

# THE VALLEY FLYER

1970

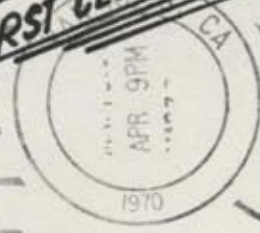
*Apr.*



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 Women'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

Safety is a small word but carries a big, big meaning to each and every one of us who are interested in the furthering of modeling. I have read the newsletters from the other clubs who are having the same problem of flying safety. And I see that all the clubs have their rules and regulations for safety enforced for all flyers whether the flyer is a member of the club or not, and if the field is private or run by the local governments. Only by following through on all points of safety set up at the field can we attain the goals that we set for the betterment of modeling.

SAFETY! SAFETY ! IS THE WORD OF THE HOUR ! ! ! !

Reprinted from ARCS.

THE EGO TRAP or FOOD FOR THOUGHT

In days gone by I've proved my worth  
By zooming low across the earth,  
I've buzzed the flight line and ramada ridges,  
I've dove my craft beneath the bridges,  
I've looped and spun and rolled my wings,  
I've sung the songs R/C pilots sing,  
I've pressed my luck quite near the limit-----  
Not for need--but the thrill that's in it.  
I've tried most stunts it can be said,  
Yet never learned to use my head.

Anonymous

REMEMBER ! ! ! The next meeting will be on April 14, at 8pm. Please be prompt. Bring your goddies for the Swap n Shop.

## PRESIDENTS CORNER

With the contest season almost upon us the experts are getting their new pattern ships ready. Larry Leonard has a new design "The liberty Bell", with retract gear. Sure looks pretty flying ! ! !

The word is also out that Bob Smith has started to build a new plane with retract gear. There is still some doubt that the plane will be finished this year. It seems that Bob has found another sport.....GIRLS!!!!!! Whit Stockwell is busy with new Formula I racers for the 1970 season. However at this point he does not seem to be much of a threat... with that long hair he can't seem to see to well. Maybe thats why he has all those midairs.

Of course, we all send our condolences to Jim Oddino after having his new pattern ship destroyed do to radio failure. Anyone care to recommend a new radio service man to Jim? ? ? ?

Since most of the business problems of the club are handled at the board meetings, the business portion of the monthly meetings will be limited to 30 (thirty) minutes. This will give us more time for the interesting programs that Les Kesner is arranging.

Within the last few weeks your Field Committee has posted new signs and painted the pit area. The big problem at the Basin continues to be safety. The field is open to all the public and at times it becomes very difficult to get the non-members of our club to observe a few safety regulations. Anyone with suggestionson how to enforce the safety rules against these offenders, our Field Safety Committee headed by Dan Reiss would like to hear from you.

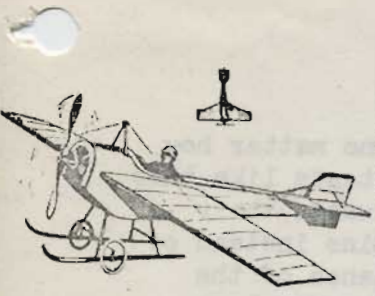
In my travels around the West Coast I find many modelers and clubs very unhappy with the idea that the Nationals will not be held in California next year. The AMA may face a mass exodus of members and clubs next year. We have already had a number of requests by our members that the Valley Flyers drop the AMA charter membership next year. The big question asked is "What do we get for our money?" There is a great deal of talk again of setting up an R/C organization outside of the AMA. The big difference this time around is the people who were staunch supporters of the AMA talk of starting a new organization. I have a feeling that if the MAN in Washington does not get "TUNED IN" on the West Coast, he will be "TUNED OUT!"

Thanks to Clarence Elmore for his donation of a field box, and to Bob Bleadon for the ride in the P51 which added a bit to your treasury.

Don't forget our Swapn Shop at the next meeting April 14th at the Encino Women's Club.

A fabulous stage show is being arranged for our entertainment at the Christmas party on December 12th. MARK YOUR CALENDAR! ! ! !

