



DECEMBER 1969

The Valley Flyer Newsletter

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



VALLEY R/C FLYERS

c/o Don Butman, Editor
6161 Platt Ave.
Woodland Hills
Ca., 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 in the Encino Woman's Club, at Ventura Blvd. and Paso Robles Wve. in Encino. Permission to reprint granted, credit the Valley Flyers and the Author(s).

OFFICERS OF THE VALLEY FLYERS - 1969 (Retiring)

President	Dick Adams	Contest Directors:
Vice President	Bud Anders	Frank Capan
Secretary	Roger Owens (Thanks Connie!)	Larry Leonard
Treasurer	Randy Mytar	Bob Upton
Editor	Don Butman	Woody Woodward

OFFICERS OF THE VALLEY FLYERS - 1970 (Just starting!)

President	Dick Sonheim		
Vice President	Les Kesner		
Secretary	Bob Davidson	EDITOR	GAIL SMITH(!!)
Treasurer	Bob Smith		

PRESIDENT'S CORNER (Retiring!).....Dick Adams

It was a great year and Merry Christmas and a Happy New Year to all!!!!!!! Thanks to all who attended the Holiday Party, it turned out to be a success and the music was very FINE!!! If more of you had stayed around for a while there would have been even more of it to enjoy. The "noisy" party next door broke up early and some of the people came over to partake of the Choice Offerings of the J.L. Randall Trio (including Randy Mytar). So another Holiday Party is in the books and all I can say is "Good Luck!" to the promoters in the coming year!!!!!!

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CREDITS.....Editor (Retiring!)

The past 8 years have been eventful in the life of the Valley R/C Flyers Club and I have been grateful to see the Club grow from a membership of some 20 fellows in 1961 to over 100 in the past two years. The meetings have been turned into something to attend - the past years saw us in the Van Nuys-Sherman Oaks Rec hall sharing the time with the basketball players and rock and roll music-- to the meeting place of the Encino Woman's Club which is the best in my thoughts.

There have been many who have helped me in my chosen task of Editor in the past 7 of 8 years and I will attempt to do "right" by them! For the first of all is NATE RAMBO, who contributed to the Newsletter right off the bat and has continued to do so at the drop of a hint that something was needed. Next, well, if not next, comes Loretta Hall who, bless her pretty heart, has given the woman's touch for some time now. Earl Harting has spread his wit in the form of Stuff and Junk cartoons and writeups that are taken from real life.....not makeup!!!! Bob Upton has pushed the technical bit taking the form of having someone give forth with his special way of doing some part of this modeling hobby. This has been followed by Bob & Whit Stockwell and has taken up the reporting of the contests most of which they have figured in most prominently!! Other contributors that I can remember, Jim Oddino, Frank Capan, Woody Woodward, Larry Leonard and a great many whose names escape me now.....but to one and all I say "Thanks for all you did for the Newsletter!". Keep up the good work for I know that Gail will appreciate all the help she can get!

SO LONG!!!!!!!!!!

The last VF Scale Rallye of the year is over and everything was at peace and then the phone rang. Old editors never die they just make one last spurt. Say, Frank, he says, how are you this fine day and write up a shorty (quickie) on the rally we just had. Of course I said...what? After all he has been replaced and here he is again. I guess thats why he did such a job. Boy such a job. So here it is for want or for not.

Wondering what the weather would be this time of the year and almost forgetting that our CD, Woody, always orders good weather, we set out to see what we could do with a few changes (for better or for worse) in Woody's flight plan. The Scale Group decided to eliminate the power off stall and install an optional which consisted of a choice out of sex no, no I mean six maneuvers or four mechanical operations. One was picked beforehand so the flight judges didn't have to guess. There were no other changes.

Sunday dawned beautiful and sunny and we all bowed in the direction of our beloved CD. (It was really because of the large shady area.) Going at our usual easy gate we started to roll promptly on time. Well almost on time. Earl Harting and I thought we has it all sewed up---1 & 2 but more contestants kept showing up until we had some 11 Scale entries. They came from all over...the valley and over the hill and as far away as San Diego. Old man Proctor shwoshowed up with the Nieuport and a short span Antic. Good to see him out again. All the regulars were there. Hal Dally had what looked like a 82 # Fokker D-7 but he did a great job of flying and would you believe Herb Cohen with a VK Nieuport mumbling to me about what he thought of me and things in general but he stayed and entered and flew and strangely enough enjoyed himself(?).

Ron Russell had an 800 MPH Minnow needless to say he won the race. But that gentleman from over the hill, whats his name? Oh yes, Stafford took first with his nifty Eurocoupe (spelling????..Ed). Proctor second and the little fellow, Mytar was #3. The rest of us were strung some where behind. I think I was the tail. Oh well!

