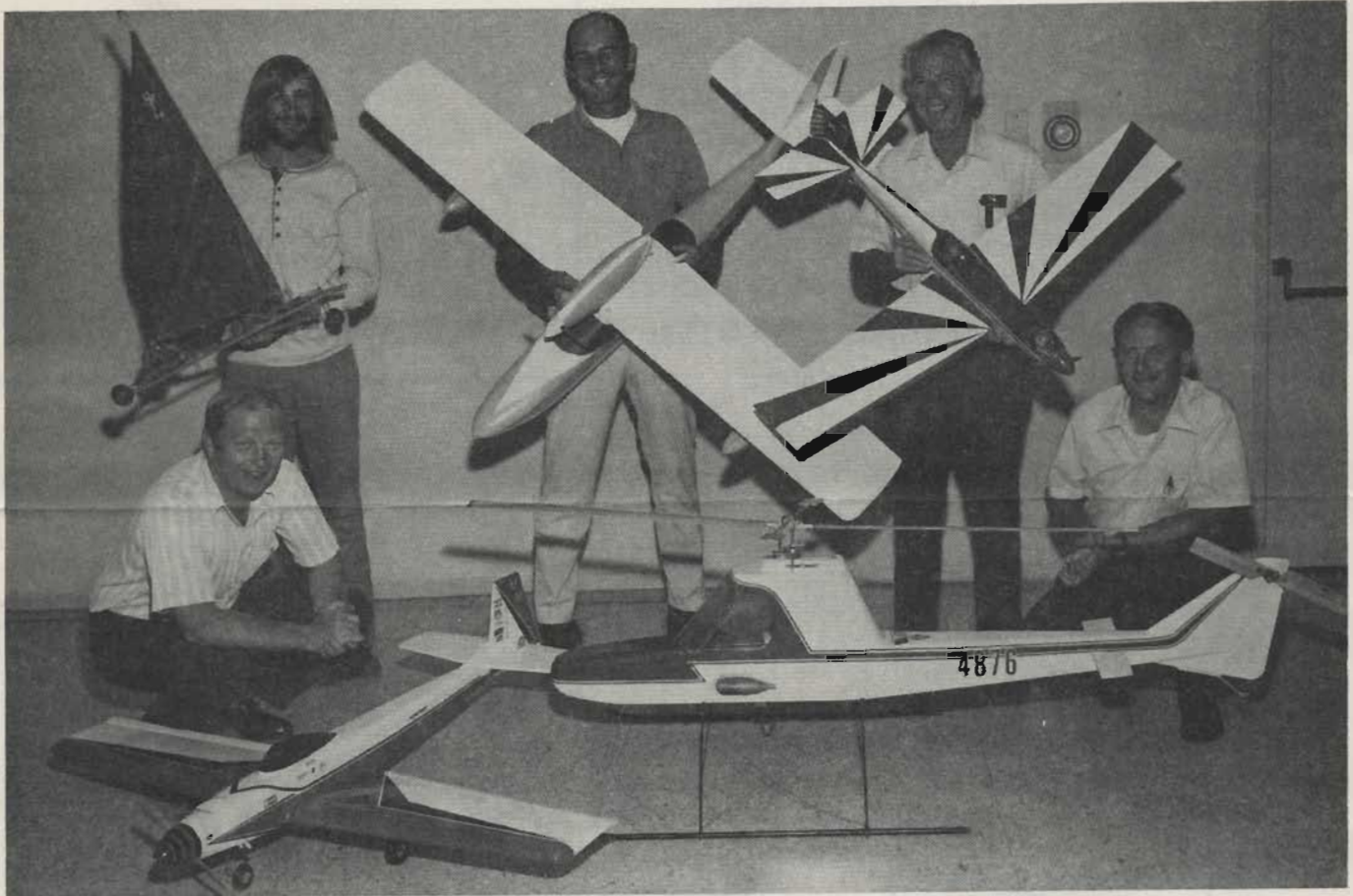


# VALLEY FLYERS

## NEWSLETTER '72



The models presented at the August meeting, from left to right: Dick Sonheim with a Kaos, Mr. "X" (I missed getting his name) with a sailer, Earl Hartings with a new Wavemaster, Ken Hall with his new Mini-Master, and Nate Rambo with his original helicopter. They all look very good to me.

