

VALLEY FLYERS



NEWSLETTER

March 1967

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First off, Les Kesner and I want to extend our mutual thanks to those who submitted suggestions for rules of flying safety to be used at the Basin. We would like to, but we can't, as not one of you submitted anything concrete to be acted upon. Sooooo----- be prepared to face the ones that we worked up.

I suppose that we could have worked it so only Les and I could fly at the Basin but we were big hearted about the whole thing and we will let the rest of you fly too. As soon as the rules are approved and published by L.A.M.A., we'll be set.

It might be wise to mention a couple of things, (not necessarily violations of old rules), before the new ones are published. We have received complaints from the free flighters that some people are overflying their area or flying between the R/C and F/F areas. DON'T!!!! All flying is to be done north of an imaginary line extension of the east-west runway as far as the control line circles.

In addition, the low passes right over the runway are nice when you are alone, but DON'T when there are other flyers there with you. Again, this is based on complaints received.

The new flyer normally has his hands full just keeping his airplane in the air without being distracted by a slow rolling "FLUGELMIER 109" doing at least Mach 2 at a maximum altitude of three feet, right down the runway that he is praying won't move while he has a go at landing on it!

As I write this, the program for the month just fell through. Nate Rambo if you will remember, was to give a talk on basic trimming of model aircraft. He has just called and reported that he will be in Indianapolis the night of the meeting and his talk will have to be postponed. Thanks for the try Nate, and we will be looking forward to it in the future.

In another vein of thought, we will be discussing the contest plans at this meeting so come prepared to volunteer your talents. "The Boy Wonder" (alias-Young Talent) will be taking names.

Don't forget to bring your stuff and junk for the auction as Bob "Hair" Baron is to be the Auctioneer. I hope someone has a wing for a tri-squire, 'cause that's what will fit the Leopard fuselage that is awaiting the missing ingredient.

Since last month's editorial has evidently caused much activity, I have decided to let things ride for this month and am printing an interesting article from the "Sharks Sparks", donated by Willie Gardner.

What is a SERVO?

A servo is a little gadget about the size of a penny match box(or half a stick of butter is perhaps more exact) that he has to have in the airplane to make it do everything. At one end they fasten the radio receiver with a wire and then they hook a long stick (called a PUSHROD, or something) to the end with a metal device and hope it works.

Most of the time SERVOS come with the little wheel or gizmo on top fastened on backwards(a common fault) and they have to start all over again. SERVOS come in assorted sizes- the most popular being the expensive ones. They cost about a week's groceries-if your not dieting!!! Other sizes are too big, too small, or sideways.

If you have listened to their crack-up explanations, you realize it's these SERVOS and not the pilot that are the major causes of most model crashes- you see, the SERVOS get stuck in left, or something! There are some very nice rich men in California and New York who seem to keep inventing new kinds of SERVOS. Someday they will come up with a fool-proof model that will do anything. Till then, the best way to greet these guys when they come home from a day of flying (and shame on you if you didn't go too,- its fun) is to ask, "How was the flying?" If they answer "Rough", then say consolingly-too bad about those SERVOS?- and see how he reacts!!!!

by Martha Beason, editor- Sharks Sparks

Anyway, I thought that you might enjoy the above, it is kind of cute.

The only other comments for the month seem to again concern the safety regulation situation. Earl informs me that all of the club members made a magnificent effort and contributed absolutely nothing. This is getting to be a too familiar situation. This club is going the way of all clubs when they grow, a few people do the work for all to enjoy. If you enjoy toy airplanes enough to want to keep them as a hobby, you had better prepare yourself to do a little work and thinking in order to maintain what we have, rather than to lose it.

SELECTED SHORT SUBJECTS

More auction information: To repeat last month's notice; bring all of your old goodies and anything else that you do not want any longer, to the March meeting. Put the price in an envelope and firmly attach to the item. On a visible tag, put your name, a general description of the item, and its general condition. ie. does it run? does it work? etc. Any selling price over the owners minimum, or equal to the owner's minimum asking price, will be accepted. Any money that the auctioneer is able to drag out of the bidders that is HIGHER than the minimum selling price, will go to the club treasury. In other words, if you have an engine for sale and your minimum price is ten dollars, any price of \$10.00 or more will be a selling price. If the auctioneer manages to get \$13.00 for the item, the club treasury is richer by \$3.00 . Understand?