Dick Sonheim, President



Reprinted from R.C. CUE

THE LANIER CITRON MARK II

(with appropriate remarks on the Webra Blackhead 61 and Devcon 5 minute Epoxy)

Dallas RC Club "NEWS" by Mike Shabot

Relax! I offer no glorified sanctified "product reports" Just a few decidedly biased words with reference to a few of the hobby items which have become available recently. As most of you know, Lanier Industries is now producing one of the best looking, best flying, contest winning airplanes, plastic or otherwise, to come along in many a day. No doubt about it, this plane far & away is a cut above any previous ready-to-fly made. In the appearance department, the beautifully moulded fuselage would be extremely difficult to copy in balsa. Moulded plastic wing fillets fit just right, are attached in a few minutes and really class up the plane. The plastic canopy is perfectly moulded and blends subtly into the fuselage shaping. All of the plastic-plastic joints & surfaces fit amazingly well; Lanier tolerances must be in the 1/1000 inch range!

From the construction angle, many Lanier built in innovations cut assembly time & assure perfect alignment (with 1 glaring exception). Starting at the nose (which fits a 2 1/2" spinner nicely), the motor mounts and nose gear mounts are already installed. Be prepared to do some whittling on those motor mounts to cram your Webra in. All you need to install the nose gear is 1 collar & a horn, & you don't need eyeballs on your fingertips to do it. TIP: the best way to insure that a collar or horn will stay put is (1) file a flat spot on gear & (2) dab some of your wife's or girl friend's fingernail polish on the clean threads before you tighten the locking bolt. The screws on the wing speed construction, aside from the completely finished panels. 1st, the aileron torque rods come sandwiched in the rear center section doubler, which can be attached in a few minutes. Be sure to carve into the

trailing edge of the wing so that this doubler fits as flush as possible; the precision tolerances of this plane will not accept a sloppy fit back there (I know!) The leading edge doubler serves as a clever wing hold-down & aligner, insuring perfect assembly on the field. The rudder and sub fin fit over moulded nubs in the fuselage & you would really have to work to misalign them. The glaring glitch in the precision workmanship is in the fuselage stabilizer saddle. This saddle fits the stabilizer perfectly, but when you get the wings exactly level you will find the left stab tip 1/8" lower than the right stab tip. I want to emphasize that this is not just a chance occurrence on my fuselage; both of Richard Bucy's Citrons have precisely this same malady. Evidently this error is moulded into all Citron kits; you will have to read on to find the fix for it.

Now that I have exposed most of the good points, let me reveal the kit's 1 worst point: THE "INSTRUCTION MANUAL" IS JUST RIDICULOUS. It raises more ?s than it answers & you would probably do as well without it. Now those of you who scratch build or toss together kits with little or no plans may wonder why any instructions are necessary with the RTP; the answer is that while it is obvious that the parts must fit together just so, it is by no means obvious how to get them to fit just so. Unlike a balsa plane, you can't shave a little bit off one part & make up for it with a dab of filler on the next; on an RTP you have to be 100% right the 1st try. It is obvious that most of the assembly instructions were lifted from previous manuals; the tail assembly drawing pictures a "tail-dragger" of all things. A printed "personal message" from designer Jim Kirkland is enclosed, filled with commercial messages & some erroneous tips. The Pylon RST-12 oz. tank he recommends will not fit to save his soul or mine; try a Pylon round 12 oz. tank instead. The control surface throws he recommends are the bare minimums; the 4 or 5 modelers that I know flying this plane have promptly cranked in more elevator & aileron throw.

Flying the Citron is a pleasure, especially with the stab aligned. Inside & outside loops can be performed without wandering, probably due to clean design & true, mostly factory built surface alignment. Rolling maneuvers are smooth & don't require much down elevator while inverted to maintain attitude. Straight inverted flight requires almost no down elevator. A bit of down trim will do it. Inverted turns are as easy as upright ones. Snap maneuvers can be performed crisply; I did my first (& probably last) loop with 1/4 snaps with this plane.

Main gear landings are no problem for the plane, even though they may be for your nimble fingers. In short, this plane can do anything you are big enough to do; it will not hold you back. One added bonus is that the plane is really tough & will stand up to considerable abuse; the corrugated plastic spar running from the wing saddle to the tail really tightens the plane up.

My first few flights were made with an ordinary Webra 61. When I bolted on the Blackhead, the increase in power was readily apparent. Most impressive were the straight up climbs, huge loops, etc. With a little headwind you can take off & fly straight up at about a 75-80 degree angle out of sight. The only drawback is that fuel consumption appears to be up a bit. Actually all the power available is not necessary & I have been toying with the idea of tacking on one of the new, efficient mufflers...

