

# THE VALLEY FLYER

JULY



1979

PACKARD PHOTOGRAPHY  
BURBANK



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Just returned from our 24 June Quickie 500 Race. A great turnout and great success. If you want to get into racing, you can't beat a Quickie Type Airplane and K+B 6.5. Fuel and drops are supplied at the contest. You don't have to be an expert flyer to race. To prove my point, I brought out 4½ dozen props to the race, the racers broke 3½ dozen. Seven gallons of fuel was used. Wayne McElneath's contest report further on.

So for this year the three contests we have sponsored have been quite successful. Though membership brings in the bulk of our finances, contests bring in their share. Give or take a few bucks i'd say so far they have made close to 400 dollars - clear. We should have a super Xmas Party this year. Worker turnout as well as flyer turnout has been excellent at all contests. My only concern has been spectator safety. It seems a contest doesn't go by, that we get some bike riders going right through the race course via the dirt road adjacent the runway. I guess as long as there are spectators there will always be a safety problem. The only thing we can do as members is politely remind these people of the dangers an R/C airplane can present when struck by same. Often you're at the field, and you see someone break the rules, don't be afraid to tell the person. Nine times out of ten he doesn't realize what he's done and will gladly take the suggestion.

I was reading the paper yesterday and came across some good news for a change. The city is really looking into some other alternative sites for their rowing, cycling etc. Enclosed are some excerpts from that article.

*Larry*



**ROWING**—With doubts rising that a reclamation facility needed for putting the rowing course in the San Fernando Valley's Sepulveda Basin will be completed in time, even if the federal money does come through, the Olympics staff has examined not only Mission Bay in San Diego but at least two other bodies of water outside Los Angeles, Puddingstone Reservoir near Pomona and Lake Castaic north of Newhall. Neither would require such expensive dredging and lining as needed in the Sepulveda Basin.

Bradley is asking \$15.3 million from the government for rowing.

**CYCLING**—The prime alternative is the Claremont proposal. Apparently, the Olympic organizers would have to contribute only about \$500,000 toward construction of this permanent facility. The land would be donated and the rest of the money to build it would be raised in Claremont.

This strikes many cycling federation officials in Southern California and elsewhere in the nation as a better proposal in any case, than the mayor's desire to put it in the Sepulveda Basin. An added benefit would be that the national cycling federation has said it would move to Claremont were a permanent velodrome constructed there.

Bradley is asking nearly \$9 million in federal aid for a velodrome.

## FROM THE EDITOR

Time sure seems to move faster than it used to. It seems that no more is a newsletter put to press than next month's issue needs work. And do you know what? All of the begging and pleading that went on trying to get the members to contribute some helpful hints for Aero-Modeling or to advise on who should be the subject of the next member profile was for naught. No one has come forth and again the editor must reach into the bag of tricks and try to come up with something.

A couple of months ago we published the results of a poll that was copied from a sister clubs questionnaire. We said at that time that the questions asked then did not necessarily give a true picture of what the governing board would like to know of the members wants and desires. So in this issue another questionnaire is printed. It would be deeply appreciated if each news letter recipient would fill it out and bring it to the next meeting, or mail to the editor. It will be available loose at the meetings for those who wish to keep their newsletter copies intact. Put your thoughts on paper when you answer the questions and, if you have an opinion, express it!

Your Editor has been authorized by the Board of Directors to act as the club's representative in the group known as "The Coalition to Save the Basin". As a member I hope to be able to get some insight into the developing situations, so we can take advantage of them, if possible. The reprint from the Times as a part of the Presidents page seems to offer a glimmer of hope that our field won't be swallowed up in a rowing stadium.

I'm again going to end with a plead to all members to turn in some interesting items that are pertinent to our hobby. This is your newsletter - help keep it going.

### MODEL OF THE MONTH WINNERS

- |                 |   |
|-----------------|---|
| Sport Division  | - Wayne McElrath - with his carboard monoplane trainer type painted like "Jaws"   |
| Scale Division  | - Herb Hoyer - with a Beautiful Concept Fleet Bipe. Rebuilt once after giving an "up" while flying inverted too close to the ground. Very aerobic with a Quadra and an 18-8 prop. |
| Racing Division | - Larry Laulom - with a scratch 1/2A CAM Racer. Slipperly and with thin wings. Flies good but doesn't glide for S--T.   |

Honorable Mention was won by Walter Clark for the well constructed "Voly Stik"

All winners were presented our own Valley Flyers coffee cups with the molded in emblem.

