

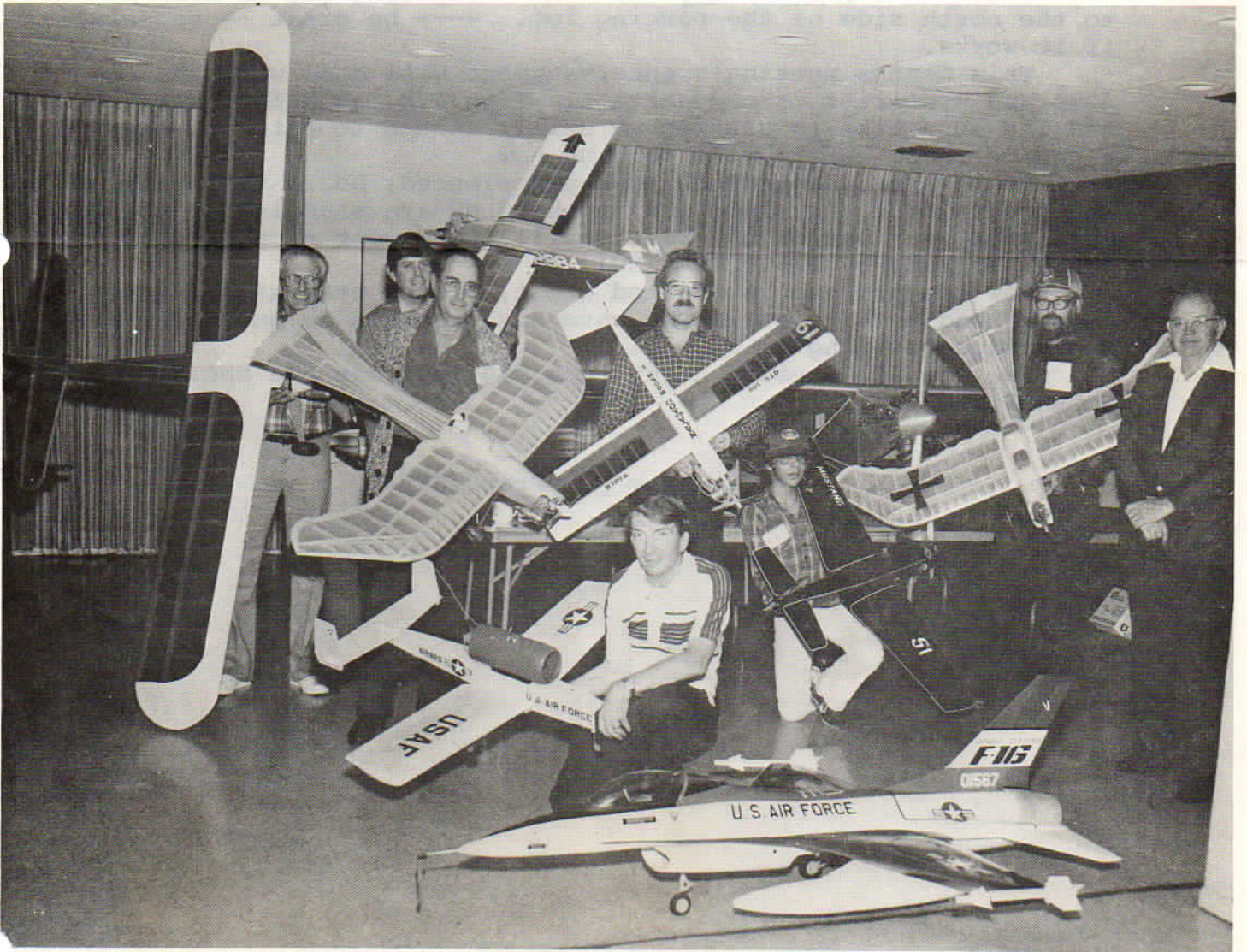
# THE VALLEY FLYER

FEBRUARY



1981

PACKARD PHOTOGRAPHY  
BURBANK



**President:** WAYNE McELRATH

**Vice President:** LES BERNELL

**Secretary:** ROBERT ADAMS

**Treasurer:** TONY MacLANE

**Editor:** BOB SMITH

**Contest Director:** WALT CLARK

PRESIDENT'S NOTES

Tonight I picked up the paint. Next weekend, if the field is dry, we will repaint the pit lines and runway indicators. This is the beginning of a new effort to beautify(?) the field and surrounds.

