

1970  
*Mar.*

# THE FLYER



VOL. 1

VALLEY R/C FLYERS

**FIRST CLASS MAIL**



SAN FERNANDO VALLEY R/C FLYERS, INC.

The San Fernando Valley R/C Flyers, Inc., meet on the 2nd Tuesday of each month at 8pm in the Encino Woman's Club, at Ventura Blvd. and Paso Robles Ave. in Encino. Permission to reprint is granted, credit the Valley Flyers and the Author(s).

OFFICERS OF THE VALLEY FLYERS - 1970

President	Dick Sonheim	Editor	Gayle Smith
Vice President	Les Kesner		
Secretary	Bob Davidson		
Treasurer	Bob Smith		

EDITORIAL

(reprinted from Pioneers R/C Club Inc.)

ANATOMY OF A CLUB

Any club or association includes four kinds of bones:

1. wish bones - who want someone else to do the work
2. jaw bones - who talk a lot but do little else
3. knuckle bones - who knock everything others try to do
4. back bones - who get behind the wheel and do the work

Enough said ! ! ! ! !

An open letter to all the editors of newsletters.

Feb. 23, 1970

Hi ! ! to each of you,

It has been brought to my attention that soon the vacation time will be upon us. How about each club that has a newsletter draw a map of where their flying fields are so that copies can be made and given to those flyers who will be vacationing in your area ? I am sure it will be greatly appreciated ! ! ! In a coming newsletter I will put in a map of how to get to our field.

Yours truly,

Gayle Smith Editor

Remember ! ! ! The next meeting will be held at the Encino Woman's Club. Be Early ! ! !

MEMOs from the President ! ! ! ! !

After we hold our drawing at the next meeting, we will hold special raffle and give a chance to the first 20 people to win a ride in a P-51. The chances will be for \$ 5.00 each. All the proceeds from this raffle will go to our treasury since all the expenses of the ride are being donated by the pilot. Our thanks many times over ! ! ! ! !

We will continue to have our Swap and Shop store since it seems that people were enthusiastic about the items we have had so far to sell.

Two things have cropped up in the wind since the last meeting, first of all it has been noted that the NATS will be held every year from now on at Chicago. It is the feeling of many that this will create a hardship on many from this area. Many people that I have spoken with have brought forth the idea of a new NATS strictly for the Western area, thus there would be two NATS instead of one. Any thoughts?

Also, the road through the field seems to be coming closer and closer. It is the feeling of many that we should start looking for a new site just in case there is no immediate relocation of the field when the construction begins. Bring your ideas and let's hash it out! ! !

President Dick Sonheim

PS: The following letter was brought to my attention.  
Maybe our club and other clubs would like to help a little.

Dick

Feb. 19, 1970

Dear Club Members,

I am being held prisoner by a band of teenaged Indians in the heart of the Navajo Reservation and unless I get help from somewhere they may scalp me. These students of mine have become interested in model planes through reading old model magazines and trying to fly the one and one half tired and battered  $\frac{1}{2}$ -A planes I have of my own. The kids want to form a school club and organize building and flying classes but two planes and one engine will stretch just so far. Right now I'm having to limit the group to fifteen but I have had to turn six times that many away.

Our main problem is that these kids and their families are poor and most of them are on welfare. Our school is a boarding school and since the kids stay at the school twenty-four hours a day they have plenty of time but no way to earn money for such activities.

I am writing your club for help. If any of your members could look through their tool boxes, shops, under work benches, etc, and dig out any old model magazines, discarded, unused or broken planes, spare hardware, wheels, engines, plans and anything else that has to do with model planes and send them to us it would be greatly appreciated. And most certainly new engines and kits and money for fuel and batteries would be accepted with open arms and smiling faces.

These kids are good with their hands and will spend a great deal more time fixing and repairing something than you or I might. If you can help us in any way it will be gratefully appreciated by a lot of happy kids. Thank you for your consideration in this matter. The sooner your reply however the better, I don't know how much longer we can keep these two planes flying.

