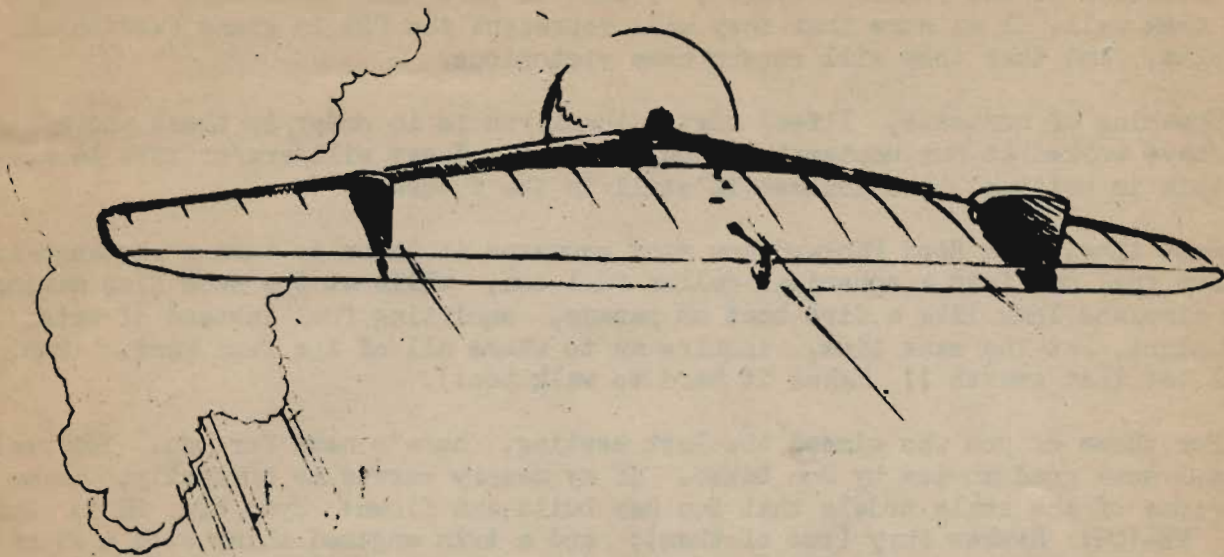


VALLEY FLYERS

JUNE 1967



NEWSLETTER

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PRESIDENT'S CORNER

Miscellaneous Junk and Stuff !!

As I have said before, it is hard to think of things to write about. Sooo —

On behalf of the "Valley Flyers", I want to take this opportunity to wish the FAI team well. I am sure that they will represent the USA in grand fashion at Corsica, and that they will return home victorious.

Speaking of contests, I feel that a thank you is in order to those who will/are/have worked at our umpteenth annual contest. I say will/are/or have because as this is written, the contest is still in the future.

Some time, ask Reed Packard how many squeezes it takes to turn a rectangular gallon fuel can into a spherical gallon fuel can, while at the same time making his airplane look like a fire boat on parade, squirting fuel instead of water. You might, at the same time, inquire as to where all of the fuel went. (Man, I'll bet that smarts !! Makes it hard to walk too!).

For those of you who missed the last meeting, here's news for you. You really missed some good movies by Don Baker. If my memory serves me correctly, here are some of the scale models that Don has built and flown: Ryan ST; SE 5; Curtiss P6; ME-109; Hawker Fury (two of them); and a twin engined thing with a Stormer wing, Falcon tail, and a "7" fuselage. There was also a Fokker D8 that was built by Harold Daily, in the film.

By the by— Harold is now at home recovering from back surgery. I know that we all wish him a quick recovery and speedy return to the fold and field.

I have received some questions as to why some members names have not appeared on the roster and why these members have not been receiving their newsletters. If your newsletters are not getting to you, check with Larry Rosenberg to be sure that your name and address are completely logged. If there is a problem with membership, see Frank Kagele.

How many mid-air collisions is one guy entitled to these days? If Bob "Hair" Baron has any more, he had better take up taxidermy or snipe shooting. We all have our runs of bad luck, but this is ridiculous!

