

VALLEY FLYERS



NEWSLETTER
APRIL 1967

President:
Earl Harting
17970 Hemmingway
Reseda, Calif.

Vice President:
Ken Hall
4235 Sarah St
Burbank, Calif.

Secretary/Treasurer:
Frank Kagele
23401 Welby Way
Canoga Park, Calif.

Contest Director:
Larry Leonard
8960 Reseda Blvd.
Northridge, Calif.

Asst. Contest Director:
Al Karp
12552 Walsh Ave
Los Angeles 66, Calif.

Dir. of Photography
Reed Packard
817 N. Orchard St.
Burbank, Calif.

Editor:
Larry Rosenberg
16513 Superior St.
Sepulveda, Calif. 91343
Phone- 894-2497

THE PRESIDENT'S CORNER

by: Earl Harting

"AH! BUREAUGRACY!!!

I frankly do not know what else to entitle this message but as above. A good subtitle would be "A Misadventure at the Sepulveda Basin".

I know I am not the first one to say this but here goes anyway; what would we do if we lost the basin as a flying site? At this point let me say that we have come about as close as I care to see.

I shall try to report what took place and what the present and the future hold. I am sure that no matter what I say here, there are going to be other stories (I have heard more than one or two myself) but this is, to the best of my knowledge, the straight of the goods.

It seems as though there is a man named Dixon and that he is the Dam Keeper. Mr. Dixon, who works for the U.S. Army Corps of Engineers, is responsible for the dam and the land that surrounds it.

Now we have all observed at one time or another, rubbish, turned over toilets, smashed fences, abandoned vehicles, etc., in the confines of the dam. This "junk", deposited, left and otherwise caused by the "good citizens" of Los Angeles, is the focal point.

Mr. Dixon did not and does not have at his disposal the equipment to clean up after this trash (pun intended) and the city is short in this department too. The upshot of the whole thing was to lock up the basin to keep the litter problem out; cars, people, and all. That, dear reader, includes us.

Now, how do we solve this problem?

The rubbish problem is, according to the papers, nationwide, so I'll leave the moral issues to someone else. Our problem was to get back in to fly.

The manpower problem is bad and doesn't look to get any better in the future so Parks and Recreation could not help much in getting the basin open earlier and closed later.

Via many phone calls with officials of the department of Parks and Recreation it has been, for the time being, decided that modelers will open and close the gate to the basin. In about a month to six weeks the Army Nike installation by the gate will hopefully take it over. The gate will now be open by 8 A.M. and closed at approximately 8 P.M. Please make allowances as people are doing this on their own time !!

I want to take the opportunity to thank the people of the Department of Parks and Recreation, Mr. Holden, Mr. Sutton, and Mr. Grear. Also many thanks to modelers Joe Rutherford, Willie Gardner, and George and Rae Kostura, for their help.

To all modelers who use the basin and, for that matter, any citizen who uses the basin who may read this, please cooperate with these people in the duties of "Dam Keepers" (no pun intended).

To change the subject- Picture this: I am making a landing on the east-west runway. Got a good, smooth touchdown and brake to a halt. I release the brakes and apply power to taxi back and have a cup of brew. The engine speeds up but nothing moves. Thinking I have brake lock-up from water as it had been raining, I apply more power and the Mustang backs up. Well, this is kind of fun so I play with it for a minute or so

EDITORIAL

Loretta Hall

Impressions of the West Coast Championships.....A kaleidoscopic view of a lot of people doing a lot of hard work and liking it:

Contest Director's Frank Capan and Woody Woodward going full steam for the entire three days and I never saw either of them sit down.....Earl Harting, with the flu, running around doing a dozen jobs and then running home just long enough to be sick and running back to work some more.....Don Butman being twenty places at once and still finding time to see that the people at the information booth had coffee and water. While he was doing all of this plus helping on the score table he managed to do a fine job of organizing our two banquets.....Dottie Woodward organizing the information booth so well that our shifts were like a nice rest in the shade....Jackie Robb, Donna Harting and Lea Gardner taking turns at the information booth and running errands to the hobby shops and shuttle service to the motels but still managing to look cool, calm and collected....Dotty Packard, after working many days on our information packets, taking her turn uncomplainingly in the hot sun on her Wedding Anniversary while her husband Reed ran around taking pictures and judging and just generally making himself useful...Irene Bainum making sandwiches for who ever wanted them and being nice to everyone. Mike Bainum working so hard that I thought surely he would drop from exhaustion. These two great people only joined our club one week before the contest and we were very luck when they did... Neil Gottenbos and Ken Hall both recently out of the hospital, juggling money back and forth and in between times working the scoring table....Two streaks of lightening named Randy and Doug Kempf chasing Goodyear airplanes....Howard Bonner missing his lunch to run the Goodyear event....And "Birds" all over the place. "BIRDS" handling the flight line and "BIRDS" helping everywhere that help was so needed and one "BIRD" in particular....a "BIRD" named Joe Bridi was so great that I could write a book about just him....Bill Hutcherson selling raffle tickets like they were going out of style and they did, he sold them all! Over 100 in the three days at the field.

Dick Whittinghill, a very nice guy, adding a much appreciated touch of class handing out raffle prizes and trophies and a much appreciated laugh trying to fly Joe Fosters airplane.

In the center of the kaleidoscope airplanes were flying....some well, some not so well....Gil Horstman of Las Vegas totaling his plane early in the contest but shrugging his shoulders and staying around to help judge. (It's called sportsmanship)....Alex Chisholm from Fresno dorking his Quick-Fli and laughing because he got the "Worst Crash" trophy....Zel Ritchie circling his plane over the field while the darn thing tried to make up it's mind whether to lower the nose gear and retract the main gear or vice

versa and finally landing it with the main gear down and the nose gear up.

The overall impression was one of a very well run, successful contest with a lot of people having fun together doing what they all enjoy and enjoying each other while they did it.

WEST COAST CHAMPIONSHIP CONTEST WINNERS

CLASS I

Schwemmer	1st
Gardner	2nd
Bowen	3rd

CLASS II

Pence	1st
Mytar	2nd
Faber	3rd

CLASS III NOVICE

Spurlock	1st
Stafford	2nd
Upton	3rd

FAI CLASS III EXPERT

Coleson	1st
Foster	2nd
Lee	3rd

SCALE

Williams	1st
Bridi	2nd
Stafford	3rd

GOODYEAR FYLON

Weirick	1st
Rambo	2nd
Upton	3rd

RAFFLE PRIZE WINNERS

PCS Proportional System
Frank Pettyjohn
18762 Haven Lane
Yorba Linda California
(Not present at drawing)

Aeromaster Kit
Eldon J. Lind
11661 Newburg Road
Los Alamitos California
(Not present at drawing)

Veco 61 Engine
Bud Vanderlin
248 Virginia Street
Burbank California
(Not present at drawing)