

# VALLEY FLYERS

## NEWSLETTER '72



SIEMANS-SCHUCKART D-III

COLE PALEN, OLD RHINEBECK

PRESIDENT: RON SCHORR

SECRETARY: JAY REPLOGLE

VICE PRESIDENT: LARRY LEONARD

NOVEMBER

TREASURER: TOM CONE

EDITOR: LARRY ROSENBERG  
12772 Jollette Ave.  
Granada Hills, Calif.  
91344

by Larry Rosenberg

Unfortunately I was unable to attend the last meeting but I understand that several things of note occurred. First of all, I have been told that the auction was at least a qualified success and that everyone seemed to enjoy it. Secondly, Dick Sonheim's motion to modify the by-laws to an Executive Board type of government was unanimously approved. The following people were nominated, and accepted, to run for the board:

Bob Wilde	Stan Gordon	Joe Pitner	Dick Waddell
Kent Nogy	Chuck Smith	Larry Rosenberg	

Nominations will be reopened at the November meeting, then the elections will take place.

There has been considerable byplay going on concerning our field, but I think it best for Ron and Bob Bleadon to report on this at the next meeting. Things are happening so quickly that any information that I give to you now will no doubt be changed by meeting time. Let it suffice to say that we are not out of the woods yet.

I imagine that many of the club members have received a return questionnaire from Supervisors Debs and Dorn concerning Parks and Recreation Services. In case you haven't read this form, there is a facilities box listed under the El Cariso Regional Park titled "Model-Hobby Area". PLEASE fill this out and return it. It might help us out when we least expect to need it. The park is to be located in the Sylmar area, which is quite close to many of us and freeway close to all.

Another pitch for the Christmas Party. This is probably the last chance to buy tickets to what promises to be a gala event. All who have attended the past Christmas parties have enjoyed themselves and this year's event promises to be the best yet. This is the only time of the year that your help is actively sought in the form of ticket purchases, so dig for \$9.25 per person and have a blast at the Castaways.

I guess that about does it for this time fellows, so I'll see you at the meeting.

Larry

MEETING NIGHT!!!

TUESDAY, NOV. 14<sup>TH</sup>, 1972

8:00 P.M. ENCINO WOMAN'S  
CLUB

CLUB ELECTION!!!

CONTEST REPORTS

by: Jim Oddino

Well, October was a busy month for pattern flying with contests on three consecutive weekends. San Gabriel Valley Flyers held their annual Open at Whittier Narrows. Las Vegas RC had theirs at the Mint Gun Club, and the Ventura Comets held their first of what I hope will be an annual contest at their club field.

The Whittier Narrows contest saw some of the old faces return to the wars with Harry Gould capturing a second in C Novice, and Joe Howard getting fourth in C Expert. Lee Fry won C Novice with a Top Flite Mustang, but the Super Cuda's with new Veco engines were probably the most impressive airplanes at the contest. Mike Butler was second in Class A and Hugh Dean was second in Class B. In Expert, Bill Salkowski showed that he finally learned how to fly his 1972 machine, maybe the new Lee-Veco had something to do with it, and in my opinion should have won. Joe Bridi couldn't make it on Saturday and the judges got tough on Sunday.

At Las Vegas it was Joe's turn to win, which he did. This contest was Art Reider and Bob Lake's first crack at expert, and they did real well. Dan Gray was also doing well until he lost his airplane. They counted three flights at Vegas and they never posted the totals so I just listed the top three.

At Ventura the home club guys didn't fly but they did judge. While there were some complaints from the guys who didn't win, I thought it was great. The best part was the Cook-Out on Saturday night.

These guys really have a fine club with a very active membership. The Valley Flyers could take some lessons, particularly in the flying field department. I believe a private flying field is the only way to go.