Ron Schorr is heading up a drive, thru the Corps of Engineers to gain rights to the water line that feeds the toilet building. If we get water, we will plant the infield --- the Parks Dept. will maintain it.

We are going to need money to buy the pipe and grass. (No --- the city wont help --- right now anyway ---- financially). We need to go ahead with this project regardless of the plans for the Olympics. The more permanent our facility looks the more permanent it will be.

There is a possibility the toilet building may be moved to the north side of the parking lot. ---- be great -- especially if it works.

This months meeting's entertainment will deal with the joys and mysteries of competition. I've C.D.'ed a few races and I'd sure like to sharpen my skills enough to enter at least a novice race. Larry will tell us how.

We have an enthusiastic (and experienced) Board this year. The programs at the field and in the CLUB are shapping up to make this year one of the best yet!!! Lend your support to these programs by PARTICIPATING!!!!

New commers and interested guest, please stay after the meeting and talk to us if you have any problems or questions regardign building or flying.

See you all tuesday night, Feb. 10,1981, at the ENCINO WOMEN'S CLUB.

Wayne Mc. Pres. SFVRCF

This month's entertainment will feature Larry Laulom with a presentation on Formula 500 racing from the construction techniques to the power plants. With the support of the racers in our club there will be a variety of racers, from T-Tails to the basic quickie, so show your support and bring in your finished or even un finished quickies to get some pointers.

Walt Clark, Entertainment Director

Reprint from February 1981 Model Aviation Magazine

## FCC Begins Phase II Fee Refund Program

Millions of Americans are eligible to apply for approximately \$31 million in fees to be refunded by the Federal Communications Commission under Phase II of its refund program, according to an announcement by the Commission on September 3, 1980.

Individuals who paid to the Commission fees of more than \$4 but \$20 and less between August 1, 1970 and February 28, 1975 may be eligible for a partial refund. According to the fee refund schedule, modelers would be reimbursed \$17.99 for RC licenses applied for under the Citizens Radio Service.

However, the Commission emphasized that CB (Citizens Band) licenses that cost \$4—granted March 1, 1975 or later—do not qualify for a refund.

Since June 1979—under Phase I of this program—the FCC has refunded more than \$49 million in fees collected from broadcasters, common carriers, electronic equipment manufacturers, aviation and marine radio users and certain amateurs.

Fees to be refunded in Phase II include those collected for amateur radio, aviation radio, land mobile, maritime radio microwave and CATV systems, restricted radio telephone permits, type certification requests for equipment operating under Part 18 of the Commission's rules and cable television notifications under Section 74.1105.

The refund program was developed in response to four decisions by the U.S. Court of Appeals for the District of Columbia Circuit in December 1976. The court held that fees collected by the FCC between August 1, 1970 and December 31, 1976 were not valid. The FCC was directed to recalculate those fees and make refunds.

To request a refund under Phase II, licensees must obtain a copy of the Fee Refund Program request form and instructions (Phase II). It is available at FCC Field Offices or by mail from the FCC Refund Program Office, P.O. Box 19209, Washington, DC 20036.

Licensees should be certain they are due refunds before filing for them. Complete information is contained in the request form and instructions.

For specific details about the fee refund program licensees may call the toll free number: (800) 424-2901. This number is not to be used for other FCC business or complaints.

In this month's newsletter I've included a page out of the Santa Barbara Channel Modelers February newsletter that deals with safety in using catalyst. The print is a little small so I hope it is readable. I will have a few extra copies at the meeting for those that are interested.