SEPTEMBER 1972

PRESIDENT: RON SCHORR

SECRETARY: JAY REPLOGLE

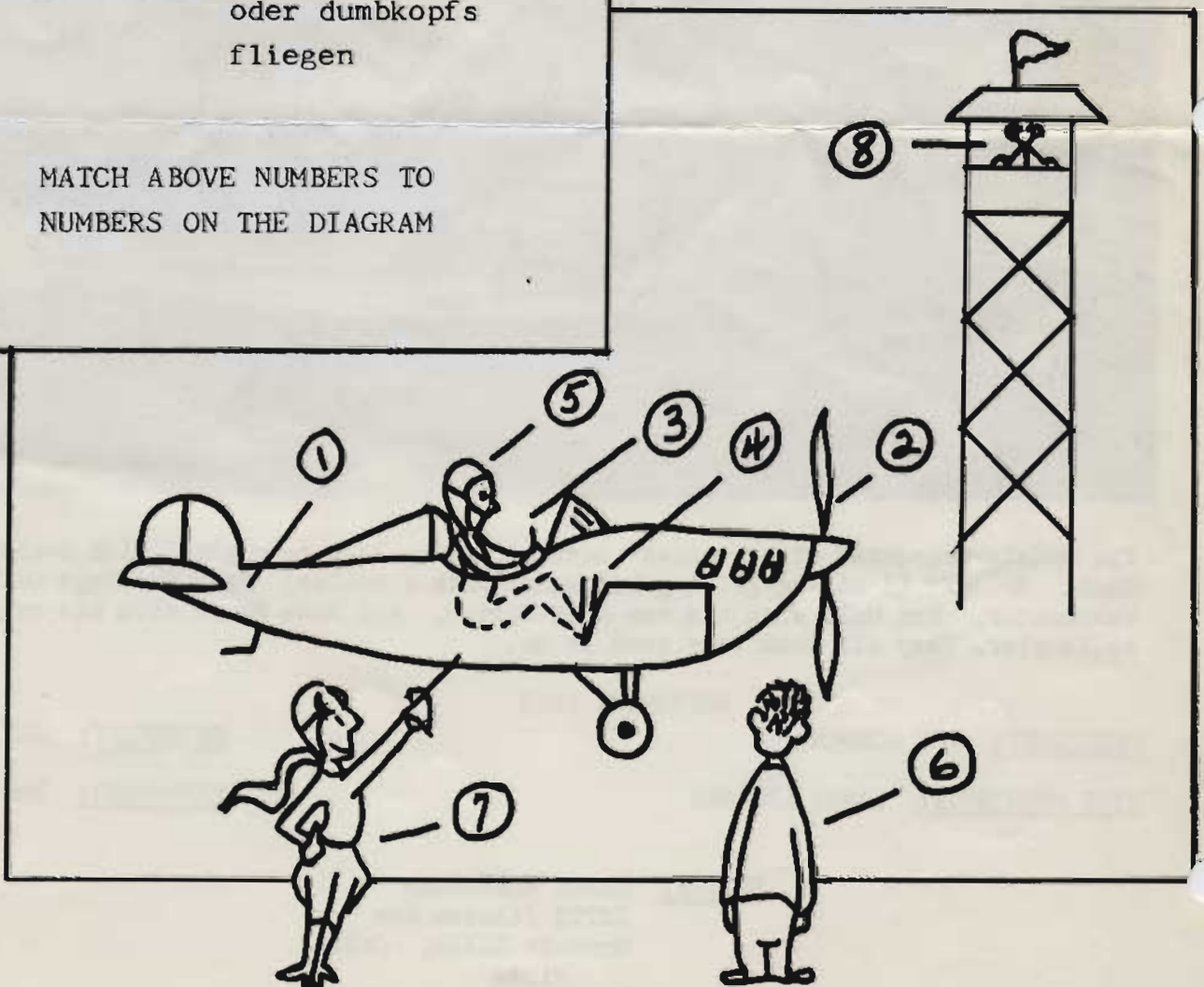
VICE PRESIDENT: LARRY LEONARD

TREASURER: TOM CONE

EDITOR: LARRY ROSENBERG  
12772 Jolette Ave  
Granada Hills, Calif  
91344

1. Aircraft - Der fliegenwagen
2. Propeller - Der airfloggenfan
3. Control Column - Der puschenpullen schtick
4. Rudder Pedals - Der tailschwingen werks
5. Pilot - Der tailschwingen puschenpullen werker
6. Student Pilot - Der dumbkopf lernen fliegen
7. Instructor - Der dumbkopf schtuck mit der dumbkopf lernen fliegen
8. Air Traffic Controller - Der schweinhunt ubbenzie taur watchen aller oder dumbkopfs fliegen