RESULTS

San Gabriel Valley Meet: (Average of the two best flights)

Class A		Class B		Class C Novice		Class C Xpert	
1	McGray 149	1	Simpson 157	1	Frey 198	1	Oddino 233
2	Butler 146	2	Dean 154	2	Gould 191	2	Salkowski 229
3	Lien 137	3	Foglesong 135	3	Tomey 172	3	Buck 227

Las Vegas Meet: ( Three best, short pattern)

Class A				Class B				Class C Novice			
1	Butler	122	111 105	1	Dean	144 140 139	1	Watkins	205 199 189		
2	White	122	112 104 (?)	2	Cook	129 126 126	2	Cranston	206 202 181		
3	Holt	120	103 97	3	Foglesong	126 126 123	3	Hopkins	209 204 171		

Class C Xpert						
1	Bridi	225	219 212	4	Buck	215 210 201
2	Oddino	225	220 209	5	Reider	205 203 200
3	Salkowski	220	217 215	6	Lake	208 201 192

Ventura Meet: (Total of two best)

Class A		Class B		Class C Novice		Class C Xpert	
1 Breene	338	1 Newbury	324	1 Sorenson	448	1 Oddino	523
2 Lopez	336	2 Cook	319	2 H. Smith	397	2 Buck	495
3 Van Baren	329	3 Simpson	298	3 Chisolm	379	3 Bridi	490
		4 Fogleson	268			4 Reis	441 *

\* George borrowed Mike Butler's Super Cuda (with S & O) and added over 100 points to his score. John Foglesong said that he ought to buy one and George said that he would if John would take the McGovern sticker off his car.

Jim Oddino

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CONTEST COMING UP !!!!!!!!!!!!!!!!!!!!!

A DAY OF PYLON RACING FOR THE AMATEURS !!!!!!!!!!!!!!!!!!!!!

AMA/FCC REGULATIONS APPLY

DECEMBER 3rd, 1972 9:00 AM CONEJO FIELD NO Formula I permitted !!

ANY  $\frac{1}{2}$ A airplane may race, there will be classes for all. also:  $\frac{1}{4}$  Midgets, Pattern ships, etc. Anything over a .15 must have a muffler. 300' course.

\$1.00 entry fee. The race will be held at the Conejo Field. Directions follow:

Take Ventura Freeway to Moorpark Road ( Past 1000 Oaks), Take Moorpark exit NORTH  $1\frac{1}{2}$  miles, the Northrup building will be on your left. Enter the Northrup parking lot  $\frac{1}{2}$  mile to "Model Field" sign, then look for airplanes. Good parking, paved pit areas.

This is intended to be a fun event for all, lots of low key racing. For those of you who haven't seen a  $\frac{1}{2}$ A Pylon race, come out and watch the fun. They may be small, but put four up at one time around a short course and lots of real racing is soon evident.

Contact Myles Moran for any further info, at the next club meeting.

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UPCOMING CONTESTS (to the best of my knowledge)

Nov 12 Fly-In Rancho Cordova Modelers Mather AFB  
Nov 19 Sport Pylon Penninsula Channel Commanders Half Moon Bay  
Nov 26 Winter Nationals Marana, Arizona