Also included is a clipping from the February 1981 Model Aviation magazine for those people that have paid fees to the FCC for various licenses and permits so you might want to check it out. Be forewarned that there is a strict penalty for false information on the forms for this refund, so if you know you do not qualify don't bother to send for them!

I enjoyed John Pahlow's presentation on  $\frac{1}{4}$  scale aircraft and his spectacular Spirit of St. Louis. Thanx Walt for inviting him. Looks like we are already set for this years entertainment, so just kick back and relax Walt!

During the last Board meeting Ron Schorr brought up a suggestion on this years Christmas party that will probably be acted upon. This suggestion was based on the fact that the Christmas party always reduces the clubs funds (see FINANCIAL STMT) and puts the treasure in a bind when trying to meet the clubs obligations. The suggestion is twofold: Charge enough to cover complete cost of dinner/tip and to eliviate confusion, accept payment at club meeting only, with plenty of lead time prior to the party.

On a lighter note but still of importance, if you are having a problem in receiving your newsletter or know of someone that is having a problem see me at the next meeting. Les Bernell and I will be working on a more efficient method of keeping the membership roster accurate and up to date. I occasionally receive address changes in the mail and that's OK to.

Some scudal-butt on a SPORT 500 race with stock front rotor .40's, mufflers, engines that can idle. You know, like the original quickie of Spickler's but even more open to Sweet Stiks, Little Stiks and the like. If you're interested give Les, Wayne or myself a call. Just might be fun!

See you at the next meeting, February 10th!!

Bob Smith, Newseditor

MINUTES OF JANUARY VALLEY FLYER MEETING

January 13th 1981
Presiding Wayne McElrath
Meeting convened at 8:15 P.M.

Pledge of Allegiance by Wayne McElrath.

OLD BUSINESS

- Minutes of last November meeting were approved by the general membership.
Name tags for new members will be issued at the next meeting.
92 people attended the Valley Flyer Christmas Party.
Larry Laulom will take care of racing pylons.
Valley Flyer patches and jackets were discussed with the general membership.

NEW BUSINESS

- Larry Laulom discussed event schedule for the Sepulveda Basin.
Walt Clark discussed up coming entertainment for the Valley Flyer meetings.
Les Bernell discussed membership badges.

GOOF BOWL NOMINATIONS

- Les Bernell - Making critical field repair with 5 minute epoxy and flying it after 4 minutes and 59 seconds. Also for stepping on a Sportavia!
Chris Spirawski - Glancing at his antenna while making an inverted (splat!)
Goof Bowl winner - Les Bernell and the Sportavia incident!

SHOW & TELL

- Jay Ross - Quickie 500
Walt Clark - 1936 Dalaire?
Bob Gray - Taub
Colby Evett - Byron F-16
Wayne McElrath - Sweet Stik
John Brassner - Jemco P-51
Phil Mosko - Taub
Bob Adams - Getster ducted fan
Yas Suzuki - Formula I racer

\*Coffee Break @ 9:15\*

MINUTES OF JANUARY VALLEY FLYER MEETING CONTINUED

NEW MEMBERS

Joesph, Ken and John Brassner  
John White  
Phillip Mosko

WELCOME ABOARD!

(Editor's note: If you are new to the hobby and need help, call or visit some of the Hobby Shops advertised in this newsletter. They can give you support from the kit to the air.)

SHOW & TELL WINNERS

Sport - Walt Clark  
Competition - Colby Evett  
Junior - John Brassner

ENTERTAINMENT

John Pahlow talked about quarter scale aircraft and his endurance flight from Pearblossum California to Las Vegas. John also brought his quarter scale Spirit of St. Louis.

Raffle @ 10:40

Meeting adjourned @ 10:45 pm.

Bob Adams, Secretary

MINUTES OF VALLEY FLYER BOARD MEETING

Meeting held at Walt Clarks house, January 27th. Present were Wayne McElrath Les Bernell, Tony Maclane, Larry Laulom, Ron Schorr, Vic Martin, Ken Turner, Bob Smith and Bob Adams. Meeting came to order @ 8:05 pm.