I recently tried my hand at the "Easy Does-It" method of making epoxy-glass mouldings using a balloon for the finish side of the item. I made some wheel pants and cheek cowls for my Aeromaster to dress it up a bit. If you use the method as described in RGM about a year ago, you can't go wrong. It is fast, and not at all complicated.

In the same vein, at our next meeting on June 13th, Bob Palmer is going to give a talk on how to mould larger items from glass. Bob is a wonderful craftsman so it will be worth your time to come and listen.

See you at the meeting, June 13th.

Earl

then I brought the throttle trim all the way to stop and then right back up again quickly and— you guessed it, the Enya re-reversed itself and away we go forward again. Now, if I can just perfect this.....

Late note:

There will be a rain dance on the south mesa tonight at 8P.M., weather permitting!!

Earl

EDITORIAL

by: Larry Rosenberg

Well gang, we almost had it this past month. After my presenting a hypothetical situation, due to lack of regard for safety while flying, we almost did lose the basin. For a period of several weeks we had very limited access to the basin due to the wrath of the Dam Keeper(and he had his reasons), and the weather seemed to be backing up this curtailment of flying activity.

Seriously though, we did have a close call and all of the pertinent details are well covered by Earl in his column this month, so I shall not repeat them. Lest we forget though, that was what it would be like without the basin. The safety problems that I have mentioned before still exist at the basin and I am going to keep harping on them in the months to come.

A few thoughts of mine concerning this past crisis do seem to be in order, however, and if you will bear with me while I expound upon a few of them, I shall proceed.

For a while, it was thought that the Valley Flyers would have to provide some sort of "Special Deputies" to act as policemen at the field. This entailed opening the gate in the morning and chasing all flyers, etc., off the field at 3:30 P.M. While this sounded fine at first, it could have presented some problems. I can just imagine one lone fellah telling a gang of "ADULTS"(?) to pack up their toy airplanes and leave at 3:30 sharp. It would probably only take about 5 or 10 minutes for a real free for all to start or for the deputy to be told, not so politely, exactly what would be the best of all possible storage locations for his "pleas to leave." I feel that this method just wouldn't work.

Granted, this situation did not come to pass, and lets hope that it does not. However, just the idea of the Valley Flyers being the policemen of the Sepulveda Basin presents some unpleasant ideas and could be an omen of things to come.

The Valley Flyers have absolutely no control over who enters and leaves the basin. Nor do we have any control or authority over who uses the flying field and who does not. In point of fact, the only real connection between the basin and the Valley Flyers is that we happen to use it and that we apparently are the only ones willing to do something about keeping it.

Our club has grown in both size and worth and is now to the point of becoming a leader in the hobby, at least in this area. Regardless of whether we want it or not, the responsibility of the basin seems to be ours. It would seem prudent then, for us to make some sort of an effort to aim our activities at the public eye. There are lots of local newspapers that would donate space to us for advertising events, contests, etc.

X

It would seem reasonable for us to put on demonstrations for some groups such as scouts, etc. Most of us are always looking for some excuse to fly anyway. If we could establish ourselves as a responsible organization, then perhaps we would have some influence on the actual control of the basin. I would really like to hear from some of you on your ideas concerning this problem, so feel free to call me up or drop me a line. (As a matter of fact, I'd like to hear from some of you on just about anything!!!)

So much for this month, see you at the meeting.

SELECTED SHORT TOPICS

Since our illustrious leader (Harting, by name) had the audacity to call a rain dance on the mesa, and since the Toy Airplane Gods took him at his word, the flying has been rather spotty lately. I guess badge 714 still carries a lot of weight in this town.

I have been working on my new ship and haven't been out to the field much lately, so I really haven't too much to report on this month. I hope to have my new one ready soon. I had planned on this coming Saturday, but I cleaned Larry's Hobby Center all out of gold dope and I haven't even gotten to the wing yet. By the way, I used a Foamcrafts wing core on this one (after swearing never to use another foam wing) and all that I can say is that this popcorn wing business has come a long way.