## MEMBER PROFILE

We all know, and have the highest regard for, the subject of our profile this month. When first contacted and told he was the one to be written up, he said, "I ain't done nuttin", but as you'll see as you read on that's not so.

Jay was born in 1939, lucky to have a father who when Jay was growing up, was a model enthusiast in "U-Control". The sport rubbed off on Jay and soon he was doing better than his Pop. He also dabbled a bit in single channel R/C (one push for left - two pushes for right - three pushes for engine up or down as the case may be) but decided he couldn't afford to rebuild his planes enough to keep flying.

He left his home town of Martinsburg, Pa. and went to Penn State. His education sort of took pre-eminence over modeling during this time. In 1960 he was graduated from Penn with an A.A. in drafting and design technology. He was hired out of college by Xerox to help set up a service group in California, which is where he wanted to go anyhow, he says. After he landed in sunny Cal he went back to his old love of the control-line modeling and flying. For two years he flew at the basin and became more and more intrigued by the R/C planes he saw flying around him. He finally made the acquaintance of a gentleman who was flying an R/C plane with a new type of control called analog-proportional. Jay prevailed on him to let him take the stick a few times and immediately was hooked. The upshot of the day's fun was that Jay bought the Orbit 3+1 right out of the man's model even though it took all his cash and damn near all he had in his checking account. He put the radio in a Tory Pattern type high wing trainer and by God, he taught himself to fly.

In 1963 he joined the Valley Flyers, which even then had about 60 members. The flying site was over nearer the dam than our present field and was nowhere near as improved as is the present field. He became skilled enough in flying to enter contests such as pattern and scale and was soon into Formula One racing, and joined the NMPRA in 1968. In 1972 Jay was elected secretary of the Valley Flyers, which was honored by having Ron Schoor and Larry Leonard as President and V.P. respectively. The following year, 1973, the present style of Board of Directors, with two years terms for six rotating members and officers elected by the board came into being. In 1974 Jay was President of the Valley Flyers and Secretary of the NMPRA.

He spent a little over 15 years with Xerox during which time he rose from Service Representative to Service Manager, and saw the group grow from seven mem in the Southern Cal. area to over seven hundred service people. Then he decided to take over the Hobby House from his fellow club members and flyers, Ken & Loretta Hall, who were anxious to get down to their Fallbrook avocado farm. So he bought them out in 1976, and Ken and Loretta moved out but the club still considers them as lifetime members.

Jay has some definite ideas on the aims, purposes, and reasons for a club such as ours. He feels that the club should be primarily a social club where members can meet people with like interests and each help the others in any way possible. He feels very strongly that each member, by the fact that he has elected to join the club, owes the club a little of his time and talent. He says that it might be well to have one of the conditions of membership be that the new member agree to assist in club activities in some matter before being accepted. He stated that although he can't put his finger on the reason for the change, he feels

that little by little the club has lost it's purpose and there needs to be a re-awakening on the part of the general membership to help with the activities of the club that is now being borne by a few members.

Jay feels that the model hobby and industry is viable and has a good future. The potential fuel shortage may cause more people to spend more time out of their cars and building models. The ever decreasing lack of flying sites close into population centers may increase the proportion of small models either gas or electric but there will always be a few who will build the extra-large models.

Editors note: Upon rereading the above, and after having seen Jay fly in contests and test flights of new and untried models, I would say that when Jay taught himself to fly, he had a damn good teacher.

#### HOW IT CAN BE DONE

This month's 'How It Can Be Done' article has been submitted by I.M. Nobody. He stated that the way that he got something done that needed doing, was to wait until someone else did it. By doing it that way he didn't do it wrong. So didn't have to do it over. He also found out that it was cheaper that way. He also stated that he was sick and tired of those people who are always telling him how to do things. If they have found what seems to be a better way of doing things, they should keep it quiet, because he doesn't want his mind cluttered with unessentials other than keeping it occupied with walking and breathing, not necessarily in that order, and not necessarily at the same time.

Nobody stated that he hated to take up valuable space in the news letter but he felt that the club members could profit by his findings. To finish the project he suggested that to save a lot of work don't even start it.

Editors note: The above has been edited to a more readable version from the original copy which just said Go Away Don't Bother Me.