Old Business was as follows: Les Bernell has ordered the new membership cards. They will have a white background with blue and red lettering. Those members that have been issued the old cards for 1981 will receive the new ones. Ordered additional mugs. Large patches were discussed and you will see an example at the next meeting. Plastic name tags were discussed and can be purchased at three dollars a piece. T-Shirts with Valley Flyer logo might be in the works depending on membership response. Tony Maclane has ordered additional club stationary.

New Business: Discussed February entertainment format. Will be discussing Quickie 500 rules, engines and planes. Larry Laulom will be presenting this with the idea that it can be advantagous to all of us whether you're racing or not.

Field maintenance was discussed with certain goals set for 1981. For example painting and stripping of the pitts, re-doing signs and graphics with the possibility of additional safety information, seeding the open areas once water is obtained, and re-positioning of the toilets that currently exist on the south end of the runway.

(Eds. note) Obviously this is a project that will require a concentrated effort, requires organization and YOUR SUPPORT! Ron Schorr has tentatively volunteered his support in organizing this project and acting as the liason to the appropriate political functions if WE VALLEY FLYERS show that we are willing to support the project with our time and probably some nominal financial support! Wayne or Ron will probably be discussing this in the next meeting in more detail so let's be prepared and motivated to make our field worth keeping and not and eye-sore that the City can use as an excuse for removing!

Bob Adams, Secretary

FEBRUARY

- 15 Fun Fly, Pomona Valley MAC Cucamonga
- 15 Quickie 500, Chula Vista Aeronuts, Chula Vista
- 21-22 Pattern, Imperial Valley RC Club, El Centro
- 28-1 Valley of the Sun Pattern and Biplane, Phoenix
- 28-1 Scale Squadron Uncontest, Mile Square

MARCH

- 15 Quickie 500, Pomona Valley MAC, Cucamonga
- 21-22 Pattern, Chula Vista Aeronuts, Chula Vista
- 28-29 Formula I, Valley Flyers, Sepulveda Basin

APRIL

- 5 Quickie 500, BIRD Club, Whittier Narrows
- 11-12 Pattern, BIRD Club, Mile Square
- 25-26 MACS Show, Long Beach Convention Center

MAY

- 2-3 Scale Olympics, Riverside RC Club, Riverside Raceway
- 2-3 Pattern, Pioneers, Santa Clara
- 10 Quickie 500, Valley Flyers, Sepulveda Basin
- 16-17 Pattern/Barnstroming, RC Bees, Mile Square
- 16-17 Formula I, SLO Flyers, San Luis Obispo
- 23-24 Pattern and Scale, Fresno RC Club, Fresno
- 30-21 Giant/1/4 Scale FlyIn, Anaheim MAC, Mile Square
- 30-31 Pattern, San Gabriel Valley RCL, Whittier Narrows

JUNE

- 6-7 Border Classic Pattern/Scale, Aeronuts, Chula Vista
- 13-14 QSAA FlyIn, SFV/OC QSAA, Sepulveda Basin
- 13-14 Formula I, San Gabriel Valley RCL, Whittier Narrows
- 20-21 Scale Squadron Western Nationals, Mile Square
- 28 Quickie 500, Valley Flyers, Sepulveda Basin

JULY

- 4-5 Open Scale, San Gabriel Valley RCL, Whittier Narrows
- 11-12 Formula I, BIRD Club/NMPRA, Whittier Narrows
- 11 World War II Scale, Ventura Comets
- 11-12 Sport Scale, Morgan Hill
- 18-19 Pattern, Orange Coast RC Club, Mile Square
- 26 Scale, BIRD Club, Mile Square

