

THE VALLEY FLYER

SEPTEMBER

1979



PACKARD PHOTOGRAPHY
BURBANK



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Presidents Page

I didn't mention it at our last meeting but in July, I and our esteemed Tres. Wayne McElreath took part in a Hobby Show at Topanga Plaza in the mall. Besides our R/C display of planes there were R/C boats, electric trains, table top war games, astronomy and chess. The display consisted of one man, three large tables and about twenty chess boards with pieces - you can guess the rest. Wayne and I took two airplanes each. I took two racers, Wayne a scale (Standoff) P-51 and a 1/2A trainer. I think the most interest was generated by Wayne's P-51. We both answered a whole lot of questions. I think the most popular one being "How much does it cost". We would immediately refer to the 1/2A trainer. We gave out news letters and in general had a good time. I'm sure the mall will want to repeat this show next year. Let me know if you would be interested in showing your airplane.

Well, George Finch will be conducting our next to last club contest of the year, in the way of a 1/2A race, Sunday 30, Sept. If you're not going to race, maybe come out and give George a hand running the contest. If you need an airplane, the Hobby House has two tiger Cats for sale, ready for engine and radio. Smith Bros, will mix any exotic type fuel you can think of. Well that's it for this month. I would like to thank all the members who came out and helped Gary McPike's Formula 1 Race. See you at the club house.

Larry

For The Valley Fliers

John Gorham's "HELI-CENTER WEST" was burglarized in late July: several expensive hobby and non-hobby items were taken. If you should happen across any of the items listed below, John would very much appreciate a call at his office; 213-992-0195:

Two HP "Gold Cup" engines, a .40 and a .60

One HP "Silver Star" .60 engine

A Kavan Bell JetRanger Helicopter with a Super Tigre Bluehead .60 installed; finished in "L.A. Fire Dept." red and white; was a winner at this year's MACS show.

One Radio Shack TRS80 computer with a Heathkit printer.

One "Facit" office electric typewriter.

One Sony Betamax Video tape recorder.

Editor's Notes

It's heartening to see something like Dick K's article on volunteering come in. Maybe, just maybe, it will cause some of the other members who have been waiting for "them" to get something done, to get started doing it. We'll see. The signs sure look a lot better now than they did when they were new or refurbished a couple of years later. (And I ought to know).

As you know the Editor is asked to attend the Board Meetings. (so is everyone else who wants to come).

In the last three years, acting as either a Board Member, or the Editor, I have had the privilege to have listened to, and worked with quite a few club members. With a few exceptions, all of the mem had only one thought in mind - how to best keep the club functioning well, and provide the type of service that the members request. I kinda hate to say it, so close to election of new Board Members, but each of the persons on the Board probably spends, not only his sometimes valuable time, but oftentimes his own money to provide some needed service. This is all leading up to the fact that nominations and election to the Board for 1980 is near at hand. Some members have expressed a willingness to serve on the Board, if elected, but it would be nice if there were more people willing to subject themselves to the elective process, so that a good cross-section of various interests in the aero-moldeling field would be represented. Think about it, if you can't, or don't want to serve, ask your buddy and see if he'll stand for nomination.

May the Best Men win

Editor's Note

In case anyone cares ye editor will catagorically state here and now that I like Carter and most of the things he does and says - It's his brother Jimmy I can't stand.

"ON THE VALUE AND REWARDS OF VOLUNTEERING"

While flying at the basin recently, I reflected on the sad state of the frequency signs; some had been knocked down, broken, and otherwise defaced; others had merely faded to the point of illegibility (Orange looked almost red). Since I hadn't done much for the club personally, I decided I would undertake the task of repairing, replacing, and cementing in the signposts. Well, no sooner had I started taking measurements, etc., than I had a wealth of assistance being offered by flyers who happened to be present; both Valley Flyer members and non-members. Marc Carsten undertook the job of making new signs rather than repair the old ones; they turned out to be real beauties of vinyl tape on fiberglass. Robin Hambley took home the broken metalwork and re-welded it. A few days later I picked up the signs at Marc's place of business, went out and bought some ready mixed concrete, and met Robin at the field - he towed his one wheel trailer out with a portable generator and electric drill to drill the signs to match the posts; a wheelbarrow and trowel to mix the concrete; and a post-hole digger to do whatever it is that post-hole diggers do. Believe it or not, everybody wanted a chance to dig post-holes! Among the volunteers were Bob Chapin, Billy and Robin Jr. Hambley, Paul Sexton, Walt Shields, and others whose name I missed. After the holes were dug, Robin and I poured the concrete and the job was done.

So, after volunteering to do a fairly large job, I wound up being volunteering out of it, and ended up being only the job coordinator! Maybe there's a lesson there--- nobody is anxious to start a ball rolling, but people like to help when someone gets it started.

So while we're on the subject; any volunteers to refurbish the wind-sock, the Flying Rules sign, the big 200-foot altitude limit sign, and the pit area striping; all of which are in various states of disrepair? Any suggestions for a new use of the old frequency "pin" sign which has been re-welded but is no longer in use? (How about a big "Home of the Valley Flyers" logo, someone? Why not step up at the next meeting and volunteer? Who knows, you might start another chain reaction and not have to do much at all!!!

Dick Kolodziej.

Member Profile

We all need to know each other better and so in that spirit another of our members has consented to put his life before us with particular attention to the modeling aspects of it.

Our subject this month is Stanley (call him Stan) Gordon. He was born August 19, 1935 in New York City. The son of a tool and die maker and a wonderful mother who gave him a lot of good things including, he says satirically, a quick temper. He went through the public schools in the City, back when they were one of the best in the nation. He started modeling, building and flying control-line planes when he was about ten years old.

After graduation in 1953, a few years later he came to Los Angeles. In 1957 he entered Northrup University, then known as Northrup Institute, majoring in Aeronautical Engineering. He remembers two interesting people, who have been entwined in his life since, during college. One, his wife, and the other one of our members, Rod Taylor. While in college he and Rod flew control-line plane together and he gives credit to Rod for teaching him a lot of good practices for control line flying especially stunting, which was Stan's preference.

After graduation from N.U. as a B.S.-A.E., he obtained work in the Aero-Space industry and due to the needs of building a family and other interests did not build models. Then in 1968 he became employed at Hughes Tool (Aircraft), where he again ran into Rod Taylor, who by then was flying Radio Controlled models. This whetted Stan's interest in models once again, so he started back in the hobby, this time in R.C. His first R.C. plane was a Falcon 56 with a Super-Tigre .23 for power and controlled with a Kraft PCS four channel radio.

In his work as a structural engineer, he designed the "T" tail for one of Hughts' best known helicopters, was for 5 years in the Surveyor program with it's Moon Landers, then into the defense missile systems. He became very much involved in the Venus Probe program, the results of which are still "out there somewhere" and sending back important data every day. For the last three years he has been on structural design for the radar and voice communication systems for the space shuttle.

His modeling interest runs mostly to Sport Scale, and he's not particularly interested in racing. His favorite model plane he has built is his present model of a P-40. He has a lot of uncommon and ingenious structural designs in it, stemming of course from vocation. Particularly he is proud of the landing gear using scale type one-quarter turn main gear, and operating wheel well doors and associated linkage. He thinks that one-quarter scale is the coming thing, although he himself does not have an interest in it. He doesn't feel that the high costs of balsa and fuel will deter the serious modeler but may lessen the number of younger people entering the hobby. He feels, however that our technology will develop substitute materials as needed. He feels that model aircraft racing requires more scheduled building to meet racing dates than he likes and it is then work, rather than a hobby.