Everybody got some goodies for entering and I think all had a fine time.

Our thanks have to go not only to the contestants out to the hard working people who have to run the show. Dottie, Loretta who are always there working and to our judges both flight and static the likes of whom you've never seen like Nate Rambo(who) Bob Lake even some guy with the unlikely name of Dan Reiss.

Of course the old and I mean old favorites like Salkowiskiiwa Oddino Williams Bros. and to all thank you. And God bless Woody CD. And would you believe it? No I wouldn't, but there they were big as life and twicet as pretty. A couple of helpers from some Mag.... RCM. Pat Crews and here chaperone Kathy Acton. Very interesting!

But alas, dear old faithful Snoopy and that meam old Red Baron never did show. Oh for the good old days.

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NEXT MEETING OF THE VALLEY FLYERS

The next meeting of the Valley Flyers will be on Tuesday 13 January 1970 at 8 pm in the Encino Woman's Club in Encino. Bring your money for the dues for 1970 are due! Also bring your up-to-date AMA Card or \$\$ for joining up!

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Though the contest we're reporting on took place over the Thanksgiving weekend, this issue will appear right about Christmas: so we want first to take the opportunity to wish you all a MERRY one, full of new airplanes, new engines and old worked on by our friend and genius of the non-jet engine set, Clarence Lee; and a joyous new year -- may it never be darkened by a glitch, a mid-air, or an idiot who turns on! For that matter, not even by a non-idiot who turns on! As for the past year, thanks to you all for reading our copy and for the nice things (usually!) that you've said to us about it. We've tried to share with you some of the fun and misery we've had, and ring you in on the changes and controversies that go with any lively and growing sport. The imagination and energy of your contest directors have brought about innovations in all four kinds of contest: stunt, racing, scale, and fun. The new year will see even more innovations, and we are confident that the leadership of this club will continue to show others how it should be done. For one club to have so many absolutely top-notch competition fliers should be a source of great pride which we can all share. We're betting that number will increase in 1970. More important, for one club to have so many damned nice people to join in on the fun is the source of the greatest satisfaction the sport can provide.

Now, THE WINTER NATIONALS. They were plagued for the second year with unpleasant weather for two of the three days: cold, with rain cutting the events off on Friday around 4:00, and interrupting the racing on Saturday for an hour or so. Sunday was beautiful, however, and everyone assured us that the weather was atypical. In spite of the weather, the hospitality was great and the competition was hot, with a large entry list in almost all classes, generous awards down to 5th in all events (down to 6th in some), a fine banquet with over 250 in attendance, and the chance to renew friendships from all over the country in the presence of a good bar on the base and several in town.

LARRY LEONARD almost made a clean sweep of the Winter Nationals to go with his sweep of the Willow Grove Nationals. He won 1st in Formula I racing, just as he did at the Nats. He placed 2nd in the overall C-Expert pattern event. And he placed 2nd in the fly-off for the Grand Championship. In the overall event he was beaten by Jim Whitley, who was flying his old balsa version of the plane that was to be put out by Lanier but now has been shelved, we understand. We don't know all the facts in this turn of events and we don't want a libel suit on our hands, so we leave the rest to the research of future historians. In the fly-off Larry beat Whitley but was himself beaten by Tony Bonetti, who had placed 3rd in the earlier event. Bonetti flew a new version of his "Troublemaker", an airplane which in the air looks like a sonic boom in the making: retractable gear, highly swept-back wing and tail configuration, long pointed schnozzle, unusually fast for a pattern ship (like Ted White's "El Gringo" or Whit's "Pagan"), flying large graceful maneuvers.

The scoring was close in the fly-off and there is certainly room for disagreement, but Bonetti and Leonard both flew so well that the outcome could have gone either way. In fact the top ten fliers all were of outstanding championship quality and any of them were capable of putting together two flights that would have taken first position. Consider the list:

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| 1. Jim Whitley ("Daddy Rabbit") | 6. Ted White ("El Gringo" retract) |
| 2. LARRY LEONARD ("Kwik-Fli IV") | 7. Phil Kraft ("Slik-Fli") |
| 3. Tony Bonetti ("Troublemaker") | 8. BOB SMITH ("Kwik-Fli III") |
| 4. Norm Page ("Avenger" retract) | 9. Pete Reed |
| 5. BIL SALKOWSKI ("New Orleanean") | 10. JIM ODDINO (worth naming, Jim?) |

CONTEST NEWS AND COMMENT (con'd -2-)

With that caliber of competition, the Valley Flyers can again be mighty proud that four of their members placed in the top ten, two in the top five.