1972 Valley Flyers Membership List  
as of November 1972

Edward Allen	5226 Linwood Dr L.A.	90027
Bud Anders	16441 VanOwen St, Van Nuys	91406
Walter Altman	1219-6 Barry Ave, West L.A.	90025
John Attias	7928 Altavan Ave, L.A.	90045
Hal Balzak	1265 N. Harper Ave, L.A.	90046
Marc Barenfeld	1410 24th. St. Santa Monica	90404
Don Bayer	11624 Westminster Ave, L.A.	90066
Cliff Benjamin	16329 Tulsa St. Granada Hills	91344
Sally Bently	19525 Stagg St. Reseda	91335
Jeff Bertken	876 Phillips Apt M, Vista	92083
Robert Bleadon	22216 Victory Blvd. #C-310, Woodland Hills	91364
Jeff Boxer	7812 Fairchild Ave, Canoga Park	91306
Phil Breitling	4511 Darien St, Torrance	90503
Ted Burns	614 Carnelian, Redondo Beach	90277
Joe Bridi	23625 Pineforest Lane, Harbor City	90710
Gary Chaddock	17951 Hemmingway, Reseda	91335
Ronald Clem	12450 Culver Blvd, #208, L. A.	90066
Tom Cone	18607 Elkwood, Reseda	91335
Maurice Coplan	17757 Tramonto Dr., Pacific Palisades	90272
Michael Diamond	4724 Kester Ave, #211, Sherman Oaks,	91403
Colby Evett	1636 Ocean Park Blvd, Santa Monica	90405
William R. Falsey	8006 Comanche Ave, Canoga Park	91306
George Finch	18127 Wakecrest Dr., Malibu	90265
John Foglesong	624 S. Main St., Burbank	91506
Melvin Ford	10965 Bluffside Drive, Studio City	91604
Ralph Frisbie	4320 Duquesne, Culver City,	90230
John Gerlach	20725 C Lemarsh, Chatsworth	91311
Stanley Gordon	15148 Tuba St, Sepulveda	91343
William Graves	16539 Gilmore St. Van Nuys	91406
Ken Hall	4230 Laurelgrove Ave, Studio City	91604
Loretta Hall	4230 Laurelgrove Ave, Studio City	91604
Jack Hammond	6142 Glen Holly, Hollywood.	90028
Earl Harting	17970 Hemmingway St, Reseda	91335
Mark Holland	11533 Wish Ave, Granada Hills	91344
Ed Hotelling	3180 N. Goldenspar Drive, Camarillo	93010
R. Vincent Igo	1256 $\frac{1}{4}$ Salthir, West L.A.	90025
William C. Johnson	1470 N. Evergreen St. Burbank	91505
Robert Jones	15500 Leadwell St. Van Nuys	91406
Mike Kahmann	10441 Keokuk, Chatsworth	91311
Leonard Katz	19139 Ludlow St, Northridge	91324
Dick Kolodziej	4650 Kester Ave, Sherman Oaks	91403
Maurice Kurtz	960 N. Larrabee, Apt 227, L.A.	90069

