

# NEWS LETTER

OCT 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



**FIRST CLASS MAIL**



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, 4924 Paso Robles Ave., Encino, California. Permission to reprint granted credit the Valley Flyers and the Author (s).

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

PRESIDENT'S CORNER .....Dick Adams

Along about this time of year the current group of Club Officers can begin to see the light at the end of the tunnel, so to speak. Elections, new officers, thought of a new year of activity begin to temper one's thinking and I suppose I'm to come up with some profound burst of eloquence regarding the future fate of the Club.

Sorry about that! I'm fresh out of plenary prophecies. You people should know by now what you want in your Club Officers and Club activities. If you don't - - - I've been lead down the primrose path! I thought you knew what you were doing last year a Election time!!!

The Board has presented its selection, for what it is worth. All are the best people in world -- Model Builders. So --deal the cards, I'M losing money!

Before we wipe the slate clean and start over, I have a couple of very important matters to bring to your attention. First, the "BIG" 7th Annual Stunt Contest, October 13 - 19 at Sepulveda Model Airport, Van Nuys, Calif., ....Larry.....Who? The Valley Flyers coup de maitre is CD'ing this one. With the prospect of some very interesting new ideas in the judging of stunt contests and the magic of the National Champ's name, the prizes and contributions for this annual affair are absolutely astounding. You just have to come out and FLY! Everybody wins --- honest!!!

The last crumb in the corner is a small bit about the Holiday Party on November 22, 1969 at the Nob Hill Restaurant, 8229 Van Nuys Blvd., 7 pm til...? Cocktails, Dinner, Dancing, Prizes and generally lots of fun for everyone. Tickets will be available from all the Officers and some convenient locations cause we want everyone to be there!

THE END.

& & &

FOR SALE

- 1 - ABC 29 RR Super Tigre....\$20.00
- 2-- G-21 - 40 RR Super Tigres.....\$15.00 each
- 1 -- Stafford Mustang with K&B 40 PR that has a new case.....\$100.00
- 1 - Palmer Mustang.....\$100.00                    1 - Rivets.....\$100.00
- 2 - Radios.....PCS with 9 Servos [metal case].....\$225.00
- 53.250 Mhz    ..PCS with 4 Servos [KP-9].....\$225.00

CONTACT: Bob Upton, 8220 Amigo Ave., Reseda, Ca., 91335  
Day 884-2294  
Night 886-0776



FIRST INTRACLUB TEAM CONTEST IS A BIG HIT.....Irv Weinberger

Except for Bob Upton's mishap, our first intraclub team competition was a big success and fun for all who participated. Among other things, contestants were treated to an 800' take off by Bob Stockwell on our 400' runway, an invitation to yours truly from Clarence Lee to join the Enya team and Frisbee waiting about 20 minutes to get off on the exotic frequency all the pros fly on!

In the A League, Salkowski's Salacious Slobs made short work of Upton's Ubiquitous Undesireables in the Class C & B areas, but as you will see in the scores below, Upton's Class A flyers had it all over Salkowski's Slobs in that area, so that what would have been a draw gave the win to Team 1 in A League on point totals.....

In the B League, Leonard's Lascivious Louts bravely took on Oddino's Oddities, [consisting of Oddino himself]. All of Leonard's Louts showed up and that's an Oddity in itself.....

The judging was excellent. Capan's impartial comments during the course of the meet would have warmed the cockles of a Supreme Court Justice's heart. On the other hand, and properly so, Nate Rambo and his group behaved like men about to be judged themselves.....

The next meet will be held on Saturday November 1st\* at 2 pm and Teams#2 will compete against Teams # 3, while Teams #1 do the judging. Those of you who are signed up, please be on hand & ready to participate. Those of you who want to get in on the fun, please contact me at the October meeting. There are several openings to fill.....