Sincerely yours,  
Art Brown,

*Art Brown*  
Many Farms Elementary Boarding School  
many Farms, Arizona 86503



## PROFILES

by  
Loretta Hall

DANNY REESE -----( I'll never forget  
cle' 'what's his name)

Ladies and Gentlemen meet Danny Reese:

Bachelor  
Flyer  
Engineer  
LAMHA Rep  
Safety Committee member  
By-Laws Committee member

With all of the above titles it's no wonder he is single! no time. . . . besides he told me he likes airplanes better than girls. I didn't believe him though because while he was telling me that he was watching a girl.

Danny has been a member of the Valley Flyers for two and a half years. He has been a modeler for a much longer time though. He starting modeling when he was six years old and has been at it for 24 years. If my adding machine was not broken I could tell you his age. Mr. Reese has spent most of his modeling life in New York and while there he started the first radio controlled model airplane club in his area called the Pennsylvania Ave R/C Club. This was back in 1953 ! ! In 1963 he came to California where he continued his modeling activities. He is employed as an Electronic Engineer designing Microwave components for space craft. ( I don't know what that means, but. . . . I'm terribly.... terribly..... impressed! ! ! )

Danny is currently flying a modified home designed plane that he called "Bleehhhh! He has an Enya 45 and Kraft Single Stick Radio. His first love is scale though and he has ready to fly an ME 109 and a Kayazaki. He has not as yet been in any contests, but expects to be shortly.

## GENTLEMEN! ! ! ! ! !

My personal observations of this Gentleman are that he is a tremendously enthusiastic modeler who is interested in all phases or ou hobby and wants to help make our club the best there is. As a matter of fact Danny is the only person that I can ever remember who actually stood up at a meeting and said, " I'd like to help and I'll volunteer for any office where I'm needed." If we had more guys like him we would have less jobs left undone.

HOW TO BE A MODEL ? ? WIFE

I CAN'T UNDERSTAND WHAT MY HUSBAND SEES IN THOSE MODEL AIRPLANES. I CAN'T STAND THE ODOR OF DOPE. I DETEST Balsa SHAVINGS. THE ENGINES ARE TOO NOISY. THE BASIN IS A TERRIBLE PLACE ! ! ! UGH ! THOSE BUGS ! ! WE NEVER GO ANYWHERE --EXCEPT " HONEY ! THERE'S A CONTEST OVER AT . . . . . ! ! !

Sound familar !?!?

I am a 21 year veteran of the Modeler"s Wife"s War. I also enjoy his hobby . . . . . I really don't mind the Basin . . . I love to go to the contests( I get to go out to dinner)

When he is happy I am happy ! ! ! ! Would you like to try my formula ( and I don't build or fly models/) Do you want to have some fun with some other gals who share your family's (?) "hobby"?

I mean do you sing, dance, play the piano, guitar, etc? Do you sew, bake, make coffee, type, add, multipliers are in big big demand ? Do you NOT do any of these?

If you are at all interested in being a bit involved - please do call me ( keep trying if I am not at home). I would like to explain to you my prescription for being a contented modeler's wife and let's see what we can do to help just a bit.

Remember there is a difference between enthusiastic participation and disinterested tolerance.

If you have any questions or are interested please call me . . . . .

Dotty Woodward  
762-4760

BY THE TIME WE GET TO PHOENIX

by  
Frank Capan

Sounds as though it might be intresting does it? Well before you decide let me tell you about our adventures or was it misadventures?

Some time ago I got a call from Bob Upton and he asked if I were going to the Phoenix contest and I told him I was sort of planing on it and then he said why don't I go with him and in his camper of all things. Well I said- why not. Sometimes I lose my head and this was one of them. As time drew nearer and my bird not finished and thoughts of driving over freeways, deserts and mountains in a truck with a stick shift yet. Yaugh! Maybe he will change his mind. Oh no not Bob, he even spent money getting the camper ready for mts voyage.