Devcon epoxy comes in 2 tubes of a couple oz. for \$1.25. It actually does cure completely in 5 min. & is not brittle. It does not attack foam or plastics. In my opinion it is superior to Hobby epoxy because it will not chip or shatter & because it is easier to mix. The fast dry feature opens a new day in building; those items which you had to leave alone to set up for an hour or two are now ready in a few minutes. And it's great for field repairs

The following is some specific information for those (many) persons who have inquired as to how I put my Citron together. Save this article if you think you may purchase one in the next few months. It will come in handy!

Wing: Join halves and braces with Hobby epoxy II epoxy. Notch T.E. as above for T.E. doubler, then Air-O-Cement it in place. Note that "Air-O-Cement" which is just a cheap ordinary solvent, is dabbed on only at the edges of the parts being joined. If you try to get some "underneath" or between the parts, it may eat through one of the pieces before it can reach air to evaporate. Continuing, cut open the wing saddle in the fuselage. Trial fit the plywood leading edge key as per printed instructions. When you get the leading edge key fitting the L.E. doubler just right, drill 2 small holes in the fuse through the plywood key & ply fuse floor it rests on. Secure the key with larger wood screws in the drilled starter holes. Now Hobby epoxy II the L.E. doubler in place, taking care to fill the open areas with epoxy completely. Before installing T.E. bolt-down blocks, install the rear fuse doubler after cutting it to shape (which is nothing like the one in the instructions). Epoxy in the wing hold-down blocks to the fuse side, but not quite so far

back as pictured because the aileron linkage will not clear. Drill & tap for nylon bolt. Now install a tap or bolt inside out on both hold-downs so that about 1/8" sticks out at the wing. Now press the perfectly aligned wing against the bolts; the indentations in the plastic will show you where to drill through the other side. Epoxy a 1/8" plywood plate on the bottom of the wing for each bolt to rest on. With the wing in place, Air-O-Cement the fillets in place. Note: the fillets must be trimmed to the inside subtle "crease," not the outer big "bend," to fit properly. Beef up the fillet-fuse joint with silastic or Devcon epoxy. Now trim ailerons to shape (clip them inward to fit the wing tip & cover the exposed balsa with Air-O-Skin) and attach with your favorite hinge (mine is notched polyethylene sheet). You must peg the servo hinges with toothpicks as the foam has no inherent strength. Dig a hole in the center section for your servo & epoxy hardwood servo mounts in place. Install landing gear as per instructions.

Tail assembly: **FORGET ABOUT THE METHOD OF ASSEMBLY IN THE INSTRUCTIONS!** You will just end up with a wobbly stab & rudder. 1st let's eliminate that nasty stab mistake by adding (with epoxy) enough thin strips of spare Air-O-Sheet to the left lower saddle & the right upper saddle so that the stab is exactly level when the wing tips are exactly level. Now EPOXY the stab in place & don't spare the glue. Forget about the plastic supports shown in the plans. After trial fitting, Devcon epoxy the ply spar to the back of the fin. In 5 minutes, pour a pile of Hobby epoxy II into the hollow fin. Now quickly fit the fin over the nub in the fuse & Air-O-Cement it in place; the Hobby epoxy will slowly run down & set up, giving you a rock-solid joint over the flexible Air-O-Cement one. Now Devcon a 1/8" ply spar (you will have to make this one) in the front of the rudder flipper. Now join the fin & rudder with conventional hinges, using the ply spars as the main support. **FORGET** about the straight wire hinge shown in the plans; the plastic flanges break in less than 5 flights.

Finishing touches: Install servos on hardwood rails. Due to the internal nose wheel linkage, I found it necessary to anchor my foam-wrapped battery pack to the fuel tank, thus suspending it above the linkage. Use stiff, insulated electrical wire for this. Mount your engine with #9 x 3/4" Pan Head Sheet Metal Screws (the #7 screw suggested in the plans will not go through the motor base). All weight with a mini radio will be in the 6 1/4 lb. category. Happy flying!

WHY DON'T I EVER WIN WHEN THE JUDGING IS  
BAD ?

by

Jim Oddino

Well it's been more than a week since the fiasco at Birdland, but no matter how I look at it, the judging still has a "bad smell". A few more contests like this one and stunt competition will be dead, since no one will want to waste their time...! ! ! I saw guys do good spins, spiral dives, and four spins instead of three etc., but the scores they got had no relation to the performance of the maneuver. The guy that gave me a two had to be looking at the wrong airplane.