MATCH ABOVE NUMBERS TO  
NUMBERS ON THE DIAGRAM



EDITOR'S PAGE by: Larry Rosenberg

First of all I would like to welcome some new members to the club:

Ben Strasser

Marc Barenfeld

Vincent Igo

Welcome to the Valley Flyers fellows, glad to have you. The club membership now is approaching 100 members again, lets keep it up.

It seems that the Valley Flyers now has its own international FAI team, consisting of:

Larry Leonard

Jeff Bertkin

Whit Stockwell

Charlie Smith

This intrepid crew has journeyed to merry old England to make battle in an FAI contest. I haven't received any results yet, but being the cream of the crop, they should do well. My recollections of England are that bumbershoots are the order of the day and that the boys had better prepare for damp weather. This will give them a chance to learn how to tune an engine under very high humidity conditions.

The last word that I received on the field situation is that a field is still in the offing. If true, construction should start soon if the city is going to keep its word about a new field being ready prior to the opening of Burbank Blvd. Just bear in mind that when this new field does materialize, the slightest infraction of the rules on our part will be sufficient to make the city fathers have second thoughts concerning our ability to operate and maintain a field. It will be a long time before our hobby reaches a socially acceptable status, until that time we will be watched closely. Enough said.

I understand that Bob Bleadon is scheduled to bring some movies to the next meeting for entertainment. Perhaps Nate Rambo will be able to give another of his humorous discussions of helicopter flying. His presentations are always well received.

A word or two concerning the coffee situation and the clean-up situation. Myles Moran had previously volunteered to make the coffee at each meeting, which he has done. However, the room has been left in a mess at the end of the meeting and Myles did not volunteer to be the official clean-up committee. At the end of a meeting the room is supposed to be left clean and ready for the next function. This includes cleaning out the ashtrays, picking up trash, etc. It would only take each member a couple of minutes to clean up his own mess. Myles has informed us that if the mess continues, the coffee will not. Okay?

A few words about the coming Xmas party:

DATE:	December 9th, 1972	
PLACE:	THE CASTAWAYS (Burbank)	
MENU:	REGULAR DINNER	\$4.75
	TOP SIRLOIN STEAK	6.50
	PRIME RIB	6.75
BOOZE:	BAR STOCK	\$1.00/drink
	CALL SHOTS	1.10/drink

ENTERTAINMENT: BAND + ????????????

PLAN ON ATTENDING, THERE WILL BE LIMITED SEATING SO MAKE YOUR PLANS EARLY.

ELECTIONS

ELECTIONS

ELECTIONS

Well gang, election time is fast approaching and it is time for you to begin thinking about the club officers for the coming year. Your board has given this some thought and has a suggestion for you to consider.

Consider the idea of having staggered elections and terms for the officers. This would provide for the lack of experience that any newly elected board suffers. If the officer's terms were staggered by 6 month intervals, then there would always be some members with some experience on the board. The following set-up is included for your perusal and consideration:

- President: 1 year term, elected mid-year
- Vice President: 1 year term, elected first-of-year
- Secretary: 1 year term, elected mid-year
- Treasurer: 1 year term, elected first-of-year
- Contest Directors: 1 year term, elected-first-of year

This set-up would require some interim officers or prolonging the terms of some of the present officers, but it would allow for a continuity of office holders and would eliminate an entire slate of new board members every year. Think about it and bring your ideas to the next meeting.

As you all can see, I have once again been overwhelmed with articles for the newsletter this month. No contest coverage, no member articles, no nothing. I can't make news up out of thin air, so it clearly is up to you. My address is on the front cover and my phone number is 360-6648. Don't be bashful. You all should know by now that I will print just about anything. There are only 3 more newsletters to go out this year, and I would sincerely like them to be good ones. I would really appreciate your cooperation.