AUGUST

- 2-9 NATIONAL MODEL AIRPLANE CHAMPS, Seguin, Texas
- 9 Scale, Valley Flyers, Sepulveda Basin
- 8-9 Mammoth Scale, Morgan Hill
- 16 United Way Fun Fly, Orange Coast RCC, Mile Square
- 23 Quickie 500, San Gabriel Valley RCL, Whittier Narrows
- 29-30 Formula I, NMPRA, Sepulveda Basin

SEPTEMBER

- 5-6 Scale '81, Canyon Country Crosswinds, Canyon Country
- 13 Quickie 500, Valley Flyers, Sepulveda Basin
- 19-20 Pattern/Scale, Aeronuts, Chula Vista
- 19-20 WWI Scale, Morgan Hill
- 26-27 Formula I, Bakersfield

OCTOBER

- 4 Quickie 500, Pomona Valley MAC, Cucamonga
- 7-12 Aerobatics World Championships, Mexico
- 10-11 Pattern, Pioneers
- 17-18 Pattern, LVRC, Las Vegas
- 24-25 Pattern, San Gabriel Valley RCL, Whittier Narrows
- 31-1 NMPRA Formula I Championships, Las Vegas

NOVEMBER

- 1 Flying Wing, Flightmasters, Mile Square
- 7-8 Pattern, Imperial Valley RC Club, El Centro
- 15 Scale Squadron Uncontest, Mile Square
- 22 Quickie 500, San Gabriel Valley RCL, Whittier Narrows
- 27-28-29 Winternats, Tucson
- 28-29 Pattern/Scale, Aeronuts, Chula Vista

DECEMBER

- 6 Toys for Tots Fun Fly, Orange Coast RC, Mile Square
- 6 World War I FlyIn, Ventura Comets



SAN FERNANDO VALLEY RADIO CONTROL FLYERS



HOME FIELD  
SEPULVEDA BASIN MODEL AIRPORT

FINANCIAL STATEMENT - January 1, 1981 thru January 31, 1981

INCOME

Membership	\$ 419.00
Raffle	101.75
Coffee & Donuts	<u>14.50</u>
	\$ 535.25

DISBURSEMENTS

Stationary Supplies	\$ 7.51
Donuts	14.90
Newsletter, Postage, Cards	76.05
Coffee & Cups	9.65
January raffle (DCM)	109.71
Raffle (P-51)	30.00
E.W.C. (1980 Bal. due)	60.00
AMA (3 Race Sanction)	6.00
E.W.C. (Rent Jan, Feb, Mar.)	225.00
Raffle Tickets	15.79
Name tags & Holders (cash)	<u>60.00</u>
	\$ 614.61

Balance on hand December 31, 1980	\$ 107.77
Income received	<u>535.25</u>
	\$ 643.02
Total disbursed	<u>- 614.61</u>
Balance on hand January 31, 1981	\$ 28.41

Savings Account balance \$ 1,070.52

Tony MacLane, Treasurer



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CHUCK SIEGLE

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CLUB CONTACTS

San Gabriel Valley RCL - Paul Linn 213/575-1471

Valley Flyers - Wayne McElrath 213/888-8591

BIRD Club - Bill Semler 213/328-7958

SLO Flyers - Gary Hover 805/528-3377

Ventura Comets - Bernie Hammer 805/488-5179

Chula Vista Aeronuts - Gordon Boudewyn 714/569-8611

Imperial Valley RC Club - Roger Kramer 714/352-1085

Scale Squadron - Bert Baker 714/893-3364

Riverside RC Club - Tom Hamm 714/359-4266

RC Bees - Hal Okert 714/879-5998

Pomona Valley MAC - Tony Lopez 714/875-8743

Orange Coast RC Club - Kenny Wilson 714/839-5588

NMPRA - Gary McPike 213/991-6283

INFORMATION

Contest Coordinator - Lee Polansky  
259 Iris Avenue  
Goleta, CA. 93017  
805/967-5197

Racing List - Larry Lauom 213/432-5225

Pattern List - Betty Stream 213/429-1281

USPJA Judges - Bill Semler 213/328-7958

District IO VP - Jim Scarborough 213/374-4172

Academy of Model Aeronautics - 202/347-2751

1981

Contest Calendar  
Southern California



The following is a reprint from the Santa Barbara Channel Modelers' newsletter, editor Robert E. Eldredge.