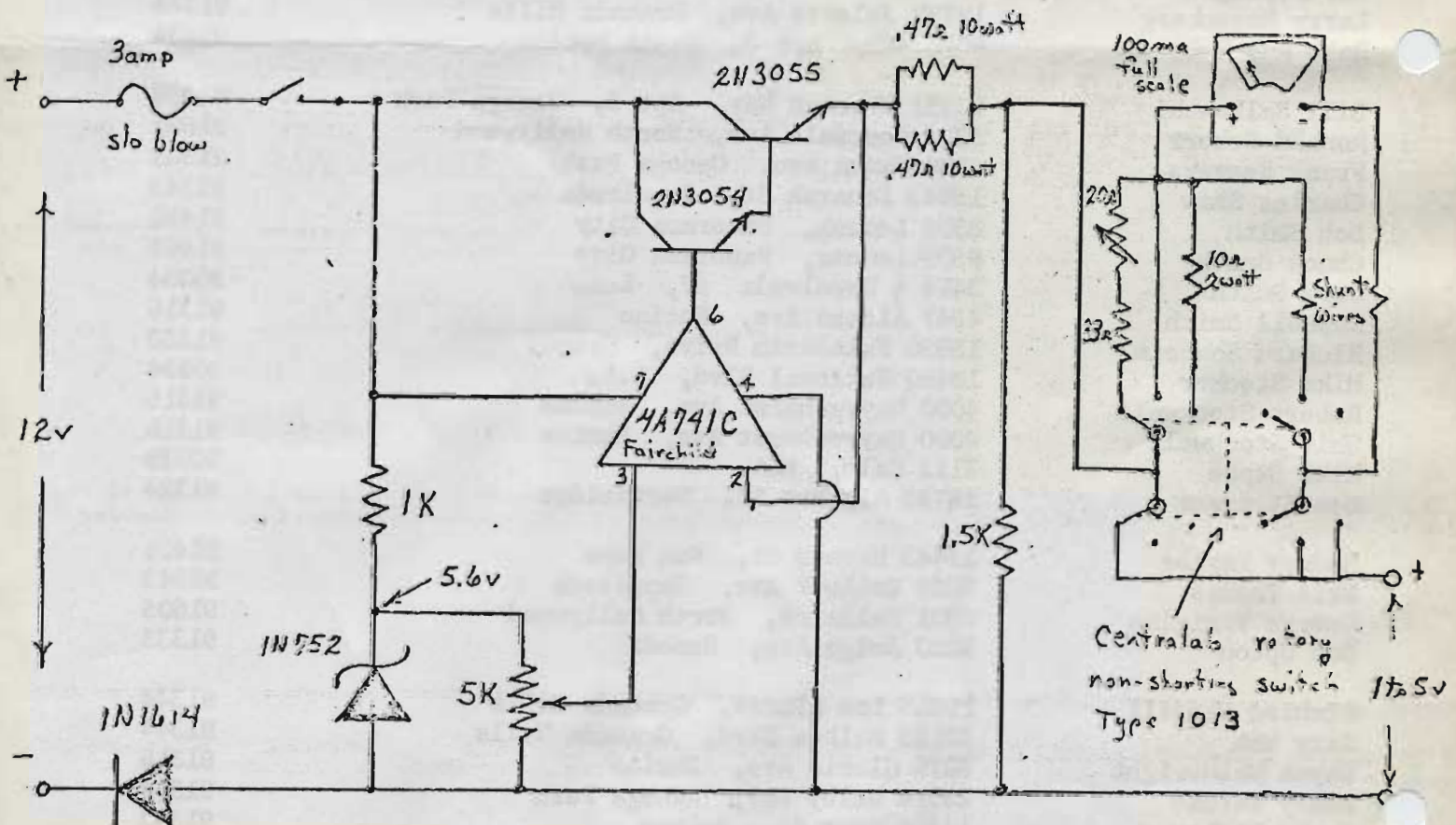
Fred Lahovski	356 E. Rustic Rd, Santa Monica	90402
Elliot Lane	17512 Gledhill St., Northridge	91324
Clarence Lee	7215 Foothill Blvd, Tujunga	91042
Larry Leonard	7708 Faust St, Canoga Park	91304
Earl Levine	384 N. El Molino, Pasadena	91101
A.G. Lopez	6735 Holt Ave, L.A.	90056
Dan McCan	28 Wales St. Thousand Oaks	91360
Dennis McDowell	11639 $\frac{1}{2}$ Archwood St, North Hollywood	91606
Larry Malhmoed	10834 Rose Ave, L.A.	90034
Thomas Mead	1950 Pelham Ave, L.A.	90025
Myles Moran	21421 Hiawatha St., Chatsworth	91311
Carl Mortens	17456 Covello, Van Nuys	91406
L. Kent Nogy	20810 Bryant St, Canoga Park	91306
Jim Oddino	23700 Bessemer St, Woodland Hills,	91364
Roger Owens	1515 3/4 Pontius Ave, West L.A.	90025
Reed Packard	817 N. Orchard Dr, Burbank	91506
Bob Palmer	9161 Morehart Ave, Arleta	91331
Charles Perrine	2006 $\frac{1}{2}$ Vista del Mar, Hollywood	
Joe Pittner	16246 Napa St, Sepulveda	91343
Mike Pontelle	145 S. Doheny Drive, #307, L.A.	90048
Nathan H. Rambo III	1158 Baywood Ave, Camarillo	93010
Dan Reiss	888 Kincaid St, Inglewood	90302
Jay Replogle	13939 Burton St, Panorama City	91402
Larry Rosenberg	12772 Jollette Ave, Granada Hills	91344
Robb Rue	807 4th, Apt 3, Santa Monica	90403
Bill Salkowski	20251 Sherman Way, Apt 3, Canoga Park	91306
Ronald Schorr	5224 Teesdale Ave, North Hollywood	91607
Frank SeEVERS	7900 Hanna Ave, Canoga Park	91304
Charles Shaw	15943 Lemarsh St, Sepulveda	91343
Bob Smith	8509 Lennox, Panorama City	91402
Chuck Smith	8509 Lennox, Panorama City	91402
Gary Smith	3414 $\frac{1}{2}$ Sepulveda #7, L.A.	90034
Russell Smith	4547 Alonzo Ave, Encino	91316
Richard Sonheim	15856 Falconrim Drive, Saugus	91350
Mike Stecker	10480 National Blvd, L.A.	90034
Robert Stockwell	4000 Hayvenhurst Ave, Encino	91316
Whit Stockwell	4000 Hayvenhurst Ave, Encino	91316
Mike Stone	3113 Halm, L.A.	90039
Ben Strasser	18753 Algiers St, Northridge	91324
Rodney Taylor	17443 Haynes St, Van Nuys	91406
Eric Thomas	8929 Collett Ave, Sepulveda	91343
George Torigian	6901 Bellaire, North Hollywood	91605
Bob Upton	8220 Amigo Ave, Reseda	91335
Richard Waddell	16814 Los Alamos, Granada Hills	91344
Gary Wah	10122 Balboa Blvd, Granada Hills	91344
Wayne Wainwright	5079 Gloria Ave, Encino	91316
Henry Wardak	23914 Welby Way, Canoga Park	91304
Curby Wigham	14594 Dyer St, Sylmar	91342
Bob Wilde	10570 W. Pico Blvd, West L.A.	90064
Mason Wood	17133 Nanette St, Granada Hills	91344
Woody Woodward	4209 Elmer, North Hollywood	91602

