

VALLEY FLYERS



NEWSLETTER SEPTEMBER 1967

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President's Corner

To begin with Frank Kagel wishes me to advise those people who have not picked up their membership cards to do so. Also those members who have not brought their AMA card to a meeting to have the chartered club sticker afixed to **please** come to the meeting and get it taken care of.

At this meeting all members will receive one each 8 by 10 glossy of the club taken at the fly in meeting. Better yet, it's for free. How's that for an inducement. So come one, come all.

I have seen lots of new "toys" at the basin but we are not seeing them at the meetings. Lets bring them in and get some competition for the fuel.

And now to report on an incident at the basin.

There are, as most R/Cers who fly at the basin know, several Franks involved in this hobby/sport/dam nuisance. We have some Franks in the club. Usually we try to report on something that happens to one of our club members but this time we are going outside the membership to get a story.

Once upon a time there was a Frank who was a modeler who used radio to guide his model hither, thither and yon. He used a system called "reeds".

Now for you newcomers who are not history students, **this** was THE method back in the dim dark past. It was used by all the pros and is still being used by some (me included) to mess around with, have a good time with, or make funny looking lines appear on their TV with.

Now our hero used one to fly his model with and, in turn, used it as a laugh pad for some rather cutting remarks to the "modern man" who had one of the many types of proportional equipment.

He was informed at these times that all of the dark pictures he painted of the new method were not called for and he should try to cross control his reed set or apply power and elevator at the same time.

Eventually sheer numbers must have had their affect as he "dug up" the money to get a proportional set.

Now he needed an airplane to put it in. It is a good idea to use a proven design to learn with and this is what he elected to do. Several proven designs. The wing was from a Sr. Falcon with the ailerons removed. The tail was from some other design and the fuselage bore a resemblance to a Mambo change into a tail dragger. When I state that it was a proven design I use it advisedly. The parts were all proven separately on different airplanes by different owners/flyers and all met the same fate where our champion rescued them. You guessed it, in the local trash barrels.

You might, from this, draw the conclusion that he had little if any faith in the new equipment. This will not endear him in the heart of the manufacturer, but we all have our problems.

Well, comes the big day. Several of the "modern men" were out and our hero advances with his medly of an airplane. His new and shiny radio clutched to his bosom. He preforms a check out and all is well. Nervous glances were exchanged. Help was extended to get the craft up where he could try it and get his feet wet. No, he would rather do it himself!

The engine is started and the taxi out begins. All is still well. (Must be witchcraft) Now the take off run. Wonderful ! (It flys! It flys! Whoopee, it flys!)

Meanwhile, our "modern men" have gathered together for a bull session.

Our hero's airplane eventually runs out of "pushmolene" and the landing is eminent. The engine quits.

Science triumphs again! Safe and sound.

Meanwhile the "modern men's bull session continues.

Our hero approaches his spot lugging his airplane. He sets it down. He steps back. He gives it an admiring look. He pats it. "There,there noble steed!".

Yes, the bull session continues.

He approaches the "modern men" group. He is very quiet. Are the "modern men" ignoring him? They won't for long!

"BOY!!!! IS THAT GREAT!!! THOSE ARE THE FASTEST SERVOS EVER!! HOT DOG AND DOUBLE DAM!!! etc,etc, etc, etc,etc,etc!!!!!!

To which the "modern men" say, "What have we been trying to tell you all along!".

All of which is only mildly interesting I realize but now he is reporting how hard it is to fly reeds when you have learned to fly proportional.

Frank Seidowski----your wonderfull!!!

NEXT MEETING

TUESDAY- SEPT. 12, 8:00 P.M.

ENCINO WOMAN'S CLUB

CONTEST RESULTS

THE BIG ONE !!!!! Results of 1967 RC Internats:

1st place: Phil Kraft
 4th place: Doug Spreng
 10th place: Cliff Weirick
 Team Winner: U.S.A. (This makes 6 in a row)

CONGRATULATIONS TEAM.

Valley Flyers Open:

Class: III expert:

1. J. Pullen 371
 2. J. Oddino 353.5
 3. L. Leonard 352.5
 4. A. Bowman 301
 5. N. Rambo 227

Class: III Novice:

1. A. Cox 333
 2. M. Bridges 308.5
 3. F. Sage 300
 4. L. Governale 280.5
 5. B. Barron 278
 6. J. Vartanian 276.5
 7. Greenshieldis 274
 8. J. Stream 272.5
 9. E. Shulman 266.5
 10. A. Messer 260
 11. H. Gould 255
 12. J. Ayers 219.5
 13. G. Kileen 205
 14. R. Kempf 193.5
 15. J. Howard 187.5
 16. Colvin 166
 17. R. Hamilton 149

Class II:

1. W. Gardner 308.5
 2. B. Faber 284
 3. R. Hamilton 42

Spot Landings:

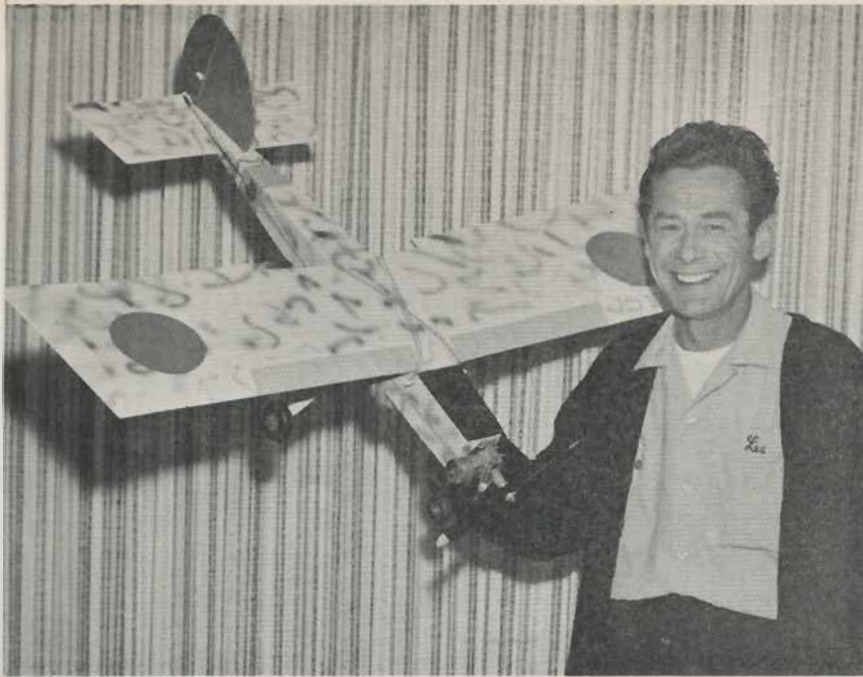
1. W. Gardner
 2. J. Oddino
 3. G. Kileen

I thought that you all might like to know exactly placed in our OPEN Contest, so I have included the entire scoring results.

SELECTED SHORT SUBJECTS:

The club received a check for \$100.00 (11) from William Winans, to be used by our RC Internats fund. I have sent him a personal thank-you from the club. Here is a man that really stands behind his team.

As some of you probably know by now, there was a congregation of C.B. Hams (?) at the field not too long ago. These HAMS, who are either too lazy or too slow mentally, to get a regular ham ticket, were operating their C.B. rigs at the basin while flying was in progress. Need I say more? I understand that several ships were shot down and that many heated words were exchanged. I don't know if anything will come of the collection of names and callsigns of those responsible, but something surely should.



Above is pictured the one and only (Thank God) Les Kesner with his shrunken Ugly Stick. Actually, the ship is a 3/4 size Ugly Stick so I guess that we had better say that it is only about half as ugly as the full sized version. The workmanship on the airplane looks pretty good but the paint job, as they say, has to be seen to be believed. In fact, I have seen it and I don't really believe. This is the first psychedelic airplane that I have ever seen. I have been informed, by usually reliable sources, that Les painted it these colors to ensure against another Hall-Kesner debacle. The airplane is equipped with a six channel Kraft "Thumbs" proportional and an Enya .29. Should be fun Les.

Since I enjoyed the rare act of attending a meeting last month, I was fortunate to be present for Bob Palmer's talk on Fiberglass fuselages. I don't think that I have ever seen the club so wrapped up in a talk as it was that night. Bob's workmanship is well known to many modelers, but these fuselages of his are beyond description, real works of art. The idea of using epoxy, rather than polyester resin, is a good one and should provide a much tougher, and lighter, fuselage. Many thanks Bob.

For those of you who haven't been out to the field on a Saturday or Sunday, take my advice; DON'T !!! The crowds are enormous, and the amount of hot dog flying seems to increase each week. So far as I know, 2 people have been injured at the basin in the last month. Boys, we are going to have a serious enough accident soon enough to make us lose the field. I am not saying that this is a possibility, I am stating it as a certainty. It doesn't do one iota of good to preach safe flying if there are no rules with teeth in them to make any breach in the rules somehow punishable.

The July meeting has been dropped in favor of a club fly-in at the basin. Be there on the regular meeting night, July 11th, and bring your toy and some money for the raffle. Should be fun.

To those of you interested enough in the club and the field to get off your duffs, if you want to see any field improvements made by LAMA, be at the meetings. With no RC'ers at the LAMA meetings, the RC suggestions all die for lack of votes.

See you at the field.....