A League Team #1 Bill Salkowski, Capt., total points....2035

Bill Salkowski, C Exp	919 points
Art Claessens, Class B	519 "
Ron Schorr, Class A	284 "
Herb Cohen, Class A	312 "

A League Team #2 Bob Upton, Capt., total points...1581

Bob Upton, C Exp	408 points
Irv Weinberger, Class B	431 "
Ralph Frisbie, Class A	367 "
Bob Bladen, Class A	425 "

B League Team #1 Larry Leonard, Capt., total points...3344

Larry Leonard, C Exp	891 points
Al Cox, Class C Nov	684 "
Tom Cone, Class B	481 "
Al Radin, Class A	371 "
Bob Stockwell, Class A	280 "
Perc Kegginson, Class A	341 "
Randy Mytar, Scale	297 "

B League Team #2 Jim Oddino, Capt., total points....904

Jim Oddino, C Exp	904 points
-------------------	------------

So be on hand for the next great IntraClub Team contest!!!!!!!  
\*Changed due to other contests in the area on the original October date.



COME OUT AND FLY, OCT 17-18, AT THE VALLEY FLYERS STUNT CONTEST. Larry (C.D.) Leonard and his various assistants have gone all out to make this the best local contest ever: and perhaps the best contest ever, period. Larry has personally solicited something over a thousand dollars worth of merchandise prizes from the R/C manufacturers (yes, including Kraft), distributors, and hobbyshop dealers. He has gone to considerable lengths to arrange for a judging system that no one can possibly complain about: there will be full rotation so that everyone flies exactly the same number of times before exactly the same judges; the judges themselves will be the EXPERT CLASS of fliers, who will give up two rounds of flying in order to take their turns in the judging rotation; if the experts can't do a good consistent job of judging, then perhaps the whole basis of stunt competition is jello; and finally, no one, but NO ONE, will know his score until the end of the entire competition -- you just go out to the line and fly your best, without thinking about those five more points you need to beat the other guy, or those ten points the other guy got that you know damned well he didn't deserve. Finally, there will be the flyoff where the top five fliers all go through the same pattern before the same judges WITH THE SAME AIRPLANE, which none of them will have had a chance to fly in advance (REMEMBER THAT LARRY -- YOU'LL HAVE TO HAVE SOME SURE NON-WINNER TRIM IT OUT PRIOR TO THE CONTEST -- the younger Stockwell volunteers the older one's services, or perhaps you'd rather have Jeff do it?).

TURLOCK -- The West Coast Pylon Championships. Well, it finally happened: there were too many entries in Formula I to make a decent contest out of it. 52 in Formula I, 10 in Formula II, and some 18 or 20 more in Open/Sport. Too many, too too many, for a two-day contest. To handle approximately the same number of entries, we had four full days of flying at the Nats (two days of qualifying, two days of heat races). Lou De Latour and his Pioneers did as good a job as anyone could possibly have done. It was essentially the Nats team running the races, and they are an experienced and efficient group. But since the fliers, by a vote of about two-to-one, voted not to have qualifying heats and just to go ahead and race, getting in as ~~many~~ many rounds as possible, it was pretty clear that the outcome would be in part a matter of chance, since you couldn't begin to fly against more than a fraction of the competition in the five rounds that turned out to be possible. Five rounds is the minimum to get a full rotation with just 20 entries. The reluctance of many entrants to fly qualifying heats is understandable, of course. They've traveled a long ways and might get knocked out after, say, two attempts. One high-potential solution to the problem is being tried next week at San Marcos: advance entries only, with heat races set up the night before so you start flying at 9:00 A.M. That's got to be a big improvement. Keep it moving and you can probably get in a dozen rounds or more even with a large entry list.

Anyway, it was pretty obvious that the ultimate winners at Turlock were both fast and consistent in order to win. They flew some fantastic times, in the mid and even low 1:40's. The winners were so fast that barring accidents the results would doubtless have been just the same.

Tied for first place were the Joe Bridi/Lou Stanley Team and the Bror Fabor/Nupen Team. [WE want to team up with Lou Stanley, doggone it Joe; how come you got all the goodies?] Both had perfect scores, and they couldn't fly off the tie because they're on the same frequency. On the basis of best times, Fabor/Nupen took first. We didn't get a note on the winning time but it was something like 1:46.



[Notes and Comments con'd]

The B and S Team (Bob Smith, Pilot and Chief Mechanic; Jeff Bertken, Caller and supplier-of-elbow-grease-on-the-rubbing-compound) took third in a fly-off with Mike Bridges. B & S got beaten only by Joe Bridi, and then possibly only by virtue of a cut (Bob started four seconds after Joe, and crossed the finish line just ahead of him, but of course Bob still had a lap to make up). It was a great race all the way, because Joe didn't know Bob had cut, so he was flying it tight right to the end. The Smith/Bertken team have become almost as formidable in racing as Bob (all by himself) is in stunt competition.

