-scale event. My years and years of experience told me that if you had 2 different events you should judge them differently. What a brilliant mind! But it seemed that both the flight and static judges were using the same score sheets. The real fiasco came during tabulation. The Static points were added to the flight points like the Valley Flyer Scale Rallye rules. This is fine if the points are a 50/50 balance but we had an 80/20 balance in favor of static points. [i.e. flight scores made little difference in an event which was intended primarily as a flying-type event.] As a result the nicest looking ship with the least flight points won. Very interesting!!!!

Well men, in all honesty I plead innocent. I further ask mercy at my trial and plead "It's only a Hobby!".

Listed below are the entrants, their aircraft, and their contest position where applicable.

Semi-scale

Gary Acord	BD-4	1st
Kwit Von Gerichten	Spitfire	2nd
Ted Hyde	P-51	3rd

AMA Scale

George Lewis	Nieuport 11	1st
Randy Mytar	Piper Pawnee	2nd
Granger Williams	Nieuport 28	3rd

Scale, cont.

Jack Stafford	Ercoupe
Joe Tschirge	Fokker EV [D VIII]
Bob Palmer	Scholl Chipmunk
Dick Adams	Nieuport 17
Lee Frey	Nieuport 17
Clarence Elmore	P-40

P.S. I guess you won't ask me to judge Scale again!!!

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FLY-IN MEETING 12 Aug 1969

Approximately 30 members showed up to participate in the fly-in meeting at the Basin. Weather was fine [85°], wind light and bugs only slightly!

A spot landing contest was officiated by Frank Capan, Nate Rambo and Ralph Frisbie. Winners were as follows with a gallon of K&B 100 going to 1st place & other goodies to 5th place:

1st	Chuck Rosen	4th	Doug Kempf
2nd	Whit Stockwell	5th [tie]	Rob Smith (Won toss)
3rd	Earl Harting		Tom Cone

Only sad happening was two on the same frequency! One man making landing and the other man taxied out. Only small Krunch! Now man in air had right-o-way..... but he has two (2) radios at field - one on 6 meters and one he is flying on green & white. Another well know fact is that our field has painted pit areas according to frequency. POINT - man in air was operating from 6 meter area - with green & white radio in air. Also - - if your flags are DIRTY who knows what just what frequency you're on??????????

Soooooooooo, better check ALL factors prior to turning on!!!!

& & & &

SCALE GROUP MEETING

The next meeting of the Valley Flyers Scale Group will be held at Frank Capan's house, 7407 Densmore St., Van Nuys, on Friday 19 Sept 1969. The tentative Scale Rallye to be held in November will be discussed.

* * * * *

UPCOMING EVENTS

1- Aviation Day 13 - 14 Sept at Mira Mar NAS.

2- Air Circus 27 - 28 Sept at Whittier Narrows - Presented by the San Gabriel Valley R/C League and the Dept. of Rec. and Parks of LA.

Sat 27th - "Das Ugly Stik Race" 9am to 4pm sponsored by Jensen Enterprises and A & L Industries.

Sunday 28th - Air Circus - WW I & WW II planes, Skywriting, Limbo flying, Aerobatics, Formation & Bomb drop, Goodyear & Biplane Racing, Snoopy's Dog House (non-flying), Mfg.er's display, Full size sailplane and helicopter.

See all of you there!!!

3- Stunt contest 18 - 19 Oct. See the Flyer.

4- Holiday Party- A Valley Flyers Holiday Party has been tentatively set for Saturday nite 22 November 1969 at Mob Mill Restaurant in Van Nuys. More details at the meeting.

STUFF AND JUNK
by EARL

Picture this: A modeler, R/C type, is standing by a window and gazes out thinking how he can achieve another 500 RPM out of his K&B .40. He really is not seeing the world go by, it's just a glassy stare. Ah well, this is how ideas are sometimes born. Pretty soon he comes to and sees. His eyes perceive an oddity on the windowsill. Perhaps it will fly! He tries it! A nice slow, easy and very careful hand launch. Would you look at that, it flies! Mother Nature triumphs over dumb luck, again. Wayne Wainwright has at last discovered aerodnetics! He has hand launched and glided a dead and otherwise passed on butterfly! RIP.