I convinced myself it would be for the best, beside you couldn't find a motel there and everyone was concerned as to where they were going to stay. Our friend, Joe Bridi had some reservations in a motel in Buckeye and we asked for the loan of the shower and other privlages of natures calling and good old Joe said fine so with sinking heart I set out on our Safari with unflown model, untested camper. What a vigin feeling. Oh well, you only live once.

So Bob loaded up his junk aboard, gave his wife a goodbye kiss and came over to get me and my beautiful bird. Eat your hearts out!

Now it would seem to all that it should be a simple matter to load a fair size camper with a few little items and it would of course except for one little tiny detail. Bob brought his out sized motor scooter which in itself was nice but the fact that it is mounted across the rear of the camper presented a slight problem, for you see, the camper entrance happened to be in the rear. So what, you say, take it off and load up. Oh no, we don't operate that way. We just don't do things the easy way. Bob found out by raising the seat on the bike the camper door opened up enough for us to squeeze thru. Easy for me because I am so slim but Bob.-- Well by bending the door we got him in and then I handed him all of my equipment and soon we were on our way with Bob driving of course. I held out as long as I

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could but that Bob is pretty cunning.

Everything seemed to be going along pretty good. We were a little concerned about the wind but we rocked gently along. Now I wouldn't want to say that the camper was a gas hog but it is the first truck I ever saw that the gas gauge would come off the full mark before we left the station. Of course Bob said don't worry because it really hangs in there around the middle of the gauge. Of course our first gas stop was before we had got out of town but first things first. Between the cab of the truck and the camper is a rear window that Bob removed and padded (fortunately) so you could get into the camper while driving gaily(?) down the road. So of course I had to try this out and eventually even made it and while I was in the back I heard Bob scream and I looked out in time to see a group of bunched up tumbleweed as high as the truck roll right in our path. We punched right through without a glitch or is that hitch. Anyhow we suddenly had to stop for gas and guess who was behind the wheel when we left the station. You guessed it, yours truly. But I can't drive a stick shift, Bob. Sure you can its easy. Just push that pedal and then move this lever then release the pedal then push the pedal move the lever.....what?

So we continued on against overwhelming odds. Nature was against us trying to blow us off the road and would you believe the truck ran beautifully there and back. I think the reason we had to stop for gas so often was designed in. You see trucks don't really ride the smoothest and we always went to the little room at gas stations. Boy.

We arrived in the little town of Salome, Arizona and paused the refreshing pause and decided to have a bite to eat. This was early evening and the place was deserted. We asked the waitress if the evening was over or perhaps it hadn't started and she said the whole thing was the menu. Once you read it cover to cover it was all over. Something about a frog who couldn't swim. Wasn't too good though, no romantical interest. Who could love a frog anyhow, except little Billy.

Looking over our flight- I mean flight plan we noticed a road cutting off to the right heading directly to Buckeye. We asked around and they said it was a good road if we didn't mind dirt.



After all it was only sixty miles that way so away we went all by our selves in the middle of the Arizona desert at night alone.---I want my Mommy.....

It really wasn't that bad and we actually made good time and of course I just happened to be driving and of course Bob said it would probably rain before we got there and of course...it did. But we did make it only to find that Joe wasn't there yet. Yes he did have a reservation, no they wouldn't mind us parking the camper there so we settled down to wait for Joe.

Now if you can imagine a small town with the last basketball game of the season against their better rivals on a Friday night and then of all things losing. Yak. We stoped at the local night spot for a cup of tea and the whole town was there. Two cars full of screaming ranting losers. The local sheriff was one of the cars so all losers were in the other car. Very parilling. Yawn. Back to wait for Joe , after picking up some ice cubes for our...ah....tea.