RESIN CATALYST EYE HAZARD

by Handley Ward, EAA #74733, 8702 Highgate Road, Alexandria, Virginia 22308

At a safety conference held in Vancouver, B.C., an eye specialist described a hazard that could effect each of you and your families. That hazard is the catalyst or hardener that is added to fiberglas resin before the resin is applied. The eye specialist stated that a drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness, unless immediate action is taken (WITHIN 4 SECONDS) to wash the catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, THERE IS NO KNOWN WAY OF STOPPING THE DESTRUCTION or repairing the damage.

The specific toxic agent involved is MEXP (methyl-ethyl-ketone peroxide). In tests using laboratory animals, MEXP in solutions of varying concentrations was found to cause eye problems ranging from irritation to severe damage. The maximum concentration producing no appreciable irritation was a solution containing only 0.6 percent MEXP. Material published on the subject indicates that washing an affected eye within 4 seconds after contamination prevented injuries in all cases, but no known chemical neutralizer has been reported. Suggested protection for catalyst users is protective glasses and the immediate availability of a source of bland fluid (such as water) for thorough washing of ocular tissues.

Reports on one experience described disastrous results. The victim had both eyes contaminated while fibreglassing a chair at home. Though he did make an effort to wash out his eyes, several minutes apparently had elapsed before he found water. One eye was lost immediately; the other was lost gradually over a period of about eight years. The deterioration was described as resembling that from WWI mustard gas burns.

The hazard associated with fiberglas resin was previously unknown to those attending the conference, although many had used fiberglas resin at home or work. The hazard may be unknown to you also, and to your wives and children who may use a similar kind of resin and catalyst when working with fiberglas or hardeners in liquid casting plastic..

Before using any of these catalysts, check their chemical composition and take appropriate measures. The cost of a pair of safety goggles is a very small price to pay for the protection of eyesight.

**Make Sure You Understand Your Aircrafts Attitude !**



Spirawski antenna check?

## 1981 FORMULA 500 RULES

**GENERAL** All clubs must advertise their intention to race in accordance with the following rules. At no time shall a contest directly deviate from these rules once advertised, unless a vote of the contestants is taken. All aircraft flown in the event shall have no less than four servos installed in the aircraft, operating the following controls: rudder, aileron, elevator and throttle control. Two aircraft only per contestant shall be allowed. All models must be the property of the pilot, and all models must be declared prior to the start of racing. No model shall be flown by more than one person at any race. Alternate model shall be on the same frequency as the original entry, since use of an alternate model is dependent upon openings in the race matrix. No contestant shall buy or borrow another contestant's aircraft at a race for the purpose of racing it at that race. If contestant goes to his backup aircraft, he may again use his #1 aircraft provided it passes a required safety check by the contest management. No less than five rounds shall be flown. A race matrix should be prepared prior to racing and no deviations shall be made, unless and except dropout of aircraft makes it necessary to re-form heats so that a minimum of two aircraft are scheduled to fly in each heat. Consideration of safety for the spectators, contest personnel and contestants is of the utmost importance. Any unsportsmanlike conduct or repeated hazardous flying shall be cause for immediate disqualification. Any violation of these rules or the basic intent of these rules shall be cause for immediate disqualification.

**MODEL AIRCRAFT SPECIFICATIONS:** The minimum depth of the fuselage with the wing installed in place shall be no less than 3-5/8 inches. The minimum width of the fuselage shall be no less than 2-15/16 inches. There shall be no wing fillets. The minimum length of the fuselage, measuring from the firewall back to the tailpost shall be no less than 35-5/8 inches. The minimum distance from the trailing edge of the aileron to the leading edge of the stabilizer, measuring down the side of the fuselage, shall be no less than 14 inches. There shall be no cowling. The engine mounts and all mounting bolts shall be exposed on all four sides. The fuselage shall be rectangular in shape with no more than 1/4 inch radius on all corners. The wing shall have not less than 1/16 full radius diameter leading edge. The firewall dimensions shall be not less than 2-1/2 inches by 2-1/2 inches.