The following is my adaptation of a Charles Palermo circuit which appeared in RCM for a 12 volt input, 1.5 to 5.6 volt to 0 to 3 amp output regulated DC to DC power supply. It can be used to charge receiver batteries between races, operate an electric fuel pump, as a glow plug battery and to power various battery eating toys. The meter is switched so it reads 0 to 5 volts, 0 to 5 amps, or 0 to 100 ma.

My cost to build the circuit was about \$20 but I have a big electronic junk supply. It has been well worth the cost as putting a full 1.5 volts on the glow plug makes my little engines start, no matter how I overprime them.

In the construction, there are two critical points. The 2N3055 output transistor has to dissipate as much as 30 watts so it should be mounted on a well ventilated heat sink and the wires which form the shunt for the meter to convert it to 0 to 5 amps must be cut long and then shortened by trial and error to get the proper meter reading. My meter had a full scale resistance of about .4 ohms which means the shunt needed a resistance I couldn't measure directly, .008 ohms! I used a 100 ma meter because I had one. A 50 ma meter can be used to make the scale numbers correct. If so, 18 ohm 1 watt and 91 ohm resistors should be substituted for the 10 ohm and 33 ohm resistors, respectively. Also, two 12v automobile tail light bulbs connected in parallel can be used to protect the circuit instead of the slo blow fuse.

*Young Tech*



IN DEFENSE OF AMA'S EXECUTIVE COUNCIL --- This is a report that I should not have to write! And it is one that I certainly don't want to write, because it requires that I defend a group of friends who I admire, from insinuations of competency from yet another friend! But in my avowed effort to be the kind of a President I promised to be, I must rise in defense of one of the finest groups of individuals I have ever known or worked with. Acting as AMA's guiding body, every man on the AMA Executive Council has done his share of hard work with integrity and sincerity in representing his area of the membership as its District Vice President or in other defined capacity. When any District Vice President found he could not attend Council meetings he made sure that a well qualified Associate Vice President was in attendance to see that the interests of that District and AMA's total cause was well represented.

DURING MY TERM IN OFFICE this group of dedicated VOLUNTEER (Non-paid), and usually non-thanked!) workers has included such experienced leaders as Earl Witt, Cliff Piper, Bill Boss, Ron Morgan, John Patton, Jim Perdue, Al Signorino, Jack Josaitis, Murry Frank, Stan Chilton, Chuck Broadhurst, Bob Stalick, Alex Chisolm, Cliff Telford, Glenn Lee, Jim Mowrey, Dick Carson, and Jim McNeil. Many of the remaining Associate Vice Presidents also sat in on the meetings in order to be better informed. John Worth, as Executive Director of the Academy is the ONE paid member of the Council. As President, I am part of the volunteer group, and chairman of the Council. The AMA Membership owes much to this fine body of men for their thoughtful dedication and sacrifice so that ALL might enjoy organized air-modeling!

I WAS SIMPLY ASTONISHED at pulling a copy of the November issue of RC Modeler Magazine from the rack in my hobby shop, after being embarrassingly kidded about being mentioned in it. My astonishment climaxed when I found a six-page, 3,000 word "blast" at a decision by AMA's Executive Council relative to AMA's Official Publication, which at present is appearing in another magazine. The announced AMA dues raise was used as the vehicle for the editorial. These decisions about both dues and where the Official AMA Publication should appear had been reached by duly elected AMA Officers at a formal Council Meeting, a right given them by AMA's By-Laws, and done after lengthy and searching deliberation, with all alternatives considered. A dues raise could certainly NOT be a popular thing but was mandatory since every service or product AMA uses has already gone up in price.

