

May 1966



- NEWSLETTER -

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PRESIDENT'S CORNER

Through the efforts of Cliff Weirick, John Worth, Executive Director of the AMA has designated the West Coast Championships as one of the FAI elimination meets. The top three winners in class III expert will represent Southern California at Oklahoma City the 23rd, 24th, and 25th of September where the final team selections will be made. This, of course, means the West Coast Championships will be AMA sanctioned. All competitors flying class III expert who wish to try for the team must have the FAI stamp on the back of their AMA license and pay five dollars in addition to the regular entry fee before the contest begins.

There will be a total of five men representing the entire West Coast at "Okie" City, one from the State of Washington, one from the Northern California area and three from Southern California.

The members of the board are in the process of organizing the contest and many of you will be contacted for assistance. Your cooperation is essential in order to measure up to the standards set at last year's West Coast meet.

The Los Angeles Hobby Association Annual will be the 21 - 22 of this month and Frank Capan will shortly be contacting those of you who volunteered to help. The meet at the Basin will be a good training ground for the West Coast Contest so lets get involved with this one and do a good job for Frank.

Although Loretta Hall is allocating extensive space to the San Diego Drones contest in this newsletter, I must say in passing that it sure felt good to see so many Valley Flyer blue shirts at the meet. It was a good contest and fun was had by all. Those of you who have never attended a contest, in my opinion, are really missing out, try it some time. You may surprise yourself and bring home some hardware!

Bob Upton

Hal Saiger

Hal has been a modeler most of his life starting when very young and then taking 10 years off. He has run the gamut of methods of flying- Ukies etc., and has now settled down with a Kraft 10 Reed outfit in a Pietaenpol. He has a Hawker Hurricane in the offing.

Tom Evans

Tom and I seem to be having trouble getting together. I have been unable to corner him for an interview though I have tried twice. I will most certainly get him next meeting. Sorry Tom and welcome.

Glenn Jarvis

Glenn started in modeling 20 years ago with Free flights then moved to Ukies and on to Single Chanel Radio. He flew S/C for six years and finally decided two months ago to try multi. Two months is not very long but he tells me it is long enough to prang 2 airplanes. He is now flying a Mambo Special and building a Laneir Glass Go-Go. He says he doesn't miss S/C.

Les Kesner

A Welcome to Les and also to his son Andy. These two are a flying team, and they are currently using a Kraft 6 channel in a Skylark with a Veco 35. They started together 6 months ago and I think they make a great team.

E.D. Williams

Mr. Williams didn't tell me whether we call him Ed or E.D. so I will just call him Paul until he tells me. He looks a great deal like Paul Muni used to look when he was younger. He is building a Senior Falcon that will be finished soon and will use Digitrio equipment with a S.T. 46. He has been in modeling since 1928 with 19 years off for good behavior.

Dick Hornung

Dick has been a modeler for 1 year. He has built and pranged a Sr. Falcon and is now working on a Smog Hog. He has an Orbit 3+1 and when he is not modeling he flies gliders at El Mirage. Real ones that is!

Bill Cockayne

Bill was unfortunately not at the April meeting and I missed him in March so just a welcome to him and I will catch him and get him in the same corner as Tom Evans.

Kurt Young

Kurt has recently returned from Vietnam where he was serving in the armed forces. On his way home he stopped in Japan and like a true modeler he headed for the first hobby shop and brought back some Japanese servos which he is currently building into an H-Ray with a Controlaire 10. He has been a modeler for 10 years and tried all the phases.

Bernard & Bruce Greenberg

Another Father and Son team has joined our ranks. In this case it may turn out that Dad will end up as the ground crew while Bruce does the flying. Bruce has been flying Ukies and is better at it than a lot of men twice his age. (He is 12). He and his Dad are now in the process of building a Sr. Falcon and Bernie tells me that it is strictly a team effort all the way.

Frank Kagele

Frank is not a newcomer to many of you, we sort of half way stole him from the Larks, (he belongs to both clubs) and has been around modeling for 22 years. He was flying a Torero until some one turned on their transmitter while he was up.....'nuff said! He also gives a helluva fine party.

Want Ad:

For Sale: Kraft 10 Channel Reed Transmitter, receiver, chargers complete with 5 Bonner Servos, Merco 61 Engine all in a completed and tested Stormer with full house controls. Price - Complete - \$200.00. Call Chuck Smith @ 347-1438

Permission to use material from this Newsletter is hereby granted to anyone wishing to do so, providing that the Valley Flyers and the author of such material are given credit.

For the benefit of any of you who were not at the last meeting, and for the benefit of our out of town readers, I coerced Nate Rambo into putting in writing, what I considered to be one of the best talks we have ever had at a meeting. Certainly the most pure entertainment we have had the pleasure of enjoying.....Ed. Note.

RAMBO RAMBLES ABROAD

By: Nate Rambo

In as much as I spoke to the whole Valley Flyer gang at the last meeting, there seemed to be no point in scribbling my memoirs for the newsletter. But now I know why the VF Newsletter gets so much material from contributors! Have you ever tried to tell Loretta no?

About two years ago, I accepted an engineering position in Oslo Norway. Being a true modeler, I packed my Candy into a big plywood box and headed for the LA Airport. I guess the Airlines are still talking about that crazy passenger with the "coffin", but that is another story.

Having landed safely in Norway and declared the fact that I was a real honest to goodness American toy airplane driver, I was warmly accepted by my counterparts in the Norwegian Aero Club. I was not warmly accepted by the weather though. A glance at a map of the world will tell you why. Half of Norway lies above the Polar Circle.

Most of the stories I like to tell about model flying in Norway concern the weather or the phenomenas of extreme latitude. For instance, in the summer it never gets dark? I always wanted to go flying at midnight so I could take off one day and land the next. In winter the opposite occurs and the sun goes down one of those cold days in November or December and doesn't come up until January. The winter flying hours are quite short during these days.

Several of the principle problems of European RCers were evident after I had lived in Scandanavia a couple of months. One problem involved the lack of materials. Methol Alcohol for mixing fuel was not readily available, in fact it was illegal to possess Methanol in Norway because people might drink it! But all the flyers really had to do to get 25 liters of Methanol was lie, cheat, steal and smuggle.

As I told everybody during the V.F. meeting, the European taxes are great.....like great big! Import duty on RC products runs about 20%.

continued

On top of this is a 12% Sales Tax, transportation, and middle-man mark up. The Bonner Digimite, for example, costs \$900.00 in Scandanavia. What makes things worse is that the people don't have a comparable working wage.

Well...before I ramble any further and put myself to sleep, I'll wind this story up. Lets just say it is nice to be back from flying the frozen fjords at below freezing temperatures. There is just nothing like that good old Sepulveda Basin.

CHALLENGE!!!!!!!!!!

1. I hereby challenge to a duel, any and all of you bungling idiots who think you can fly.
2. At dawn, next Saturday you will find me circling the Sepulveda Aerodrome at 200 feet altitude.
3. You can recognize my Camel....I mean Candy...by the red stars on the surfaces and the rockets under the fuselage.
4. Curse you Red Baron!

The White Knight

