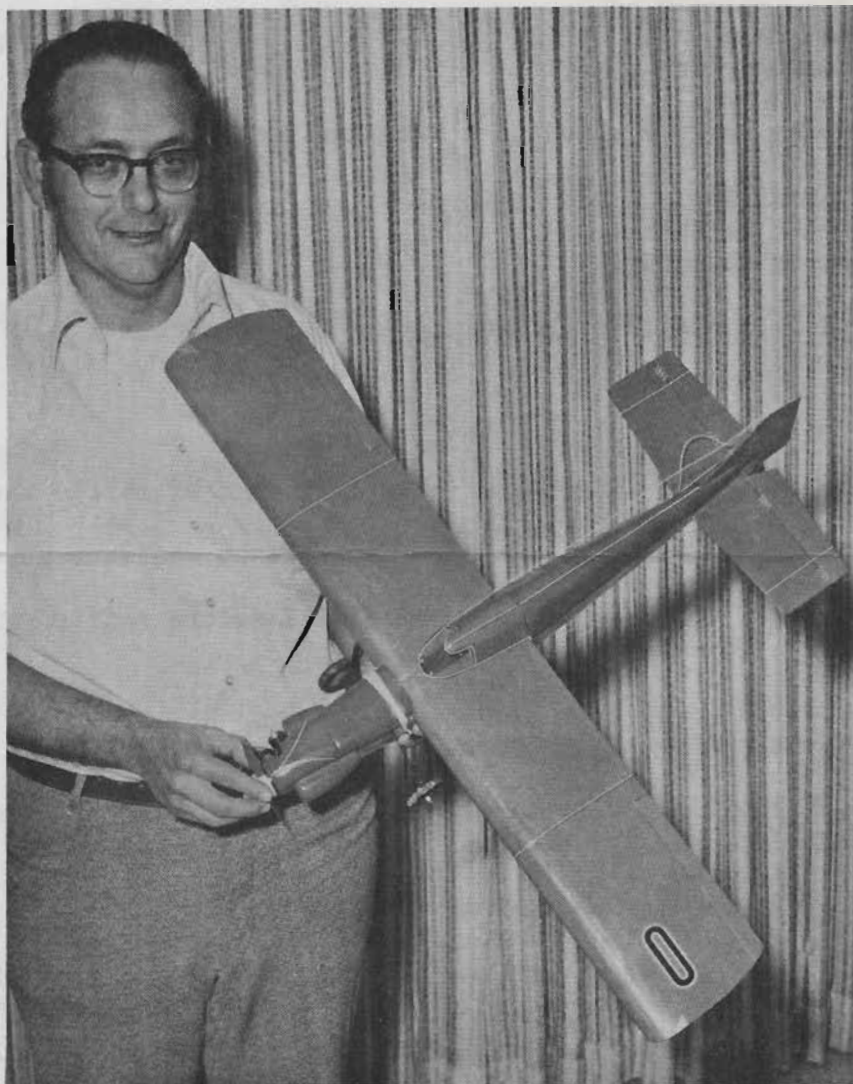


VALLEY FLYERS

NEWSLETTER '72



Ye Olde Editore and his modified Upstart $\frac{1}{2}$ A Racer at the November Meeting. Finally made it !!

PRESIDENT: RON SCHORR

SECRETARY: JAY REPLOGLE

VICE PRESIDENT: LARRY LEONARD

DECEMBER

TREASURER: TOM CONE

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

by: Larry Rosenberg

As most of you have no doubt noted by now, this newsletter is at least two weeks late this month. I'm sorry about that but this has been a busy month for me, as it probably has been for most of you. Let it suffice to say then that I am sorry and that this edition shall have to serve as the December '72/January '73 issue of same.

The elections are over, although barely half of the paid membership showed up for the November meeting. Regardless, an election was held and the results follow:

Board members continuing for an additional year of service:

Jay Replogle
Tom Cone
Stan Gordon

Board members newly elected to a two year term:

Bob Wilde
Chuck Smith
Larry Rosenberg

The new board held its first board meeting on December 13th, 1972 and appointed the following officers:

President:	Jay Replogle
V.P. :	Tom Cone (also in charge of raffle ticket sales)
Secretary:	Larry Rosenberg (also to continue as editor for now)
Asst. Sec:	Bob Wilde (also will secure raffle prizes for meetings)
Treasurer:	Chuck Smith
Asst. Treas:	Stan Gordon (also LAHMA rep.)