How about this one? Modeler is repairing a torn in half Lanier. All's ready for the epoxy. Glass bandage on tap, torn edges all lined up, skin roughed up and otherwise ready to go. Swell! Mix up some epoxy glue and lay it on. Neat! Be ready tomorrow! Swinging! But what's this? We have some excess epoxy, do we? Quick, what needs fixing? Summon the lady of the house. Ah yes, that broken chair rung, a loose knob, and the all important hook on the bathroom door. Quick, hurry, run, run, run. Smear epoxy on everything, chair knob and hook. The dumb hook won't stay put. Scotch tape will hold it up until the goo cures. Neat! Time for dinner, work on toy, etc, etc. Our glue meanwhile, cures. TOO BAD! The tape didn't hold the hook up where it belongs. The hook becomes an ornament. Our hero's silk PJs refuse to stay hooked (on the door hook, you idiot). He can't get the damned thing off without ripping the whole door apart! Tsk, tsk! I think Eric Thomas needs help!

Change of subject. Has anyone got a servo that will dead-lift about 8 pounds, 5/8ths of an inch, at about the same size, weight, and speed of the old ORBIF servo that I could use with my MICRO XL set? Curious? So am I! I've been playing again. Have you ever thought about warping a wing like in the olden days. I built up a wing for my Morane-Saulnier that you can almost tie in knots and it's still a bit too strong! I have had some flights on the rig with moderate success. Turnbuckles, cable spruce, Kwik-Links, brass tubing and a disturbed mind are all you need. Some radio problems with all that clanking metal, but, then we can't have everything, can we?

I do not know if anyone else is going to bring up this sore subject in this issue or not, so here goes. We had better start thinking about next years officers! Here it is Sept. Dick has done a real great job and he has had my sympathy. I know what it's like!

larry who?

RADIO REPAIR.....Nate Rambo

This note is included in the event all of the VF readers are not aware of the fine Kraft - PCS repair and warrantee services available locally.

Probably the most capable people in the business are Jerry Pullen and his wife Mary. K think you will find their work beyond criticism and their prices unbelievably reasonable. Send or take your equipment to

Jerry Pullen
11015 Fenway St.
Sun Valley
Calif., 91352

[ED's note - for you EK owners see Jim Oddino and Bill Salkowski in Woodland Hills at 23700 Bessmer St.]

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ELECTIONS OF OFFICERS FOR 1970

It is now time for all of you to think about YOUR choice of officers for the Valley R/C Flyers Club for the year 1970. Your Board of Directors have a list of suggested Candidates and the nominations will no doubt be opened at the Sept. meeting. Also, the Editorship of the Valley Flyer Newsletter is up for Grabs! So think it over but don't wait too long!!!!

! ! ! ! !

FOR SALE

Factory up dated by Jerry Pullen
PCS 5 Channel on 6 meters [53.300]
Mint Condition
5 Servos