Larry

**NEXT MEETING: SEPT 12, 1972**  
**8:00 P.M.**  
**ENCINO WOMAN'S CLUB**  
**BE THERE!!!**

MODEL AIRPLANE OPERATING STANDARDS by William M. Flener Director, Air Traffic Service

Department of Transportation Federal Aviation Administration July 1972

Bulletin AC 91-34

### 1. PURPOSE

This advisory circular outlines safety standards for operators of model aircraft, and encourages voluntary compliance with these standards.

### 2. BACKGROUND

Attention has been drawn to the increase in model aircraft operations, and the need for added caution in the case of free-flight and radio-controlled types to avoid creating a noise nuisance or a potential hazard to full-scale aircraft and persons and property on the surface.

### 3. OPERATING STANDARDS

Modelers, generally, are concerned about safety and do exercise good judgment when flying model aircraft. However, in the interest of avoiding undue criticism from affected communities and airspace users, compliance with the following standards is encouraged by operators of radio-controlled and free flight models.

- a. Exercise vigilance for full-scale aircraft (get other people to help if possible) so as not to create a collision hazard.
- b. Select an operating site at a sufficient distance from populated areas to avoid creating a noise problem or a potential hazard.
- c. Do not fly higher than 400 feet above the surface.
- d. Do not operate closer than three miles from the boundary of an airport unless permitted to do so by the appropriate air traffic control facility in the case of an airport for which a control zone has been designated or by the airport manager in the case of other airports.
- e. Do not hesitate to ask for assistance in complying with these guidelines at the airport traffic control tower, or air route traffic control center nearest the site of the proposed operations.

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#### READ AND HEED

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#### CONTESTS COMING UP SOON

Sep 9-10	FAI racing	Mile Square	
16-17	Air Circus	Whittier Narrows	
23-24	Western States Pylon Championships,		Tracy Airport
Oct 7-8	Pattern	SGVF	Whittier Narrows
14-15	Pattern A B	Cnovice & Cexpert,	Standoff Scale Las Vegas

A GREAT "NATS"! --- In spite of the necessary cutback in NAVY help and financial support we had a REALLY TREMENDOUS NATIONALS! Over a whopping 2,000 Contestants and Mechanics! The problems that go with handling that many individuals, and their "camp followers", under competition conditions are unbelievable. Besides providing a national-level of competition facilities, there are also the problems of housing and feeding a great number of those contestants and their supporters. It took a gigantic effort on the part of the many generous AMA'ers who VOLUNTEERED THEIR SERVICES so that the competition could go on with smoothness and the proper dignity. Considering the actual millions of details, figures, items, and judgements involved, it is a tremendous tribute to OUR TYPE OF PEOPLE that there are so few foul-ups. It is a further tribute that the vast majority of contestants choose to be good sports and to be understanding when fortune doesn't tilt their way.

There is another group of volunteer-types who deserve salute for the 1972 "NATS". It was the group of AMA'ers, mostly local, who provided the physical labor necessary to erect such facilities as work tables, tents, snow fence, signs, and so forth. Doing this to provide SOMEONE ELSE with the means of having fun takes true devotion to the cause!

THE NAVY, even though handcuffed with budget problems, were very gracious hosts in opening the Glenview Naval Air Station to us for the week of the "NATS". I personally had the privilege of daily conferences with the station's Commanding Officer, Captain Paul Merchant. Captain Merchant is a man of refreshing keen wit and great hostmanship. He was constantly making sure that we were being taken care of to the limit of what the Station had to offer. He checked on this in rather sly fashion by having lunch almost daily with our leader-types so that he could sound us out. A further tribute to the Captain, who is one of the Navy's youngest officers at such a level of responsibility, was the fact that he was always able to take the sharp edge off the days problems with the swapping of a few stories. Oh, by the way, I enjoy swapping stories too!

AS A HIGHLIGHT OF THE "NATS" -- I was particularly proud and tickled to watch the admiring and envious expressions on the faces of Captain Merchant, ABC's Paul Harvey, CBS's Hughes Rudd, and Navy Deputy Chief of Staff Captain Richard Altmann, as they watched what is probably the "Nats" "cream event", R/C Scale. AMA was living in pretty high company in that crowd!!! I have recorded on film for other AMA'ers and me to enjoy, the expressions on the faces of these fine gentlemen, as at least in their minds, they were helping the pilots to get their craft successfully into the air.