The club by-laws will be retyped and distributed to all paid members at the January meeting. An addendum sheet listing all changes will be included. We also shall attempt to have a catering truck available at the meetings for coffee. It is not known yet if one will be available for the January meeting.

We are hereby announcing a club emblem contest starting NOW. Bring sketches of your suggestions to the February meeting, in color. The winner will be selected by the board and the prize will be a club jacket. Please limit the colors to three.

The meeting hall will open at 7:45 pm sharp and we hope to get the meeting started a little earlier than the 8:15 pm that has become customary. Entertainment for January will be a McDonnell Douglas film concerning the Gemini and Appolo programs, supplied by Chuck Smith.

Our Christmas party turned out to be a roaring success. A larger crowd would have been appreciated but those that did show up had a very fine steak dinner and a good time. The door prizes were really first rate. For the women there were some beautiful crystal goodies, serving platters, etc. Just gorgeous. For the men there were some really nice airplane items, such as the electric starter won by your editor. There had to be a few hundred dollars worth of door prizes given out.

Bob Bleadon and his wife deserve a real "Thank You" for a job very well done.

The year of 1972 is about over now and surely will be by the time that you receive this newsletter. All in all, it was not a bad one for the Valley Flyers. Our paid membership is still around 100 members. Your new board, as all new boards, had some definite plans for this coming year and hopes to involve more club members by providing more fun things to do. We are still trying to define our aims but the general direction seems to be towards more enjoyment of our hobby. I think that most of you will concur with this.

I would like to take this opportunity to thank those of you that have made contributions to the newsletter this past year, particularly Jim Oddino for his monthly stunt contest reports. You all have made this job of editor a lot more endurable. I also would like to wish you and yours the very best for the holiday season, even if I am a bit late.

See you at the January meeting

Larry

JANUARY MEETING:

JANUARY 9, 1973

ENCINO WOMAN'S CLUB

7:45 P.M. SHARP

PLEASE BRING DUES & AMA
CARD. (\$12⁵⁰ OLD MEMBERS, \$15⁰⁰
NEW MEMBERS.)

FROM THE DESK OF RON SCHORR

My year as President of the Valley Flyers has had many disappointments as well as successes. One of the biggest disappointments to me was the unusually small number of members who turned out for our election night meeting. The people who were yelling the loudest and making a lot of clamor as to the way the club is being run were in the most part not present, so your new board has been elected by a minority, but the first time I hear any complaints from these people who did not vote they are just liable to get a size twelve foot right in the mouth. I am sure that all the members elected and those members agreeing to stay on are very capable and will do an excellent job. I am sure that if given the proper backing and encouragement they will do a fantastic job and make the year 1973 a banner year for the Valley Flyers. I am sorry to say that at least in my opinion the spirit and support has not been there for the last several years and it dam well reflects in the amount of work your officers have been willing to put in.

Much to my surprise our Christmas Party turned out to be great. We all had a marvelous steak dinner, the bar was open and the booze did its job. Dancing to the music of a group called "Cloud" kept us all in a good party mood, along with spectacular door prizes to the tune of a couple hundred dollars. Some of you wives who did not attend would drool over the beautiful Posthouse Crystal and other lovely womens prizes. There was a special prize donated by K & B, a Schneurle 15 won by Ken Hall. The club presented me with a plaque and gavel which I will hang in my home with pride.

In closing I would like to thank my fellow board members and our editor for the work they did do all year long. I couldn't have asked for a finer group to work with, and also to thank Bob Bleadon for the work he did on the best party in a long while.