Now to set the next scene let me delve a bit. Campers are not the most spacious and with a couple of two hundred pounders milling around could very cosy except for type casting. Now take in consideration the gentle rocking of the camper due to the wind and the effects of tea and where in the world is Joe because I need the bathroom, you can get som idea of the situation. I must digress a bit and tell you of Bob's egress into the camper through the opening in the cab. I now know the meaning of the word fear. You see Bob is the heavier two hundred pounder and of course he got stuck in the opening but let me say this, he did set the record for reaching the furthest into the camper in one fell swoop. I call it the one digit assist. Works great. So now perhaps you can understand the edgy milling in the camper.

Well Joe finally arrived and after settling down and yakking and sipping....er....our tea we staggered to bed down. We were stilling squeezing by the bike and finally got things shifted around so we could get our sleeping bags unrolled. I wondered why Bob gave me the lower bunk. He said because it was bigger and I would have more room.

Sure Bob, I understand. Of course he insisted on opening a couple of windows because, he said, "The gas refrigerator gave off fumes." Well there were fumes all right but I'm not too sure from where. Okay there we were, settled for the night, wind blowing like mad rocking the camper, stomach rocked by too many different foods, too much tea (! ! !) causing gaseous hypercity. As the night rocked on, the sleeping bags zippered up tight one took the chance of becoming airborne due to the necessity of one needing ventilation. Is that what they call hot air balloon? Anyhow our salvation came through the open window. . . . fresh air ! ! ! ! The next day you could tell all those who spent the night in campers by the way their heads were tilted as though reaching for fresh air.

The first night was the worst. You never really sleep and I was the official timekeeper for the reville. As I lay there thinking how nice it would be to be home, and trying to get to sleep I could hear the giant Brazilian killer chickens screaming their savage killer call . . . cock a doodle doo...! all through the night.

Morning finally came without an all out attack from the savages and after rousing my comrades we set out for the contest, after breakfast of course ! ! ! ! Surprising the difference the day makes and the next evening and night was so much better, one could almost begin to enjoy ! ! ! a camper. Maybe it was the tea (! ! ! ) that helped, anyhow after returning home safely I can only say "TRY IT SOME TIME AND TELL ME ! ! ! !"

NOTICE I I I I

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NATS dates have been cahnges. Please change your schedule accordingly.

WAS: july 20-26

NEW DATES: July 27 - Aug. 2 1970

FOR SALE I I I I

FOR SALE I I I I I

Rearwin Speedster - Woody's original  
ready to fly - setup for Enya 60 \$ 45.00

Gypsy M6th Biplane - for Tatone mount  
Ready to fly for 60-80 \$ 35.00

Snoopy's Doghouse Ready to fly I I I I \$ 35.00

Travelair 2000 two to choose from  
Each complete with all hardware including  
Tatone mount ( for OS 80), wheels, tank, etc.  
need final finish paint only \$ 85.00 ea.

Contact Don Butman 340-2563

Next meeting Mar. 10 at the Women's club in Encino, be early and the get the  
goodies at the Swap and Shop I I I I I Meeting begins at 8 pm.

FAI TEAM SELECTION

Those interested in participating in the FAI Team selection program should read the March AAM for details. Get your fees paid without delay.

REQUEST FOR OLD R/C EQUIPMENT

Nate Rambo is trying to acquire old R/C equipment typical of the early days. His objective is to be able to give " a dog and pony show" on the history of R/C. Anybody having any old gear representative of the late 40's and early 50's is asked to help by contacting him.

PLEASE NOTE! ! ! ! !

I received the following letter and appreciate the additional information regarding the Sept. 5 -6 -7 Formula I contest which will be held at Lost Wages ! ! ! ! Whoops I mean Las Vegas.

I am also putting in this edition of the newsletter an article that I read in one of the other newsletters that I have received recently. It is on safety in modeling in the home. We after all are concerned with the promotion of the hobby but we are also concerned with the safety of the hobby and those who participate.

The Editor

Remember the next meeting will be held Mar.10 at the Encino Womens Club. Be there early to see the fantastic buys at our very own SWAP n SHOP.