\$225.00

Bob Upton 886-0776

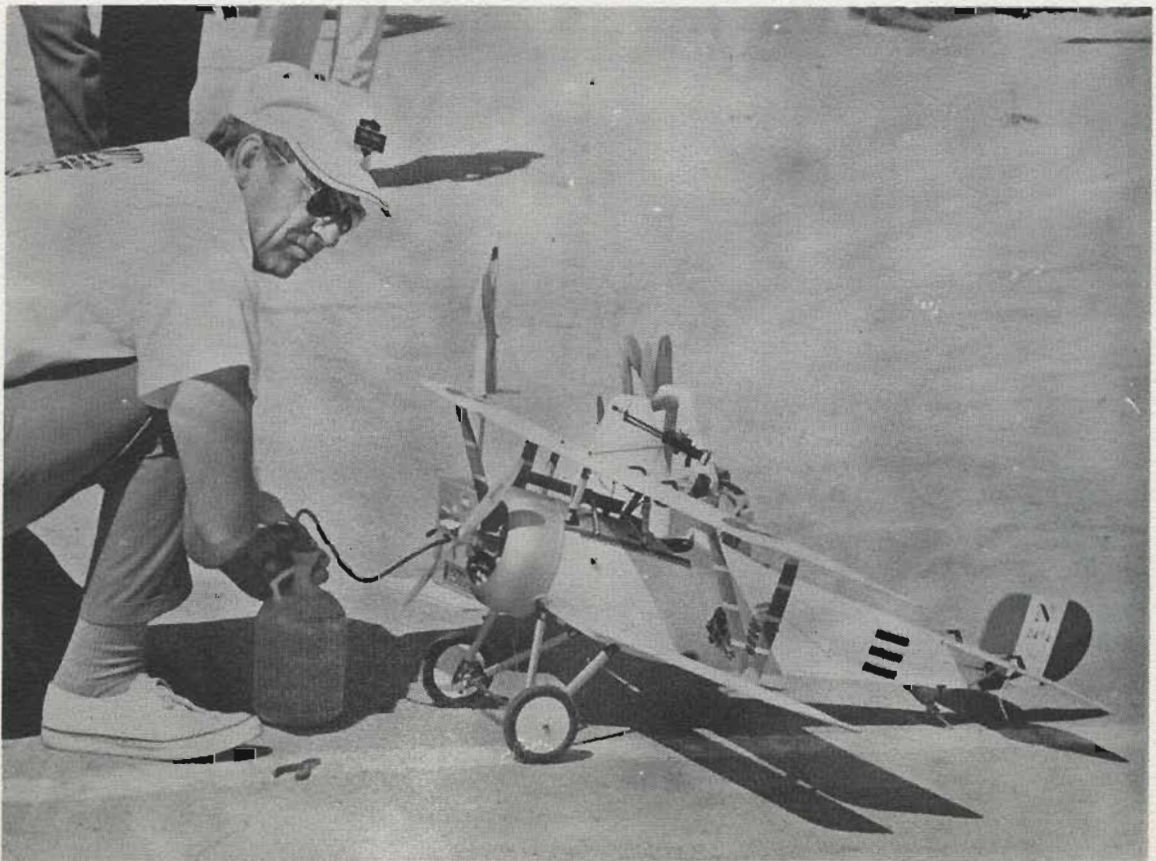
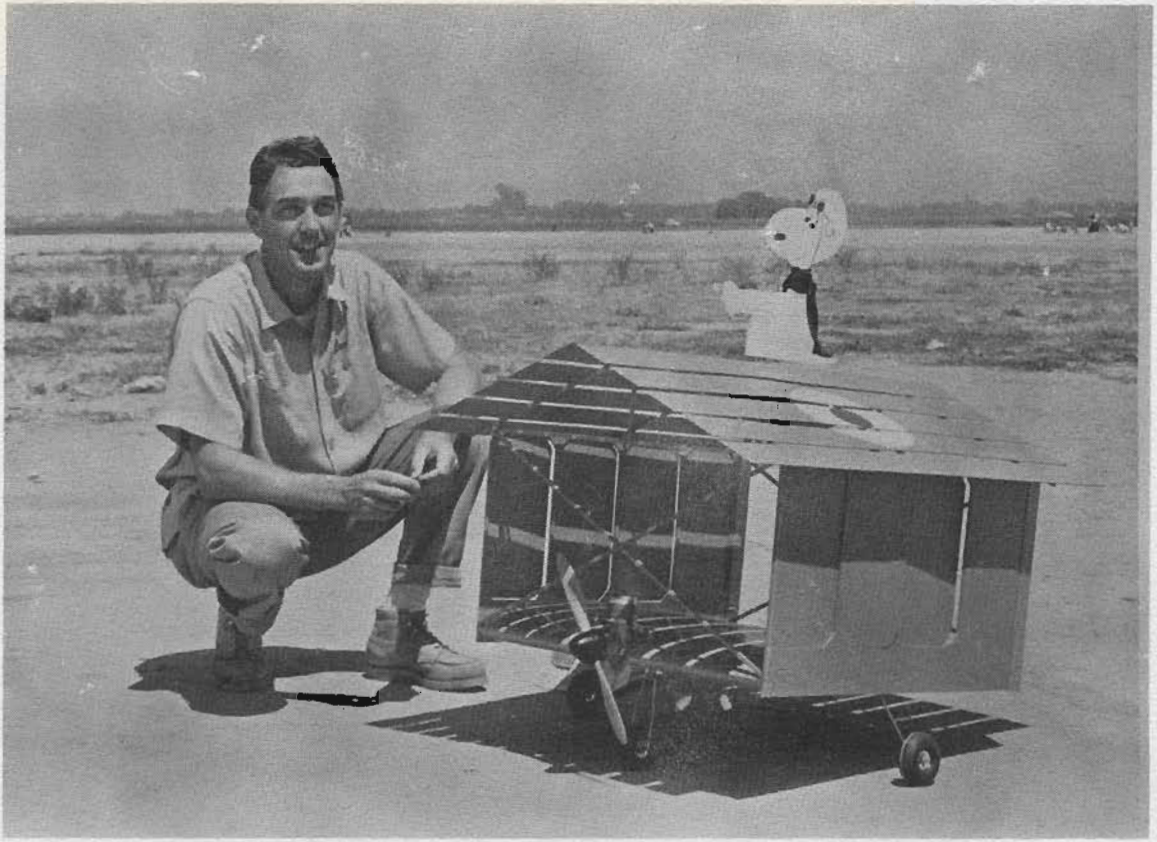
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PICTURE PAGE.....Nate Rambo