Adios,

Ron Schorr

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A VISIT FROM SAINT NICHOLAS

by
STAR GOLDON

T'was the night before Christmas and down at the field,
Not a flyer was airborne with their usual zeal.
The airplanes were hung in storage with care,
The time for St. Nicholas soon would be near.
The children were nestled all snug in their beds,
While visions of airplanes zoomed round in their heads.
My old lady in curlers and I with a beer,
Had just settled down in an overstuffed chair.
When out on the lawn arose a noise like a banchee,
It sounds like a Veco, hand customed by Lee.
Away to the window I flew like a Kwik-Fli,
Threw open the window and looked towards the sky.
When what to my wondering eyes should appear,
But an R/C sleigh and eight R/C reindeer
With a little old driver so lively and quick,
I knew in a moment it must be St. Nick.
More rapid than Formula I his racers they came,
And he whistled and shouted and called them by name.
"Now Mustand! Now Minnow!
Now Miss Dara and Ole Tigre!
On Bonzo! On Rivets!
On Shoestring and La Jollitta!
Round the first pylon, don't hit the wall
Now fly away! fly away! fly away all!"
So up to the housetop the racers they flew
With a sleigh full of airplanes and St. Nicholas too.

As I drew in my head away from the sash,
Down the chimney St. Nicholas came with a crash.
He broke into pieces many and few
It was hard to believe, St. Nick was Radio Controlled too!
His receiver was undamaged, servos and pushrods too,
But it looked like a long night of epoxy and glue.
I spoke not a word but went straight to my task,
Putting him back together, and hoping he'd last.
I turned on his switch aside of his nose,
And giving a push, up the chimney he rose.
He sprang to his sleigh, with the help of his pit crew,
And at the drop of the flag away they all flew.
But I heard him exclaim, as he flew over the wall.....

"God Bless the R/C'er, Merry Christmas to All".

CONTEST REPORT

by: Jim Oddino

"WINTER NATIONALS"

Well, Bill Salkowski of the Valley Flyers brought the big trophy back to Southern California after Norm Page had it for a year, but he had to put in an exceptional flight to beat Dave Brown who once again proved that he is among the country's best flyers. You may remember me mentioning his high finish at The Masters.

If you judge a contest on the number of entries, or by the weather, this had to be the best contest of the year. If, however, you judge it on flight time or flight time per dollar, it wasn't too good. Unless you were in the top five you only got three flights in the three day contest. It was particularly bad for some of us that lost airplanes. Jeff Sorenson, who I feel could have won C Novice, and I both lost our new super Cuda's. Jeff had a midair, but then borrowed Mike Butler's plane and scored a 116. I borrowed Hugh Dean's and got a 119.5. Neither of us had anything to do with it though so we didn't make the flyoffs. I think those scores say a lot for the plane when you consider that only three flights in the whole contest scored over 120, with Dave Brown tops at 125.5. Who knows, with a little practice.....

An interesting note, in class C Expert, the top Eight flyers had open stick transmitters (three S & O's). Rumor has it that two other large Southern California manufacturers are going to come out with them. It's interesting how they are all adapting the features that we've been recommending for the last few years.

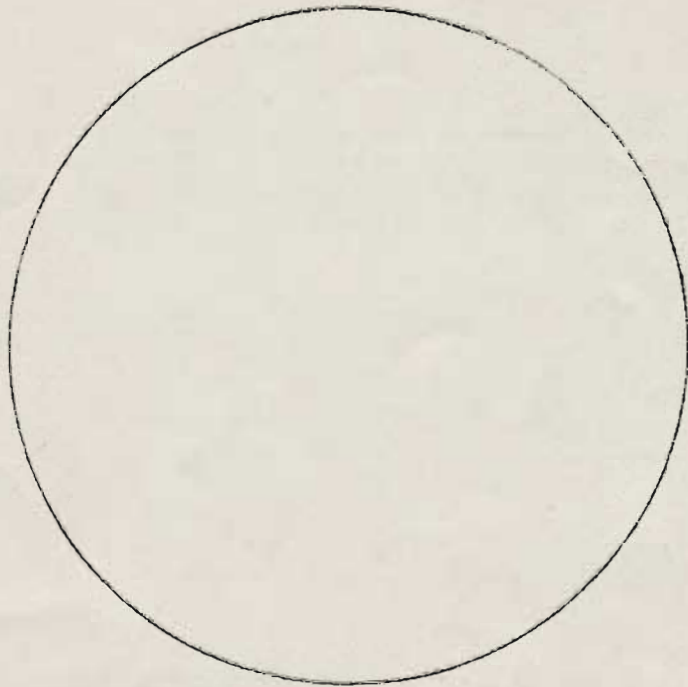
Ed Hotelling, who showed his new Super Cuda at the last meeting, finished fourth. That is pretty good considering that he couldn't have had it out for more than one or two flying sessions prior to the contest.