**WING:** The minimum areas specified shall include that area displaced by the fuselage. Ailerons shall be included. The wing span, measuring from tip to tip, shall be no less than 50 inches. The wing area shall be no less than 500 square inches. Wing must be of constant chord, rectangular plan form. The chord at the side of the fuselage and wing tip shall be no less than 10 inches including the ailerons. Wing thickness at the root and tip shall be no less than 1-1/8 inches.

**LANDING GEAR:** The main gear of the aircraft shall have no less than two wheels, measuring a minimum of 2-1/4 inches diameter. Landing gear shall be fixed aluminum or wire type, with the wheels a minimum of 8-3/4 inches apart. No wheel pants shall be allowed.

**STABILIZER:** The stabilizer shall be 18%, constant 1/4 inch at hinge line.

**WEIGHT:** All aircraft, including alternate model, shall be weighed and measured at the time the contestant enters the contest. The minimum weight dry, ready to fly, shall be no less than 3-1/2 pounds. After the weigh-in no parts or pieces of the aircraft shall be removed or replaced for the purpose of reducing the weight of the aircraft.

**PROPELLER:** Propellers shall be furnished by the contest management, and shall be wooden, fixed pitch, two blade. 9-6 SPORT TYPE PROPS PREFERRED.

**MUFFLER:** All engines shall be fitted with an unaltered commercially available muffler. Pressure fittings may be added.

**SPINNER:** A rounded spinner or AMA nut shall be used. A double propeller nut shall not be used.

**CARBURETER:** All engines shall be equipped with a barrel type carburetor, with a maximum 8 mm. diameter venturi. Inverted flights to shut off engines shall not be allowed. Fuel shut-off or devices other than the carburetor shall not be used to shut off the engine.

\* I.D. OF VENTURI SHALL BE ROUND.

**ENGINES:** Any front rotor .40 cubic inch displacement R/C engine, non-pump, shall be allowed. Muffler pressure only shall be used.

**REGISTRATION NUMBERS:** Registration numbers are the entrants last three AMA numbers followed by the first letter of the last name. These numbers shall be displayed on the upper right wing panel. All numbers shall be at least 2 inches in height. All alternate models shall also display the registration numbers.

**RACE COURSE:** The course is ten laps, starting and finishing at the start/finish line. All take-offs shall be ROG. No mechanical device ~~TO LAUNCH~~ aircraft shall be used.

**RACE OPERATION:** There shall be two classes: Standard and Expert (unless entry is too low to allow adequate competition). A pilot shall advance to the Expert class when he has turned times of 1:35\* or better twice, times to be carried over from each race.

All aircraft must fly around three pylons. Maximum time of 90 seconds shall be allowed for starting and adjusting engine, and flag will be dropped at 90 seconds; however, flag may be dropped sooner if all pilots in that heat signify their readiness to start. All starts shall be racehorse starts. A contestant may hold his aircraft for one second if he has informed the starter. No aircraft shall take off and participate in the race after the starter has dropped the flag. Take-off position on the line shall be determined by the sequence that the names appear on the score sheet. No single aircraft shall be scheduled to race alone at any time. A maximum of four and a minimum of two aircraft shall be scheduled per heat. The starter shall have the authority to black flag a pilot for safety reasons.

**Course:** The distance between pylon 1 and a centerline between pylons 2 and 3 shall be 400 feet, the distance between pylons 2 and 3 being 100 feet. At each pylon there shall be one judge, who will note all cuts. No flagging shall be allowed at any of the pylons. Ten laps around the pylons shall constitute a race.