**MODEL  
AIRPLANE  
NEWS**

ONE NORTH BROADWAY • WHITE PLAINS, N. Y. 10601 • TEL. (914) 948-7944

February 16, 1970 AIR AGE, INC. / PUBLISHERS

Mrs. Gayle Smith  
4547 Alonzo Avenue  
Encino, California 91316

Dear Gayle:

Pardon the liberty with the salutation, but we do have a nice, easy way with each other in this hobby that makes it all worthwhile.

Just finished reading the latest edition of the Valley Flyer and as usual enjoyed every bit of it. That Earl Harting can design all my airplanes in the future, I sure do like modern, streamlined design!

*NOTE!!*  
I would like to call your attention to an omission on your contest schedule. The Sept. 5-6-7 Formula I and FAI contest in Las Vegas is co-sponsored by Model Airplane News and The Mint Hotel, and we think this is the biggest thing for modeling in a long time and are justly proud in our part towards bringing it off. Haven't finished the details as yet but it should have at least \$6,000 in cash money to be awarded to the contestants, and no matter how you slice it, that's a lot of bread!

My best to all the guys and gals of the Valley Flyer.

Best regards,

MODEL AIRPLANE NEWS

*Walt*  
Walter L. Schroder  
President

WLS:ez

cc: Mr. Ed Shipe  
Mr. Art Schroeder

(R.I.P.)



CAUTION!!!! DANGER!!!! CHARGING BATTERIES CAN KILL YOU!!!!

Last month in the CW I stated that direct line battery charging is dangerous, and should be discontinued by all manufacturers. A few weeks after writing those words, an incident occurred that convinced me more than ever that I am right in this opinion. For, ironically, through an incredible series of blunders and ineptness on my part, I very nearly set the stage for my own electrocution.

Ending a late session in the basement on New Year's Eve and very tired, I connected the charging cords to my Kraft digital equipment in my Taurus in preparation for flying very early the next morning.. Then, after a bath and dressed for bed, it suddenly occurred to me that the connection had been too easy! I had plugged the charger into the cable to the aileron servo instead of disconnecting the battery pack and plugging in there.. With bare feet, I ran downstairs, grasped the aileron cable connector in one hand, and immediately received a most disagreeable shock!! Somehow, the line voltage was coming out of the signal pin of the aileron servo connector which now engaged the unused pin on the battery charger cable connector. Stupid? Emphatically yes!!! In the first place, I should have connected it properly. In the second place, I should have pulled the line cord prior to disconnecting the charger cable. Thirdly, no one with an ounce of brains should be fooling around with anything on line voltage on a basement floor. But, the point is that, in spite of Murphy's Law, I shouldn't have to pay for my transgressions with my life because a manufacturer wants to save a buck and omit a isolation step down transformer from his battery charging equipment. Nor should Gary Trippensee, who had the bejabbers knocked out of him when he touched the case of his PCS which was on charge. His only sin was to be barefooted at the time! Later examination revealed nothing defective with the equipment, but somehow, he was almost zapped just the same. <sup>barefoot</sup> *apparently*

For those of you who don't know what direct line charging is, let me explain. In direct line charging, your batteries are connected directly to the 110 VAC line through voltage dropping resistors or a capacitor, and diodes in series. Normally, the line cord is wired to two poles of a DPDT switch such that the batteries are disconnected in event you pick up your transmitter and turn it ON. This keeps you from being zapped right on the spot, since one side of your batteries connect directly to the transmitter case. (I'm told that some early sets lacked even this elemental safety precaution!!!) This arrangement sets you up for possible electrocution in a variety of ways, as follows:

- a.) Any shorting to the transmitter case of either side of the line cord because of defective insulation, loose wire strands, loose battery pack, or any other reason will put the line voltage on the case, rendering it lethal.
- b.) If your transmitter has a cord coming out which permits you to charge your receiver batteries in series with the transmitter batteries, either side of this cable will be hot with 110 VAC until it is connected to the receiver batteries at which time the potential across the cord will drop to the receiver battery voltage. However, even with the receiver batteries connected, either side is still "hot" with respect to any grounded object in your house, such as a ventilation duct, radiator, faucet, telephone dial stop, etc.