We are going to have a contest. The dates are June 10th, and 11th. Events will probably be class II,III (novice and expert), Goodyear, Scale and ????? Details will be hashed out at the March meeting.

Got a little information on the BIRDS meet of the 4th and 5th of March. Jim Oddino informs me that Phil Kraft, Cliff Weirick, and Ted White were 1-2-3 in class III. Those are the only results that I have right now. Jim also told me that there were 3 midairs and about 12 single plane crashes in stunt alone. Sounds like a real crunchy weekend of flying. I have also been informed that Nate Rambo's old faithful Candy went straight down from about 500 feet and demolished itself. Sorry to hear about that.

By now some of you members probably have noticed the new signs around the basin. Believe me, there is more to come. The city fathers are just as concerned about safety at the basin as we are.

Sorry, but Nate Rambo's trimming talk will be postponed until the April meeting. Nate has to be out of town and cannot attend this next meeting. I had omitted my trimming article from this issue because I didn't want to be redundant, but now I have been outfoxed. So long for now.....

M-E-E-T-I-N-G M A R C H 14th. 8:00 PM ENCINO WOMAN'S CLUB

REMEMBER THE AUCTION !!!!!!!!!!!!!

"CLUB ORGANIZATION" by: Jim Oddino

I recently went to a cub scout meeting with my eight year old and was really impressed with the show, they put on. After thinking about it, I realized that it was probably due to the fact that all of the cub scouts participated. This was accomplished by having each den responsible for a different part of the meeting.

This got me thinking (for a change), that all successful organizations are broken down into departments, sections, or groups etc.

Well this seemed like a natural for our club. We've got guys with a wide variety of interests, so why not let all the guys interested in Goodyear Racing, Scale, Stunt Contest Flying, etc., each form their own little organizations within the Valley Flyers? These groups could then split up the jobs of running meetings, fly-ins, contests, parties, etc. I'm sure this would create a little competition. Each group would try to outdo the other and everyone would benefit. More people would participate, we'd get to know each other better, and there would be more swapping of ideas. In short, it looks like we'd have a better club.

The groups could be small so they could meet at the individuals homes. They may want to set requirements for membership or any other thing that makes them happy. They could meet every week and argue about anything they wanted to without boring the other 90% of the club who could care less about whatever it is they're trying to settle. These groups might also make their presence felt on the whole nation by formulating rules changes, etc. On the other hand, they might just want to sit around and drink beer and tell lies about how they almost made it at the last contest. (where do you sign up?).

Well, think about it and maybe we can get something going in the next couple of months.

"BIRDS CONTEST" by: Nate Rambo

This was a fine little contest held on 4-5th of March at the BIRD's field in Long Beach. The events included classes I,II,III Novice, III Expert, Scale, and Goodyear.

The weather wasn't too kind on Saturday, it rained hard until about 10:30, leaving mud up to the knees. Then it got cold and downright windy. Everybody turned blue. (It was just as miserable as Eurpoe.....in the summer).

The meet was quite well attended. Ted White came in from Albuquerque, Gil Horstman drove all the way from Vegas, and there was a station wagon full of the Phoenix group. The Valley Flyers were well represented by Frank Capon, Jim Oddino, Al Cox, Al Messser, Dotty and Woody Woodward, Cliff Weirick and Marc Graham, to mention all I can remember.

Some will remember this two day contest as a black period. Great suffering sakes, the airplanes just tumbled out of the sky. Don't remember any Goodyears crashing, but boy did the Multi jobs fall!!! One man said 13 airplanes crashed. I believe he was correct because three midair collisions alone totalled 6 airplanes, including the Red Baron's. Even the White Knight's fabulous Candy crashed and burned without the aid of rockets. Yeh, there's not a hot-mix made that will glue that one back together. Results follow:
 Grand Fly-off Champ: Cliff Weirick Multi expert: Kraft, Weirick, White. Multi
 Novice: M. Bridges, E. Lind, H. Gould. Scale: Weirick, Woodward, Elgin. Goodyear:
 C. Hayes, Weirick, J. Nelson.

Willie Gardner has Flying Models, M.A.N. and Air TGrails from 1957-1964. Almost complete listing of issues. Bring money to auction.