There was a three-way tie for 5th place, and since prize money went down that far and the frequencies were compatible it had to be flown off. The competitors were George Killean, Gary Korpi, and Jimmy Witt, all with 18 out of a possible 20 points. They finished in that order, with Killean turning in a fantastic 1:43 and Korpi about half a second behind him.

Right behind the group who were tied for 5th came a name that we've seen in lots of winning positions, but not in racing events before: William Salkowski. How about that? And without realizing that Bill was standing right behind me, I said to Whit (who was down the line in 12th) something to the effect that he'd never live down getting beaten by Salkowski in a race. So now I'm the one who'll never live that down. My face is still red.

Larry Leonard was 11th (16 points: he won four races, didn't get started the other time -- and with only five rounds, a zero is fatal; you can live it down with more rounds, but not with so few), with his new, and beautiful, orange Stafford Minnow. Don Yockey was eighth or ninth; from Texas. Don was not in top form -- we've seen him fly both better and faster, as he was altogether ready to agree. He is one of the great sportsmen in the game.

Jack Hertenstein was 14th. He had a zero, and he actually got beaten in at least one race. Maybe that engine of his is over the hill, but we'd still buy it on spec. The Bob Upton/Mark Graham team has gone back to experimenting with the Supertigre in view of Jack's enormous success with it, and we hear that Cliff Weirick might be doing so too, though Cliff was under the weather and didn't make it up to these races.

If it seems that we're reporting the standings pretty far down the line, consider that whoever was 20th picked up 32 points in the national standings -- more than he would get at any other race on the West Coast this year if he placed first. Since there is a pretty good fight for the Season Championships going on between Hertenstein, Stockwell, De Bolt, Leonard, and a couple of others who have been coming on strong, every point counts.

In Formula II, it was Gary Korpi first (his 600 Ballerina is faster than all but a very few of the fastest 450's), Bud Phillips 2nd, and Whit Stockwell 3rd. Ten entries, in the biggest racing contest of the season, gives you some idea how popular Formula II is out here. Something's got to change (though not immediately, since we now have a good Formula II ship).

In Open, there were several more of the new specialty airplanes -- planes built just to go like hell in this one event, and not good for anything else. Jim



[Notes and Comments con'd squared]

Jensen won again (we can only recall one open race that he's failed to win this year, and he was second in that one). Jimmy Witt was second. Mike Bridges had a radio problem that dorked his very fast -- usually second only to Jensen -- Quik-Fli (the speed's in the engine, not the airplane in spite of the name). The Smith/Bertken team had a hot entry, but a problem with the fuel tank (like, it leaked?) kept them out of contention after the second round. Their plane, while everything was working (i.e. very briefly), was about as fast as anything in the competition, probably right with Jensen, and it should be quite a race at Whittier Narrows on the 25th of October.

In spite of the fact there were no mid-airs (take note, everyone: no, repeat, N-O mid-airs), the disasters ran fairly high, with three spectacular crashes just a small ways out from the pit area. One of the Hooper brothers had his Shoestring (fast, and exceptionally well finished) glitch into full down as he bore down the back straight: it went into the ground about thirty or forty feet out in front of the pit area, at a good 120 m.p.h. Don't think one like that doesn't give you second thoughts about safety considerations in this event. On another occasion, again with a radio disorder, one of the guys from up north got out of control as he rounded the scatter pylon, leveled the wings at zero altitude, bounced, and headed for the cars lined up along the entire back straight. It smashed into the front window of a car, splintering it, and disintegrated on the ground between that car and the next one in line. On still another occasion, a plane started off the line and turned 90 degrees straight toward the pit area, rolling dead straight and hanging to mother earth as if on rails (somehow the switch had got turned off as the helper shoved it on what was intended to be the take-off). Some courageous soul deliberately jumped in front of the plane as it headed for the pits gaining speed all the time, engine full-bore. He stopped it with relatively minor damage to the runway and none to himself or any of the dozens of aircraft: it could have hit in the pit area.