- c.) The current limiting resistor or capacitor must permit sufficient current to pass to charge your batteries; this is usually 40-50 mA. This is far above the current required to kill you. If your resistance is low, say from standing barefoot on a basement floor or touching a grounded object while damp, perspiration, etc, you CAN get KILLED!!

I hope I have scared you sufficiently that you will exercise extreme care while charging your batteries. Always observe these precautions to assure a continued life:

- a.) Charge your equipment at some spot in the house where you cannot possibly be in contact with grounded objects and your equipment at the same time.
- b.) Set up the equipment where it will not be disturbed by others, your children for example.
- c.) Always wear shoes if you are on a concrete floor or near a ventilation duct.
- d.) Never make connections or disconnections to the receiver batteries while the line cord is plugged in. Plugging in the line cord is the last thing to do while connecting up for charging, and disconnecting the line cord should be the first step in tearing down your charging hookup.

I wish to remind manufacturers that the courts are taking an increasingly severe attitude toward product liability. In event a modeler were electrocuted while charging his batteries, under the present attitude of the courts, the manufacturer very possibly could be held liable in event that the equipment was proved defective by way of either design or construction and in event that adequate warning were not given in the instruction book that came with the equipment. I doubt even that the latter would suffice to relieve the liability. Loosing such a suit could probably wipe out a small manufacturer, and would be far more expensive than supplying a safe, step-down isolation transformer type battery charger with a quality line cord with their equipment.

Perhaps I am making a mountain out of a molehill and I do not wish to embarrass any manufacturer although I did mention Kraft and PCS. Most manufacturers do use the direct line charging method for economy, and all such sets are equally dangerous. The instruction book that came with my equipment doesn't explain the danger or point out the consequences of carelessness in the charging procedure. However, the stated procedure does place plugging in the line cord as the last step in making the hookup. However, a disconnection procedure isn't included. I do not know about the instruction books that come with other makes of equipment since I haven't examined them. Again, I don't want to single out any particular manufacturer for criticism. It just happens that I own Kraft, and it is an excellent set.

It is perfectly OK for any newsletter or magazine to republish this material, credit or no credit. In fact, I would appreciate hearing from anyone who has experienced a shock or knows anyone who has. This will help determine whether this is a problem or whether I'm the only careless modeler around.