Now that I'm done crying, and have gotten a lot of people who worked very hard to put on the contest angry with me, I'd like to offer some constructive ideas.

First of all, judging is not easy. To be a good judge takes talent and experience. You would never get away with picking some baseball fan out of the stands and ask him to call the balls and strikes on major leaguers ( no matter how many times he had read the rules book).

Second, there is no incentive to be a judge, much less a good judge. You sit in the sun all day and your reward is to have guys like me complain.

Finally, and probably most most important, is the fact that no one, no matter how competent, can sit there and judge 60 flights in a row. Having professional judges has been suggested, but our sport is not able to afford this idea at this particular time. I had an idea a year or so ago that we try to motivate people to be good judges by rewarding those people who do a good job at the local contest by giving them a trip to judge at the NATS, however this gets to be a very big administrative problem and probably isn't worth the effort.

I think Larry Leonard was on the right track at last year's Valley Flyers contest; no one has more desire to have good judging than the contestants themselves..... If they don't know a good maneuver from a bad one then they had better learn.

The problem of siting there and judging a complete round of all contestants was still with us and with the size of the entry list nowadays, it's pretty hard to concentrate for a complete round. There were also problems in the fact that we had some rather drastic weather changes, and with the system used last year, each expert flyer did not fly in front of all of the judges. The proposed solution to all this is to run every round, just like the fly-offs that have become popular in recent years. For example, in Class C Expert you would line up all the entries and they would fly in succession. With normal twelve (12) to fifteen (15) entries and ten (10) minutes per flight this would take two (2) to two and a half ( $2\frac{1}{2}$ ) which is a more reasonable time to judge. This should result also in more consistent weather conditions for all contestants.

The main thing is, the judge can compare all the contestants in a given class because he sees them all in a relatively short period of time. There would probably be a lot of arguing about who flies first and in what order but this could be handled by picking numbers out of a hat. A more interesting method might be to seed the contestants and make the top seed fly first, and so on down the list.

Where do the judges come from? The Class C Novice, of course! ! ! Assuming there are twelve entries, you could set up two teams of five judges plus two back ups. Each team would judge one round or 12 to 15 flights each day in

a two day period, four round contest. Similarly, two teams of Class C Experts would judge the novices. With five judges, you can throw out the high and low scores so that no one judge can fix the contest.

In Class A and B, where 20 to 30 entries are common, four judging teams could be set up with each of them judging just one round or a total of from 20 to 30 flights for the two day contest. Whether they do it all in one day or judge half a round one day and the other half the next day would be up to the contest director. Who knows, the flyers might learn a little faster if they do a little judging.....! ! ! ! !

I would appreciate hearing any comments on this proposal, particularly any ways to improve it. If the BIRDS don't throw me out for my disparaging remarks, I plan to volunteer to set up the judging at their next contest.

Remember the next meeting is April 14th, Tuesday at 8pm. Please be prompt. ! ! !

THE BIRDS OPEN in early March was well-attended: 65 entries, including competitors from as far away as Albuquerque (Ted White) and several from central and northern California. Notably absent were most Valley Flyers -- all except Roger Owens and Hans Weiss in Class A, and the Experts who dominated Class D (Larry Leonard, Bill Salkowski, Jim Oddino, and -- not quite in the money, Whit Stockwell, Bob Smith, and Frank Capan). Where were all our A and B fliers? They missed a good event. The results:

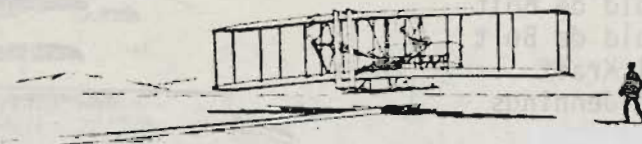
| <u>A</u>       | <u>B</u>   | <u>C</u>      | <u>D</u>     |
|----------------|------------|---------------|--------------|
| 26             | 20         | 8             | 11           |
| O. Brixey, Jr. | R. Emerson | J. Howard     | L. LEONARD   |
| A. West        | T. Prather | B. Hebestreit | B. SALKOWSKI |
| T. Grey        | C. Watkins | M. Barna      | T. White     |
| H. Blanchard   | S. Buck    | E. Lind       | B. Fabor     |
| E. Fabor       | D. Grey    | G. Reiss, Jr. | J. ODDINO    |