ANYHOW, IT WAS A REALLY GREAT "NATS", and as AMA's elected head I want to thank everyone who was in any way involved, contestant, official, visitor, or host!!!

NEXT YEARS "NATS"?? --- The long range planning for the 1973 "NATS" was under way before even the start of the '72 "NATS"! At this date we have no idea just where the '73 "NATS" will be, or what it will look like, but many possibilities are already being explored. John Worth and Pete Sotich of the Nats Executive Committee and Bob Lopshire, AMA Public Relations, have looked at the facilities tentatively available at Oshkosh, Wisconsin. We have received an opening invitation from the JC's of Wichita, Kansas, the home of the triumvirate of Boeing, Beechcraft, and Cessna. And last week I drove from Dallas to Tulsa to meet John Worth at the airport and drive East to Tahlequah, Oklahoma, to witness the World's Parachuting Championships, and to look over the facilities available there for a possible Nationals. And I must pay due tribute to the U. S. Parachute Association for the job they did in organizing their World Championships. The U.S.P.A. is one of our companion divisions of the National Aeronautic Association. With all their other duties, two of the U.S.P.A. "ramrods" on the world

championships went out of their way in making John Worth and me feel welcome and well informed. They were Norm Heaton and Len Potts, and we can learn a heck of a lot from these fellows. Real fine folks!

STILL ON THE '73 "NATS" - - We sincerely hope that other parts of the country will express any interest they might have in hosting the '73 "NATS", and will advise AMA Headquarters as to just what they can offer.

WITH THE PROBLEM of developing a "new and different" "NATS" goes a need for more and broader "NATS" leadership. Our "tried-and-true" Nationals Executive Committee has lost some key people, and at the same time we feel the need for better geographical representation. Kemp Bunting has served for the last several years with great responsibility at the "NATS" and has been appointed to the NATS Executive Committee. To spread our geographic representation and to bring in some enthusiastic "new blood" the Nats Committee is inviting Dick Carson from the Spokane, Washington area, and Jan Sakert from the Southern California area as Associates in the planning and direction of the 1973 Nationals.

AMA HEADQUARTERS SHOULD BE NOTIFIED of any plans or intentions you or your area have toward the 1973 Nationals as soon as possible (hopefully by Sept. 15th). I will keep the NATS Committee working on this matter and carefully considering all angles, so that the '73 NATS LOCATION and DATES can be announced before the end of this year.

A NOTE OF HUMOR! -- Those of you who know me know that I never let seriousness continue without the occasional relief of a chuckle. I thought you might enjoy this. I left the World Parachuting Championships at Tahlequah about dusk and headed for Dallas. I was driving my Dodge Van, (273 cubic inch bug-smasher!) and just about midnight I crossed the border into Texas (we never call it a "State Line"). About that time I felt a drumming in my left rear wheel, and discovered I had a tire going down. Luckily I made it into the first truck stop. Having nothing else to do for "kicks" the truckers and farmers who were there gathered around to watch the operation on my tire. After pulling out three nails of no importance the repair man pulled out a long piece of animal bone that was making my tire lose air. All the spectators looked on in amazed silence. During this golden opportunity I couldn't resist saying innocently "Hey, I wonder if the rest of that animal is still inside my tire?" The spectators just got up and shuffled off!

AMA ELECTIONS NOMINATIONS --- The Nominations Committee of AMA met during the "NATS" and came up with a fine slate of nominees. AMA's Membership simply can't lose with this potential of leadership to add to the officers who will be held over. The ballots will be mailed out in October along with your renewal application. BE SURE YOU AND YOUR BUDDIES VOTE! If you don't you have no voice in the guidance of AMA. And EVEN IF YOUR CANDIDATE IS RUNNING UNOPPOSED, be sure you vote for him so that he will know that you appreciate his services and that you DO want to be represented. AMA IS YOUR ORGANIZATION!

JOHNNY CLEMENS' SAFETY HINT FOR THE MONTH ----- If you must be destructive, at least do it thoughtfully!

JOHNNY CLEMENS  
AMA President