Don Dickerson  
155 Francisca Drive  
Florissant, Mo. 64031

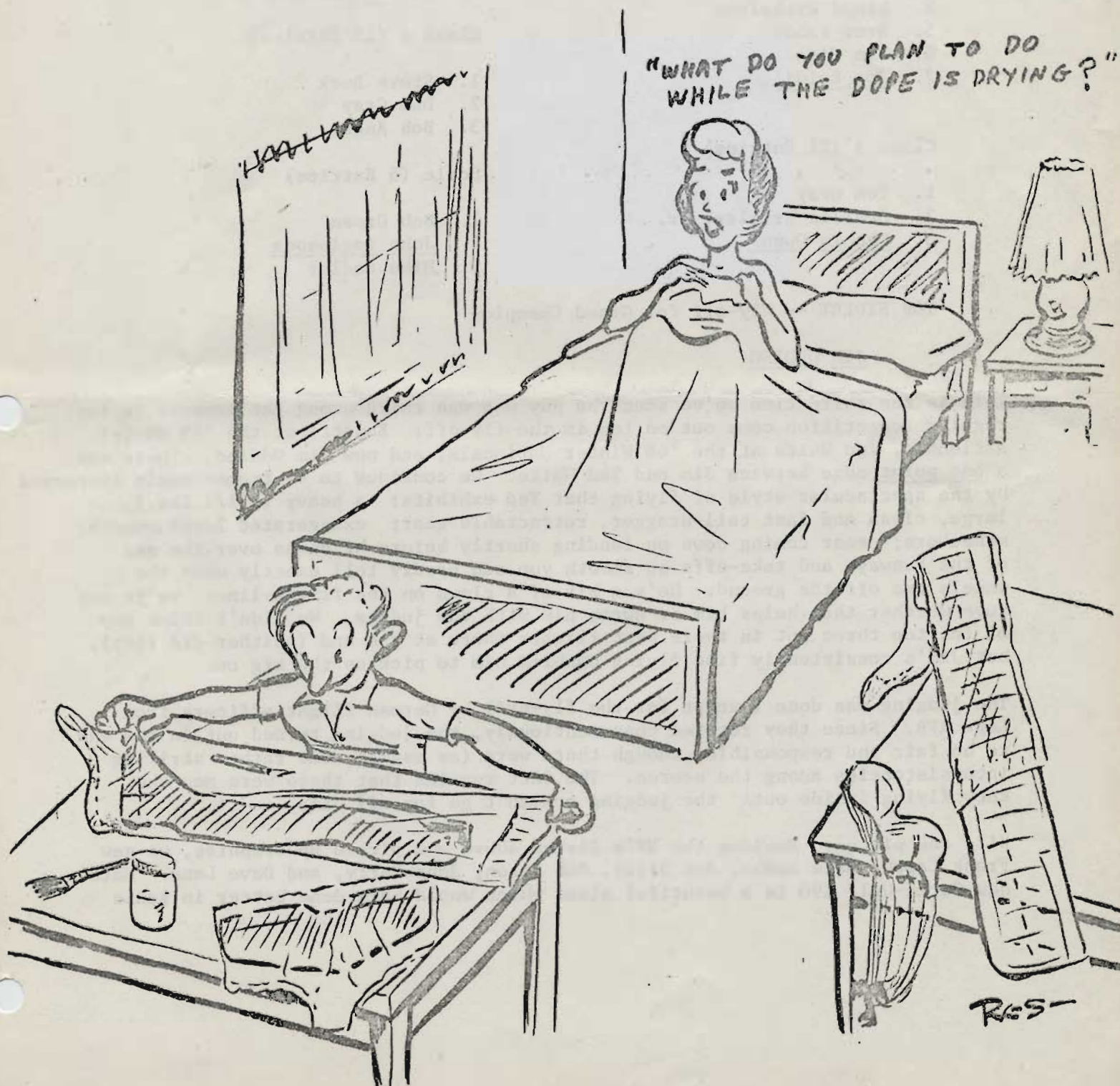
February '70 Carrier Wave page 7

EXCHANGE - Gene Drake, editor of the W\*O\*R\*K\*S\*S\*HEET, N/L of the Western Ohio R.K.S., Dayton, Ohio offered a good suggestion in his Dec. '69 N/L: He proposes that N/L editors run a column called "THE EXCHANGE" where-in he reprints selected articles from other clubs' N/Ls. When our page-count permits, I'll run an "EXCHANGE" page in the Carrier Wave. To kick it off, I'm reprinting a paragraph from Gene's Dec. WORKSHEET; The illustration to supplement it is by Bob Schwartz of the McDonnell RC Club!

Reprinted from WORKSHEET, N/L of the WORKS club, Dayton, Ohio:

### Sexy Way to Cover a Fuselage

You want to try a different way to silk a fuselage. Find one of your wife's old nylon hose. Take and pull it back over the fuselage and dope it on. It will form around the curves and corners very well.





THE 1970 SOUTHWEST REGIONAL CHAMPIONSHIPS, BUCKEYE

Bob and Whit Stockwell

Eleven Valley Flyers were among the participants in the Buckeye competition. Among them they brought back TWO FIRSTS, TWO SECONDS, and TWO THIRDS, which is pretty good flying. The standings:

C-Expert (13 Entries)

1. Ted White
2. Bill Salkowski
3. Jim Oddino
4. Lloyd Nicholson
5. Bror Fabor
6. Jim Witt
7. Joe Bridi

Class A (21 Entries)