THE TALENT PROMOTION RACE at Whittier Narrows on March 28, sponsored by R/C News and managed by John Garabidian, Jim Jensen, Jim Maston, Jack Fabrey, and a sizeable group of Certified Exhibition Pilots (ineligible to fly in this event) including Jack Hertenstein, Mike Bridges, Joe Bridi, Whit Stockwell, Bob Smith, Larry Leonard, Granger Williams, Jack Stafford and others, was a great success. Among the Valley Flyers who flew were Jeff Bertken (sometimes even down at an altitude where it was pretty clear he was flying the same course as the others, though Larry brought a crash helmet just in case), Ron Schorr (with a couple of good heats before he had radio trouble and had to drop out, though he got his airplane home in one piece), Tom Cone and Joe Pittner, Jay Replogle and Sid Hamburger, Dan McCan, and Paul Black.

There were 39 entries, but only about 25 went home with planes in one piece. The first few heats were a disaster area: we were on the flags at the scatter pylon, and we almost got the impression the novices were trying to wipe out the experienced competition. In three heats one went in to the left of us about twenty feet, one to the right about twenty feet, one back behind us and one right in front of us. By then they had us zeroed in, but they never got any closer. Thinking it might be safer on the starting line we switched off with some other guys and worked the phones and score sheets for the rest of the day and we nearly had a couple of haircuts from K & B .40's (that may be the only way, come to think of it).

The winners look like major competitors at any level. Joe Vartunian took first, flying the airplane Mike Bridges had last season (Joe, Mike, and Jim Jensen are a top racing team in a class with Bridi/Stanley, Smith/Bertken, Leonard/Anders, Upton/Graham, or even -- you'll excuse our modesty -- the present writers). Terry Prather took second, followed by Sakert, Warner, and Barna.

Anyone who wants to race will have ample opportunity this season. The next one is a pre-season warm-up April 11-12 at Whittier Narrows. And the first weekend in May the season opens in earnest at San Marcos (provided they get a field -- there's a problem with engine noise and a nearby church; we may end up with mufflers on those screaming .40's yet).



# WRIGHT BROTHERS MEMORIAL

EIGHTH ANNUAL

## RADIO CONTROL CHAMPIONSHIP

WRIGHT-PATTERSON AFB

1970

DAYTON, OHIO

### LOCATION

Famous Wright Field in Dayton with hundreds of acres of concrete and grass.

### MOTELS

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field Pike, Phone: 254-1766, also just  
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### PRIZES

The Usual High Quality:

- \* Prizes to 5 or more places for all events.
- \* Trophies for first three places in each event.

### ENTRY FEES

\$7.00 first event  
\$2.00 Jr. and Sr. first event  
\$1.00 each additional event

### EVENTS

Class C Expert (FAI Pattern)  
Class C Novice (FAI Pattern)  
Class B Jr-Sr-Open  
Class A Jr-Sr  
Class A Open  
Scale  
Formula I  
Formula II (FAI Rules)  
Sport Pylon

### SPECIAL EVENTS

BiPlane Pattern (FAI)

At last, an event for bi-planes!  
Compete only with other bi-planes.  
This will be a separate pattern  
class with five or more entries  
(NOTE: Only one pattern entry in  
contest permitted per flyer). Now  
us bi-plane nuts can compete on  
an equal basis. Standard AMA (FAI)  
pattern rules and judging will  
be followed

### SPECIAL ATTRACTIONS

- \* A Grand Champion chosen by results in all events receives perpetual trophy.
- \* Four continuous flight lines in widely separated areas assure lots of flying.
- \* AMA pattern rules used exclusively.
- \* Our large, rotating pool of experienced judges assures top-notch judging.
- \* Coffee and donuts served to early contestants both days.

ALL AMA SAFETY PROVISIONS, INCLUDING ROUNDED PROP NUTS, WILL BE ENFORCED.