One picture shows the intense concentration required to fly one of those WW I Nieuports. Dick Adams is no doubt telling his that the next flight will be one that will take the cake. Oh well, better luck next time, Dick!

The other picture is one of A Happy Snoopy, prior to his being shot down by the Red Baron just as he was getting airborne! The ground crew is your Editor who is not too certain that the Dog House was a good project!

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The only two recent contest-type events were the pylon races at Whittier Narrows and the West Coast Championships at Madera.

In the Open Pylon racing, John Garabidian came out on top, followed by Jim Jensen and Mike Bridges. The Formula I event ended up in a three-way tie for first: Wayne Wainright, Granger Williams, and Jack Hertenstein. Each of the three had lost only one point in seven heats. Since their frequencies were compatible, there was a fly-off. Wainright won, with Granger Williams second. Hertenstein's engine flamed out in the third or fourth lap, just as the race was getting exciting. This was the only time we have ever seen him lose a race in that way. Incidentally, his own prediction that we would be getting the 450's down into the 1:30's came to pass when he turned in a 1:38—the best time we have ever heard of on a measured course.

During this race, really for the first time since last year, Granger Williams was burning up the course too. But fast as he was, he was unable to keep up with Wainright in the fly-off, even though he started first. Wainright not only flew beautifully but he had an engine that sounded like 21,000 r.p.m.

Fourth and fifth place were taken by Whit Stockwell and Roger Owen, who both made out mainly through consistency, since they were several points below the three who tied at the top. It was fun to watch Whit dodging other airplanes around the pylons: he was determined this time to finish the race with the airplane he entered, even if he had to fly a less than groovy course.