Bob Williams, who showed the Kwik Fli at the last meeting finished twentieth in Class A out of 50 entries. Not bad for a guy that has only been flying for four months. Other Valley Flyers that did well were Bob Smith and Dan McCan with their new T2A's. These guys are going to be tough when they get a little more practice.

There were 32 entries in C Expert including five of the 33 who qualified for the Masters, plus Hotelling and Marty Barry who were in the top twenty at the Nats. However if the sponsors really want to draw the top flyers from all over the country to make the contest worthy of the Name Winter Nationals, I believe that they will have to change the format in order to provide more flying time. The organizers did a fine job, but they are trying to do too much in the time available. Separate pattern and pylon contests would be a step in the right direction. Having Class C only, with a short qualifying pattern and ten to twenty finalists, similar to the nationals, could really solve the problem.

Congratulations to the Valley Flyers who brought home the Pylon trophies and WAIT 'TILL NEXT YEAR !!!!!!!!!!!

Jim



Guys, Here is your official Valley Flyers Club Patch coloring page!!!!!! The design needn't be restricted to a circle, but please do not make the emblem any taller or wider than the circle above. Please remember to turn in your emblem design at the February meeting. It could be worth a new club jacket and patch to you.

WINTER NATIONALS 1972

Tucson, Arizona

CLASS C EXPERT

Grand Champion: Bill Salkowski

Trophy:	1	Dave Brown	242	6	Jim Oddino	224 $\frac{1}{2}$
	2	Bill Salkowski	232	7	Max Hopkins	223
	3	Wyatt Stedman	230	8	Steve Helms	220
	4	Ed Hotelling	229 $\frac{1}{2}$	9	Bob Smith	218 $\frac{1}{2}$
	5	Paul Good	227			

CLASS C NOVICE

Grand Champion: Marcial Davilla

Trophy:	1	Marcial Davilla	211 $\frac{1}{2}$	4	Leo Prescott	204
	2	Phil Williams	209 $\frac{1}{2}$	5	Dan McCan	200 $\frac{1}{2}$
	3	Bill Cranston	204			

CLASS B

Grand Champion: Russ VanBaren

Trophy:	1	Russ VanBaren	160	4	Pete Vienna	143 $\frac{1}{2}$
	2	Dale Timberlake	149 $\frac{1}{2}$	5	Mike Butler	143
	3	Mike Cooke	144 $\frac{1}{2}$			

CLASS A

Grand Champion: Ron Gilman

Trophy:	1	Gene Goldstien	???	4	Don Atwood	151
	2	Tony Lopez	161 $\frac{1}{2}$	5	Dennis Breene	149 $\frac{1}{2}$
	3	Ron Gilman	151 $\frac{1}{2}$			

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 $\frac{1}{2}$ A Midget Racing at Conejo Field, December 3rd, 1972

The Conejo Club held a Race Day at the Northrup flying field on December 3rd which turned out to be fun for all involved and a good day for the Valley Flyers, who took home first and second place wins. Approximately 15 $\frac{1}{2}$ A airplanes showed up for the event, which was conducted in a very low key manner, and racing ran from 9:00 am until about 1:30 pm. Myles Moran won first with his Super Chip, and ye olde editor was second with my modified Upstart. Race horse starts and a three pylon course were a couple of new items for this class of racing and provided a lot of fun. I was involved in a three plane mid-air on the start of the last heat of the day and thought that my plane was all done. However, it bounced off the grass, after hitting on its wheels, and continued to fly so I finished the race in second place. Only one plane was really damaged in this midair and the damage was so slight that he restarted and finished the race.

The first heat of the day was quite an exciting one and Myles and myself were less than 1 second apart after 10 laps. We swapped the lead at least 3 or four times during the race and it wasn't decided until Myles got by me again on the last turn.

John Gerlach showed up with his .15 powered Jodel and proceeded to race the only $\frac{1}{2}$ midget that showed up. He only lost by about 9 $\frac{1}{2}$ laps, but he sure put on a show. Third place was won by the C.D. from the Conejo club but I missed getting his name. The Conejo club really wound up running a great day of racing for us with no gliches and a minimum of fuss. Many thanks fellows and lets do it again.

Larry