1. Tom Gray
2. Orville Brixley, Jr.
3. Dennis Dunn

TOP EXPERT -- Fly-off for Grand Champion

JIM ODDINO

This is the third time we've seen the guy who was third among the experts in the regular competition come out on top in the fly-off: Bonetti at the '69 Winter Nationals, Ted White at the '68 Winter Nationals, and now Jim Oddino. There was a one point edge between Jim and Ted White. We continue to be tremendously impressed by the spectacular style of flying that Ted exhibits: a heavy (8 1/4 lbs.), large, clean and fast tail-dragger, retractable gear; exaggerated large smooth maneuvers; gear coming down on landing shortly before he comes over the end of the runway, and take-offs so smooth you can hardly tell exactly when the wheels are off the ground. He's a bit of a clown on the flight-line: we're not sure whether that helps him or hurts him with the judges. We didn't think any of the top three put in their best flights there at the end (neither did they), but Jim's consistently fine flying enabled him to pick up the big one.

The judging was done (except for the fly-off) by German flight officers from Luke AFB. Since they rotated conscientiously, the judging turned out in the end to be fair and responsible, though there were (as usual) some rather striking inconsistencies among the scores. The fact remains that these were men who know flying inside out: the judging couldn't go far off base.

Bits and pieces: Besides the VF's listed above who picked up trophies, we saw Frank Capan, Nate Rambo, Joe Bridi, Bob Upton, John Perry, and Dave Lane. Nate's new Focke-Wulf 190 is a beautiful plane which would have done better in scale

Buckeye con'd

if his retractable gear had not misbehaved (like, it collapsed on both landings; Nate and Larry should get together to delve the mysteries of such elaborate and technologically advanced equipment). Both Whit Stockwell and Bill Hebestreit, the two top C-Novice entries, outscored all but the three top experts. Whit now moves up to the expert class, this being his third win. Bill flew so well in his first Class C competition that we expect to see him in Expert soon. Dan Gray moved out of Class A just in time for his brother Tom to start winning: they're quite a pair of young fliers. Jimmy Witt's El Henchman (a hybrid between Ted White's El Gringo and the Henchman) came to a bad end at the bottom of an outside loop. We heard Joe Bridi muttering about why his Kaos wouldn't fly as well as Whit's (which was built from a kit that Joe gave Whit to test before they went on the market). It's a fine airplane, this series-70 SunFli, very smooth on the rolling manuevers especially. It's good to have a high-quality balsa airplane again: we can retire the Citron with no measurable regret. Three of the best airplanes we saw were Marty Barry's, Jim Oddino's, and Bill Salkowski's, all of them versions of the New Orleanean. Marty had nothing but engine trouble, dying on the inverted spins: but he is one of the best fliers around, having cut his teeth in the southeast against competition like Kirkland, Whitley, and Chidgey. You'll hear more of him this season.

The weather was more cooperative than last year (when it rained). It was windy, especially on Saturday, but not impossible. The ARCS ran the contest very smoothly. The season is off to a good start, and we look forward to the BIRDS open on March 14-15. The Valley Flyers should turn out in force for that one. They have a good black-top landing strip now -- and when you practice for it, remember that with their prevailing winds it's almost certain to be a right-hand pattern.

And for the racing enthusiasts: don't forget the March 28 Novice Formula I event at Whittier Narrows -- everyone except Certified Exhibition Pilots is eligible. Try to persuade Nate to enter his Midget.

HOBBY DEALER DIRECTORY

This newsletter is brought to you the VALLEY FLYER MODELER through the courtesy of the listed Hobby Shops and their interested owners.

NORTHRIDGE

Larry @

Larry's Hobby Center  
8960 Reseda Blvd.  
Northridge  
344-3105

VAN NUYS  
Art @

The Hobby House  
7546 Balboa Blvd.  
Van Nuys  
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SANTA SUSANA/  
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Irv @

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LOS

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Colby @

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Santa Monica  
EX 6-0280

At these shops you will find all the goodies your heart desires. Older kits that you have built, flown and remember with nostalgia; new ones that you're just itching to build and try with great expectations.