THIS RC MODELER EDITORIAL WAS DOUBLY SURPRISING, since the July 1971 issue of RC Modeler under a column known as "Viewpoint" and authored by Don Dewey, said, and I quote, ---

"This issue marks the last time Viewpoint will appear in RC Modeler. Whether or not you agreed with the content of the editorial in each issue is unimportant now. Each individual editorial brought a barrage of letters both for and against any given subject. However, our current Reader Interest Survey shows that you, the reader prefer a less abstract type of material. It was summed up very succinctly by one RCM reader who stated - "there is enough trouble in the world, in our daily lives, without having the troubles inherent in our hobby continuously brought to our attention." Apparently Dewey doesn't remember the RCM Survey or writing the preceding statement, because he is again conducting "a so-called-crusade" (his own words from the same column) but simply under a different column title, "From The Shop".

THE INFERENCE TO WHICH I OBJECT is that the AMA Executive Council is made up of a bunch of dummies, easy to hoodwink, or with selfish motives. This group of elected officials leave their homes and families at least twice a year to establish AMA's path and policies. They travel great distances at cost of work, vacation, or modeling time, from all over the country, from all modeling categories, and from all walks



OCTOBER, 1972

of business or professional life. They are fresh from "living with their fellow District AMA members", and must face these same AMA members when they return home.

IT IS HARD FOR ME TO UNDERSTAND any reason why these fourteen men should NOT be considered as more qualified to make decisions for AMA than ONE INDIVIDUAL WHO NEVER ATTENDS ANY OF AMA'S OR THE HOBBY INDUSTRY'S FUNCTIONS, MEETINGS, CONTESTS, CHAMPIONSHIPS, OR TRADE SHOWS!!!

IT IS AMAZING TO ME that the Executive Council should be worth 3,000 words of criticism when they have such a fine "track record" in making so many correct decisions that AMA has proudly risen out of a well of "red ink" into solvency and success, to become THE WORLDS LARGEST SPORTING AVIATION GROUP OR ORGANIZATION, with a gigantic 46,827 members.

THERE IS NO WAY that the fantastic growth of AMA memberships, functions and services, can be hidden or disputed. The improvement in the pride and image of air modeling thru AMA's leadership is all too apparent. The secret of much of this improvement has been seen thru the opening up of and publicizing of every AMA action and activity that the present Council, Executive Director, and President could find to inform YOU, the Membership about. A perfect example of this is the fact that RC Modeler could not have diagrammed in their criticism, "Where the money goes", if it were not for an action of the Council in insisting on the publishing of a financial statement for all to see.

ANOTHER OBSERVATION --- the phenominal nearly-fifty-percent growth in AMA membership in less than two years, under the direction of these same criticized hard-working Executive Council Members SHOULD SELL A HECK OF A LOT OF MAGAZINES for all the publishers!!

ONE MORE OBSERVATION, AND PROTEST -- Along with my defense of the AMA Executive Council, it's decisions, and it's RIGHT TO MAKE THOSE DECISIONS, I must mention selfishly that I resent deeply being personally misquoted. There is a statement in the RCM editorial which says, "Clemens stated to us that the Academy was considering withdrawing the official AMA Section from American Aircraft Modeler at the expiration of the one-year contract renewal and possibly having it inserted in a new and forthcoming quarterly publication of the National Aeronautics Association". SORRY, DON, but you must have misunderstood me or garbled your notes, because I never even hinted at such an action, which would be an obvious step backward! That would only put AMA news in the member's hands four times a year, and I AM PERSONALLY THE ONE who insisted on all means of AMA communications being speeded up. That includes the AMA Official Magazine Section, the Competition Newsletter, this Monthly Mailing, and all other channels of AMA's communications. Now you would have me slamming on the brakes! NO WAY!!