AMA SANCTION NUMBER - 54

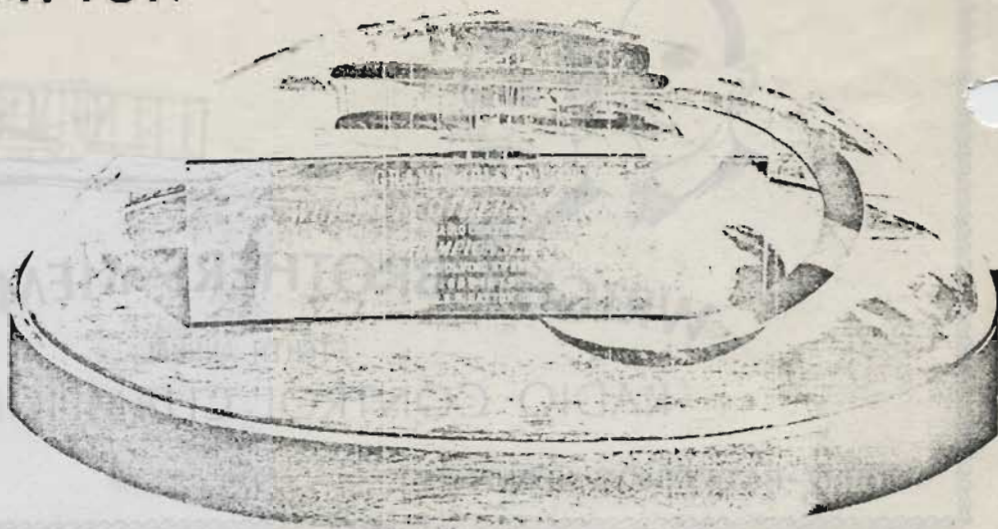
# DAYTON, OHIO JUNE 20<sup>th</sup>-21<sup>st</sup>

CONTEST DIRECTOR: DON LOWE, 5936 CLAR-VON DR., DAYTON, OHIO 45430, 426-0635



# GRAND CHAMPION

1969: Ed Keck  
1968: Harold de Bolt  
1967: Harold de Bolt  
1966: Phil Kraft  
1965: John Jennings



## 1969 PRIZE DONORS

Ace Radio  
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V-K Model  
Warner Industries  
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## 1969 CONTEST WINNERS

GRAND CHAMPION: ED KECK

Class A Jr-Sr: Charles Stone  
Class A Open: Hal Van Diver  
Class B Jr-Sr Open: George Estes  
Class C Novice: Tom Taylor  
Class C Expert: Norm Page

Scale: R. Miller  
Formula I Pylon: Ed Keck  
Sport Pylon: Bob Reuther

## DIRECTIONS TO CONTEST

Locate Routes 4-69 Expressway running northeast from Dayton. About four miles outside of downtown Dayton is the Harshman Road Interchange. Take Harshman Road south about one mile over the railroad tracks and turn left when it ends at Springfield Pike. That's Wright Field on your right. Enter at the main gate 1/2 mile ahead.

FLYING STARTS AT 8:00 A.M. Saturday and Sunday; be on time!



SPONSORED BY

Western Ohio Radio Kontrol Society

6<sup>TH</sup> ANNUAL

 **RCM SCALE** 

CONTEST & RALLYE

**SEPULVEDA BASIN**

**SATURDAY MAY 16TH  
AMA SCALE**

**REGULAR PRESENTATION & 3-VIEWS**

**AMA SCALE FLIGHT PATTERN**

**BUILDER-OF-THE-MODEL  
RULE IN EFFECT**

**A STRICTLY AMA EVENT**

**AMA MEMBERSHIP REQUIRED**

**C.D.: FRANK CAPAN  
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**SUNDAY MAY 17TH  
RALLYE EVENT**

**3-VIEWS ONLY-NO PRESENTATION**

**SIMPLIFIED FLIGHT PATTERN**

**YOU MAY ENTER & FLY MODELS  
NOT BUILT BY YOU**

**A FUN EVENT FOR ANYONE**

**NO MEMBERSHIP REQUIRED**

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- ★ TROPHIES FOR FIRST-SECOND-THIRD (BOTH EVENTS)
- ★ ALL SCALE JUDGING (STATIC) ON SUNDAY BEFORE NOON
- ★ PRIZES FOR ALL ENTRANTS
- ★ \$3.00 ENTRY FEE · \$4.00 TO ENTER BOTH EVENTS
- ★ ALL ENTRIES CLOSE AT 10:00 AM SUNDAY
- ★ FLYING COMMENCES AT 9:00 AM BOTH DAYS

**HOSTED BY THE VALLEY FLYERS!**

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.

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Larry's Hobby Center  
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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.