Our good friend and former leader (President of NMPRA last year) Ed Shipe had his troubles, but only after a major accomplishment: he actually finished a heat in Formula I (he has never before gotten, according to him, around the scatter pylon in the first lap). But he should have stopped there. In his second heat, he was the only one left in the air when something gave way and his plane dove straight in just short of the number 2 pylon, out in no man's land between the course and the pit area. Normally this would be about as good a place as any to crash, if one must crash; but one of the other fliers was crossing that area returning to the pits, and for him the rest of his life may just be borrowed time, it was that close.

Other Valley Flyers that we saw were Bud Anders (flew in his first Formula I event, and only had Larry land it once), Dave Espinosa, Roger Owen, Hans Weiss, and Jack Stafford. As a group (except for Bob Smith) we didn't distinguish ourselves this trip, but it sure is a nice place for racing, win or lose. On to San Marcos and Whittier Narrows. There ends the racing season, and in our exhausted condition (at least financially, if not spiritually), not a single weekend too soon. Maybe, the way things are going, two or three too late.



AN OPEN LETTER TO INTRACLUB TEAM 3B!

FROM: The Great PUBA

TO: The Greatest R/C Team in the World [ie, B League Team #3]

1. Saturday, 27 September, is our first inner Club competition meet. Flying will begin at 3pm. Bring your model and be ready to perform.

2. Earl Harting has suggested a meeting or practice session for our team prior to Saturday. This is a good idea and Earl should be commended. However, I have decided that our team is so outstanding that we need NO practice. Just look.... Smith, Harting, Owens, Hirshberg, Wood, and Replogle all on the same team, MY TEAM!!! Team 3B

3. Now, I hope that every member of our team can make it Saturday. It will only take a few hours to put the rest of the VF boys in their place. Let's face it — we must condescend to even compete with such blunderers as Leonard, Oddino, Salkowski, and all of those other team captains who think their teams will win.

(signed) Nathan H. Rambo, III  
Alias, GREAT PUBA

0 0 0 0 0 0

NOMINATIONS FOR 1970 VALLEY FLYER OFFICERS  
NOMINATIONS FOR 1970

The following were nominated for officers of the Valley Flyers for the coming year. The Nominations will be open at the October and November meetings with the election taking place after closing of nominations at the November meeting. Sooooo, be present and be counted or stay away and be NOMINATED!

For President: Bill Salkowski  
Irv Weinberger  
Les Kesner  
Hans Weiss  
Herb Cohen

[The V-President is the person who has the 2nd most votes  
for President]

Secretary: Larry Rosenberg  
Al Cox  
Bob Davidson

Treasurer: Bob Smith  
Irv Weinberger

Y ø () ???? !!!!

NEXT MEETING

The next meeting of the Valley Flyers will be held on 14 October, 1969 at the Encino Woman's Club at 8 pm. The NASA Apollo 11 film will be shown after the business meeting is concluded. Nominations for VF Officers for the coming year will be open, and the menu for the Holiday Party will be announced. This Party will be held at Nob Hill Restaurant in Panorama City on 22 Nov. 1969, with tickets going for \$6.00 each which will include dancing and door prizes. It is even possible that a separate raffle will be held for a Radio! [No, NO, NOT a Sony!]

# # # #

UPCOMING EVENTS

1. Valley Flyer Stunt Contest 18 - 19 October at the Basin.
2. Valley Flyer Scale Group Scale Rallye 16 November at the Basin.
3. Valley Flyer Holiday Party at Nob Hill Restaurant 22 November.
4. Southwest Championship Contest in Phoenix, Arizona, 29 November.
5. Only 56 Shopping daze 'til Christmas!

% % % % % %

AIR CIRCUS.....Ed.

The Air Circus held at Whittier Narrows on the 27 & 28th of Sept. was a rousing success. The Host Club, San Gabriel R/C League, went all out to make a fine spectator appealing get together. The Saturday event was Ugly Stik racing which found a total of 18 of those things together at one time.