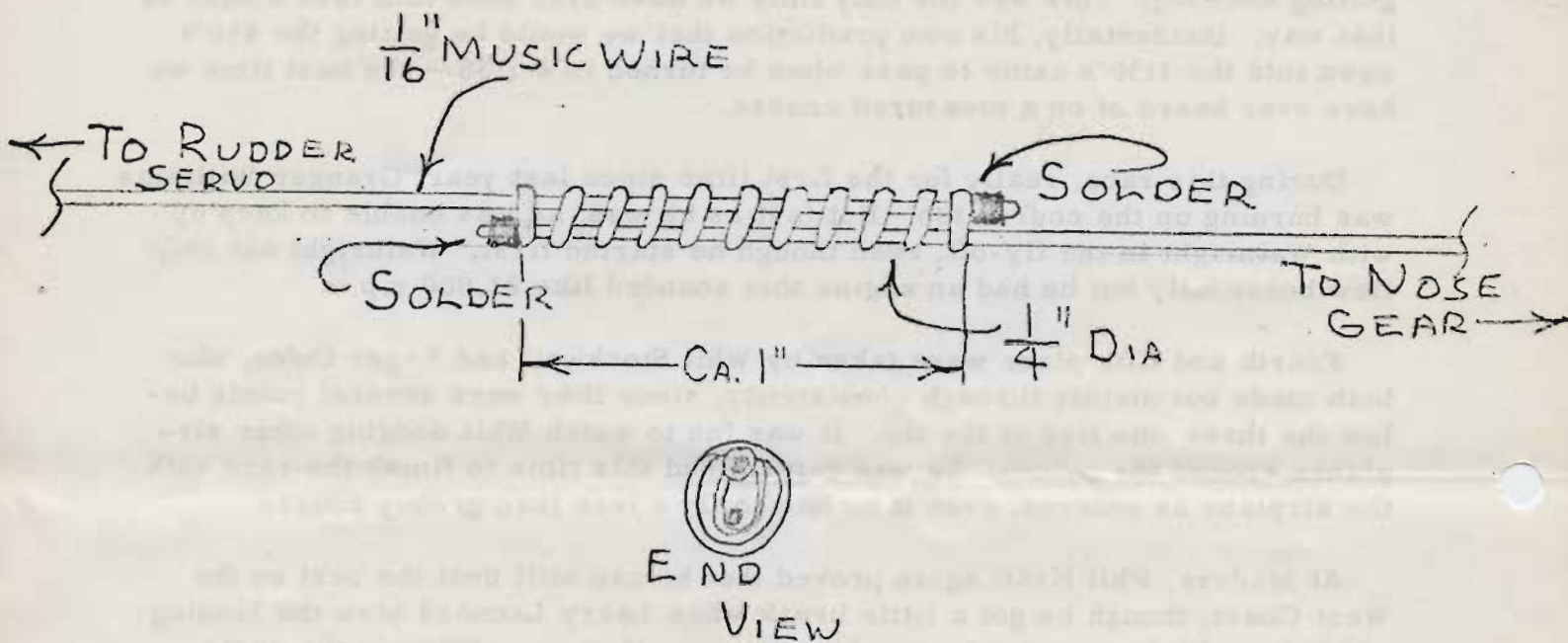
At Madera, Phil Kraft again proved that he can still beat the best on the West Coast, though he got a little break when Larry Leonard blew the landing of his best flight in order to avoid an airplane that was sitting in the spot. Larry still came in second, followed closely by Joe Bridi. Jim Oddino was fourth, and Bob Smith, flying for the first time in C Expert, came in fifth, ahead of such fliers as Bill Salkowski and Tim Symes.

In C Novice, Brian Ehmke of Fresno flew to a decisive first, with as many points as the sixth place expert. Whit Stockwell was second, and Joe Howard third. In Class B, Bill Hebestreit was first, Johnny Greenshields was second, and Big John Elliott was third. In Class A, the order was Gray, Allen, and Brixly. Bob Stockwell managed a thirteenth (out of fifteen—there were two crashes) in his first contest. When he was in the air, everyone ran for shelter, and though there were three flight lines, he had the sudden realization in the midst of every flight after his first that his plane was in the air all alone. (You'll pardon our describing all this as though it happened to someone else—it's still painful to get too personal about it.)

You have probably heard that Whit flew a plastic bomber that he built in one day just before Madera. Even more remarkable is the reason why he

had to build the plastic bomber so fast. Through a remarkable series of oversights, we managed to take the beautiful Pagan with the retractable gear up with exactly two rubber bands holding the wing on. It worked fine until he started the three rolls.

Below, you will see a picture which purports to show how Mat Tennison solved a problem which plagues all beginners, namely a device to soften the strain on the rudder servo when you make a lousy landing nosewheel instead of main gear first. We haven't tried it, but it sure looks good.



SMALL SOFT SPRING (1-3 LBS) ABOUT ONE INCH LONG AND $\frac{1}{4}$ " INCH OUTSIDE DIA. HAVING ABOUT TEN COILS.

FROM: MAT TENNISON

DR. BY *Whit*

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.

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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