In the C-Novice class, Whit Stockwell finally got his second win, and after one more will move into expert. Then it'll be about a million years before he sees another trophy (at least in stunt). Speaking of kids moving up, Dan Gray is now out of the hair of Class A fliers: he won his third straight at Tucson, and he has to fly at least B now. We think he's good enough that he ought to move right on up into C-Novice. The next four in Class A (which had an enormous entry list, nearly 50) were Buck, Brixey, Riedel, and Prather. In Class B the winning order was Bill Hebestreit, J. Greenshield, G. Martin, J. Elliott, and M. Hopkins. The others in C-Novice were Mike Barna (a fine young flier from the San Gabriel club), B. R. Green, C. Brow, and J. R. Graham.

We've already noted that Larry won Formula I with all firsts. Chuck Jones was second, and Jack Hertenstein third (Jack had a zero, failing to get off in the first heat; after that no one came close to him; that incredible engine of his is so smooth that it sounds like a high-speed electric motor rather than a reciprocating engine, and on the turns when the Torpedoes sag under acceleration Jack's sounds just like it does in the straights). Gale Helms from Texas was fourth, Joe Bridi (who like Bob Smith and Whit Stockwell has become a VALLEY BIRD) was fifth (his engine got some dirt in it and practically came apart in his last two heats), and Don Yockey from Houston was sixth. Whit had his third mid-air of the year (plus one with a pylon) when he and Gary Korpi collided in their first heat; after that the contest was remarkably free of serious accidents. This mid-air bit is really killing us: Whit worked for three weeks refinishing his Nats airplane for this contest, and it was beautiful, fast, and an object of great pride to us both. Another loss was Bud Anders' nearly flawless Minnow, which went in on landing after checking the airspace at zero altitude on the way to the scatter pylon. The new Minnow of the B and S racing team went extremely well and they had several firsts, but then they lost a cowl and dropped out. Jeff Berken built this one (Bob Smith has built the others the team has flown), and it is as good as the very best (well, almost -- no one is up to the new standards set by Bror Faber and Howard Nupen, who were assigned a perfect score of 20, and who deserved it if anyone ever could).

The high point of the Tucson weekend for us of course was the banquet where the Annual Awards of NMPRA are made. Everyone has watched the season standings all year, and you know how it came out. Two of the top three in both Formula I and Overall Standing were Whit and Larry: this has really been their year. Whit received an NMPRA GRAND CHAMPION shirt like the one Granger Williams got last year, a trophy for FIRST OVERALL, another for SECOND FORMULA I, and another for THIRD FORMULA II; and he has for the year the stewardship of the permanent GRAND CHAMPION TROPHY. Truthfully, if we hadn't crashed the Blue Minnow, we couldn't have gotten all the loot home, for lack of room in the wagon. Larry received a similar trophy for THIRD FORMULA I, and a magnificent kit for the Loving's Love for his position as THIRD OVERALL. We now wait with baited breath: will he desert the Minnow?

STUFF & JUNK

by

Earl

So here we are in December! Happy thing! Aren't you glad it's over? You say it's not over yet! You misunderstood. I did not identify "thing".

What have we accomplished this past year? "We" is a rather vague and all inclusive word. Maybe I should narrow it down a bit. What did I accomplish this year?

Nothing of importance is the answer. I built some airplanes and crashed a couple.

My wife did not get a chance to jump up and down on a model, much to her discouragement.

I flew at Sepulveda Basin, El Mirage Dry Lake, Simi Valley, and the Saugus Pea Patch.

I used Mono-Kote for the first, but not the last, time.

I cut the "whey" out of a finger on a 14" x 4" prop, (did we all that used them).

I built and flew an experimental A/C that was a success.

I helped (or hindered) some new flyers.

I used a foam wing for the first, and not the last, time.

I flew in a couple of contests and came to a conclusion about them. It is somewhat easier to fly in them than to work at them.

I wrote a few things (like this) for the newsletter.

I "showed" (with the much appreciated help from others) the hobby to some blind youngsters.

But! The really important thing was I enjoyed just darned near every minute of it - and if I didn't enjoy it, it was my own fault.

Happy Holidays and a better New Year.

Good Luck to Dick and his new officers!

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NOTICE TO EXCHANGE NEWSLETTER EDITORS

NEW EDITOR

NEW EDITOR

GAIL SMITH

4547 Alonzo Ave.
Encino, Ca., 91316

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.

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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 who wish you the happiest holiday season and new year.

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