**Scoring:** 1st place - 4 points; 2nd place - 3 points; 3rd place - 2 points; 4th place - 1 point; 1 cut - 1 point; 2 cuts - zero points. The winner of the event is the contestant who has accumulated the most points at the conclusion of all rounds.

**FUEL:** Fuel shall be supplied by the contest management, the fuel not to contain more than 12% nitro. The management shall empty all fuel tanks before the fueling operation. Electric fueling is recommended. All aircraft shall be required to remain in the ready box after fueling, any contestant not doing so shall be disqualified. Injection of fuel by a contestant or use of a short pick up tube shall be cause for immediate disqualification.

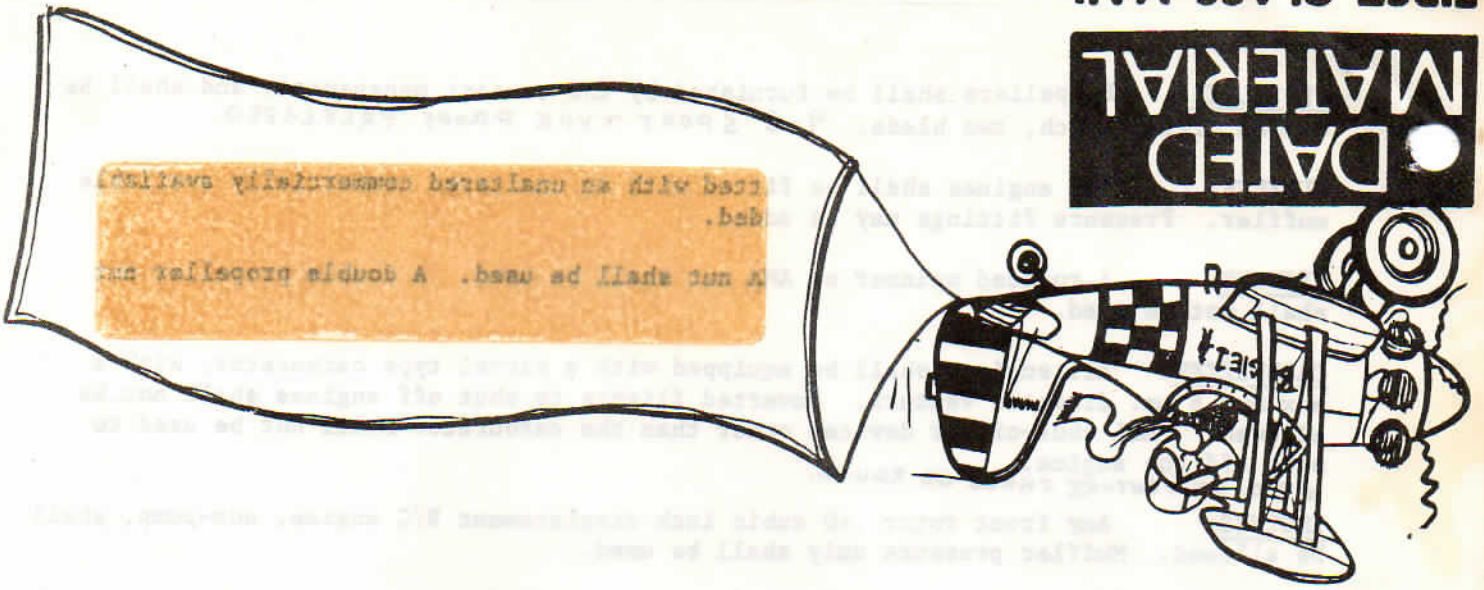
\*Proposed to be changed to 1:30.

REFER QUESTIONS  
LARRY LOULOM  
213 342-5225

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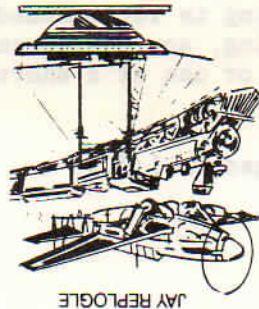
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