Willie Gardner dropped me a sketch concerning those warped rudders and elevators that seem to come along every so often. (The solid sheet type) He suggests merely outlining the surfaces with hard balsa. He says it works great for him. Does everyone know about Willie doing 100 foot diameter loops with the top of the loop only 95 feet above the ground? That is a rough way to "Break in" a new airplane.

Group, don't forget about our RC Internats Fund. Talk it up (and cough it up) all you can.

We are going to start taking a picture of the winning airplane, plus all contenders, at the meetings every month. The picture will then be in the following months newsletter. Lets get those toys to the meetings.

I guess that does it for now, I'll let the contributed articles fill out the rest of the paper. Don't forget the meeting, APRIL 11, 1967. 8:00 P.M. BE THERE !!!

contribution number 1:

contribution number 2:

contribution number 3:

contribution number 4:

THANKS GANG, no more room now.

SELECTED SHORT SUBJECTS

Things to watch out for at the field: I understand that some weird interference was noted at the basin one afternoon last week and that either 1 or 2 airplanes were dumped in. It seems that two newcomers to RC were out at the basin flying, along with the rest of the group. The only problem is that while the gang was flying at the RC area, the newcomers settled down in the U-Control area, to fly. Need I say more? I have been told that the accidents were completely unpremeditated, the fellas just didn't know any better. Sure is a tough way to lose an airplane.

In light of the above, Les Kesner is approaching the LAHMA group concerning the possibility of having some signs posted to preclude the possibility of the same thing happening again. It also seems to be time to do something about frequency regulation at the field as there are now so many airplanes out there on the weekends that it is getting to be progressively more difficult to avoid accidental xmtr turn-ons. More about that next month.

Now, I would like to tell all of you to clean out your garages and parts drawers and dig out all of that model gear that you don't use or need any more. Put it all in a box and mark your minimum selling price on each item and bring same junk to the March meeting. We are going to have an auction. We intend to work it in the following manner: an auctioneer will handle all sales, 1 item at a time. If your minimum price cannot be met, the item will be removed from the "For Sale" table. Any price that the auctioneer can get either equal to or greater than your minimum will be considered a selling price and the object will be sold for same price. Any money that the auctioneer gets that is over and above your minimum sale price will go straight into the club treasury. This is a good way for you to unload your old, no longer used "merchandise" for cash, and to help out the club treasury at the same time.

One of the things decided at the February board meeting was that it is about time that we RC'rs get together and help out our Internats team. It costs a pile of \$\$\$ to leave your job for a week and travel to Corsica and back. Therefore the Valley Flyers RC Club Inc. is hereby establishing a fund to help defray the trip expense and to outfit our team flyers and manager with appropriate shirts so that everyone knows that they are the USA (Southern California) RC Internats Team. Don Dewey, editor of RC Modeler, has given us free magazine space for our plea and has also said that he will donate cash as well. The appeal is to all RC modelers and clubs, nationwide, and the Valley Flyers are merely acting as a money handling agency. All contributions will be receipted and a list of disbursements will be published at a later date. Every penny will be accounted for.

New member signup went well at the January meeting, as did membership renewals. If you didn't have the loot at the last meeting, bring same to the February meeting, we will once again be well organized to take your money. Also, PLEASE bring your ZIP ZIP ZIP code, we need it for mailing.

I want to thank all of you personally for the help that I have received from the club members in getting this newsletter together. I want to thank Willie Gardner for supplying me with hard to get addresses, I want to thank Willie Gardner for supplying me with a building hint that I didn't have time to get in this issue, and I want to thank Willie Gardner for the new club raffle mixer-upper machine, and I want to thank Willie Gardner for being the only club member to so much as give me a phone call concerning the newsletter. Get the hint?

Next month I will print Willie's hint and a short article on ground trimming your new airplane before its first flight. Until then...

see you at the field.