THERE IS ANOTHER ERROR in the RCM editorial. The correct name of the respected body of which AMA is a proud division is "THE NATIONAL AERONAUTIC ASSOCIATION" and not the National Aeronautics Administration as quoted in the editorial.

SUMMARY --- It would be MIGHTY HARD for fourteen elected officers to fool 46,000 members, and in turn would be really hard for any one Council Member to "snow" the other thirteen. Read that bunch of names again! We AMA members are lucky to have such servants, and obviously those fine servants feel that we have a membership worthy of serving. THANK YOU, COUNCIL MEMBERS, VERY MUCH!

John E. Clemens  
AMA PRESIDENT

## OFFICIAL AMA SAFETY CODE

### GENERAL

1. I will not fly my model aircraft in competition or in the presence of spectators until it has been proven to be airworthy by having been previously successfully flight tested.
2. I will not fly my model higher than approximately 400 feet within 5 miles of an airport, without permission of the airport operator. I will give right of way to, and avoid flying in the proximity of, full scale aircraft. Where necessary an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full scale aircraft.
3. Where established, I will abide by the safety rules for the flying site I use, and I will not willfully and deliberately fly my models in a careless, reckless, and/or dangerous manner.

### RADIO CONTROL

1. I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
2. I will not fly my model aircraft in the presence of spectators until I become a qualified flyer, unless assisted by an experienced helper.  
I will perform my initial turn after takeoff away from the pit, spectator, and parking areas, and I will not thereafter perform maneuvers, flights of any sort, or landing approaches over a pit, spectator, or parking area.

### FREE FLIGHT

1. I will not launch my model aircraft unless at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model unless the launch area is clear of all persons except my mechanic and officials.
3. I will employ the use of an adequate device in flight to extinguish any fuses on the model after it has completed its function.

### CONTROL LINE

1. I will subject my complete control line system (including safety thong, where applicable) to an inspection and pull test prior to flying.
2. I will assure that my flying area is safely clear of all utility wires on poles.
3. I will assure that my flying area is safely clear of all non-essential participants and spectators before penning my engine to be started.



**ACADEMY OF MODEL AERONAUTICS**

**THE WORLD'S LARGEST SPORT  
AVIATION ORGANIZATION**

DON'T TEAR THE PERFORATED LINE!

The perforation was provided to aid in folding this sheet. Attempts to tear the winged emblem from the safety code may result in distortion by stretching or ripping on both pieces -- Use scissors to cut them apart.

Also, trim the corners round -- parallel to the outline -- to avoid having the sheet lift prematurely at the corners.

#### OTHER HINTS

1. Use the winged emblem as a bumper sticker. And, even though it is waterproof vinyl, preserve the colors with an initial and occasional coat of wax after applying.
2. Apply the safety code to a tool or field box, or somewhere near the workbench, as a daily reminder of the need to fly safely. Use those portions of the code which pertain to your kinds of flying, such as General and FF, General and RC, General and CL, etc. Or use the whole code if you fly all types.

Additional sheets available from AMA HQ at 2 for \$1, postpaid.

AMA MONTHLY MAILING - OCTOBER, 1972

VEEP'S VIEWS - DISTRICT X

By Alex Chisolm

It's election time for AMA! Now's the time to put any stored-up energy to the constructive use of consuming your voting privilege. It is not only a privilege to vote but it is a duty to yourself to vote for the man who will do the work that you want accomplished during the next two years.

You will receive your AMA ballot very soon. Be ready for it when it comes in the mail and vote the same day.

AMA cannot afford to send this Monthly Mailing to every AMA member, but all Leader Members, Contest Directors and Chartered Clubs do receive it. It has been an extremely difficult task to obtain completed ballots from the AMA membership. Something like 16% is the most ever returned to AMA Headquarters, even though ballots are individually mailed to each member.

We can't speak for the other Districts but as the recipient of this Monthly Mailing, you are now being asked to do everything in your power to get every AMA member you know to vote in this election for AMA President and for District X Vice President.

Be sure to vote for Johnny Clemens for AMA President, even though he is unopposed, because he very much needs your vote of confidence. He is, without any doubt, the hardest working President we've ever had. Keep his energy up by voting for him. And, Vote for your District X Vice President!