The Sunday events were; Streamer cutting [next time use string that will break when hit by plane!]; Egg dropping in the bucket [fresh eggs yet!], and the safest place was by the bucket(!); Tethered balloon bursting; Simulated pylon races by Formula I and Biplanes; live demonstration of Benson Gyrocopter flying that is really something to see, that ended with a deadstick landing; booths set up for manufacturers that included Jack Stafford Models, Kraft, Williams Brothers, Orbit, Joe Martin Servos, Bob Holman plans, and a display by a gentlemen who had some 40 to 60 engines spanning the last 35 years. There was also a non-flying display of models including a 9' Taylorcraft, Mirage fighter, A beautiful Gipsy Moth, Nieuport 28 (Granger Williams), and others including my Snoopy's Doghouse [Say, would you or maybe YOU like to own a Snoopy's Doghouse???? See me at the meeting and we'll talk about it!!].

The San Gabriel Club circulated a petition to be presented to the LA County Parks and Rec. Dept. for improvements to the Whittier Narrows flying site. They hope to have some improvements for they are to host the West Coast Championship Contest next year.

# # # #



## 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  
395-0633

Colby @

Evett's Hobby Land  
1636 Ocean Park Blvd.  
Santa Monica  
Ex 6-0280

### NORTHRIDGE

Larry @

Larry's Hobby Center  
8960 Reseda Blvd.  
Northridge  
344-3105

### BUREBANK

Tony & Addie @

T & A Hobby Lobby  
3512 W. Victory Blvd.  
Burbank  
842-5062

### SANTA SUSANA/SIMI

Irv @

Tapo Pharmacy  
2267 Tapo St.  
Santa Susana  
340-2542  
[805] 526-4224

### VAN NUYS

Art @

The Hobby House  
7546 Balboa Blvd.  
Van Nuys  
786-0701



# VALLEY FLYERS

7<sup>TH</sup> ANNUAL

## STUNT CONTEST

WHAT → CLASS A, B, C-NOVICE, C-EXPERT

WHERE → SEPULVEDA BASIN

WHEN → OCTOBER 18 & 19, 1969

STARTING TIME → PILOTS 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 \$ **4.00** — TROPHIES TO 3<sup>RD</sup>, MDSE, TO 5<sup>TH</sup>

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



## LAS VEGAS "DO IT YOURSELF" CONTEST

The decision to have a contest in Las Vegas a couple of weekends ago was finalized only a week or so before that. Even so the contestants came from as far away as Texas and Alabama. But a couple of fellows who live in that area did not even know about the contest until they happened to drive by and see the models in the air!

So any how, here's how the flying stacked up - As you will note by the scores, Jim Oddino [flying the new PRO Line Radio Equipment for which he is the West Coast Rep] finished third although he made the highest single flight score!

### CLASS A

1. Buck	172 + 192 = 364
2. West	149 + 179 = 328
3. Gibson	131 + 135 = 266
4. Jenno	131 + 130 = 261
5. Allen	99 + 150 = 249

### CLASS B

1. Hopkins	178 + 191 = 369
2. Guewther	155 + 176 = 331
3. Schreiber	165 + 154 = 319
4. Reis	143 + 61 = 204

### CLASS C NOVICE

1. Howard	201 + 222 = 423
2. Gould	191 + 223 = 414

[Only two entries!]

### CLASS C EXPERT

1. Bridi	233 + 239 = 472
2. White	220 + 235 = 455
3. ODDINO	201 + 249 = 450

FINIS



THE VALLEY R/C FLYER SCALE GROUP

PRESENTS A

# SCALE RALLYE

SUNDAY 16 Nov. 1969 9<sup>AM</sup> TO 3<sup>PM</sup>

@ SEPULVEDA BASIN

VF SCALE RULES → NOTE: NO POWER-OFF STALL  
THIS IS REPLACED BY PILOT'S CHOICE OF  
ANY AMA/FAI MANEUVER, OR INFLIGHT  
MECHANICAL OPERATION.

ALL TYPES OF SCALE & SEMI-SCALE R/C MODELS  
INVITED INCLUDING GOODYEAR.

3-VIEWS ONLY, ARE REQUIRED FOR PROOF-OF-SCALE

ALL ENTRANTS WELCOME → BUILDER/FLYER  
RECEIVES 15 POINT BONUS.

PILOT OR CALLER MAY ANNOUNCE MANEUVERS

ENTRY FEE \$2.00 EACH

TROPHIES TO 3<sup>RD</sup>

CD → WOODY WOODWARD PO 2-4760

See you there !!