

VALLEY FLYERS

JULY 1973

NEWSLETTER '73



Jack Hammond and his outstanding Fokker Triplane, built from the VK kit. an unusually fine construction job, the detailing is outstanding. Jack said that he had written to the Smithsonian for fine detail info for his model. He also says that he thinks he will just look at it for a few months and admire it, prior to test flying. Well done Jack.

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PRESIDENT'S PAGE

I'm looking forward to our July meeting with since it's certainly going to out of the ordinary. For one thing, I shouldn't have to work too hard at this one. For those of you who can't make it, you are going to miss a lot of fun.

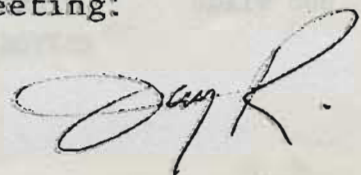
Our June Pattern contest was very successful in my opinion. You'll be able to read more about it in the paper, but I just want to extend my thank you to all the people who came out and helped put it on. We had plenty of help and no one had to work too hard. I'd like to thank Dave Lane who came out on the second day and helped with judging even though he isn't a club member. He's one of those guys who just digs the sport and does what he can to help when he can. Some of our members who have never judged before had a chance to judge and did a fine job of it and now we will have a few more people to help out when we hold a pattern contest.

Our July Photo Day is fast approaching so make sure you save that date. This is one time when every one in the club, bar none, can participate. You don't have to fly. All you have to do is stand on the runway and smile at the great photographer, Reed Packard, while he does his thing. Do bring your planes with you, finished or not, so that we can cover that runway with our planes for the photo. Last, don't forget that for those of you that do have a plane flying, we will be having some easy fun fly events during the same day. O.K., I'll see you there.

I'd like to again thank Dorthy and Reed Packard for the truly outstanding job they are doing on the club scrapbook. That book is going to be one of the more lasting things that we will have to look at in the future so now's the time to help Dorthy and Reed by providing them with any old photos, etc. that you would like to see in the book.

Last, I'd like to tell you that we had a fine time at the Van Nuys Air Show. We had a nice covered booth with nine of our club members planes and I must tell you we were kept busy answering questions all day both days. We weren't allowed to fly but Tom Cone did give a taxi demonstration in front of a large crowd of people who gathered for a control line flying demonstration. All in all I think the time and effort was well spent by making our club a little better known.

Well, that's all till the meeting, see you then. Don't eat too heavy of a dinner that night cause we've got goodies that won't quite for our all entertainment meeting!



by: Larry Rosenberg

Well gang, the Valley Flyers Pattern Contest is now history and I feel that I must take this opportunity to thank all of the many club members that helped out at the event. I was only there on Saturday, but there were Valley Flyers all over the place. I understand that Sunday was much the same. The contest ran smoothly and efficiently and I did not hear any complaints at the contest site, or afterwards. Jim Oddino wrote a very nice little column to the club about the contest and I have included it in the newsletter. Let me just say that it is an unsolicited testimonial. Once again, there were so many club members present that I couldn't begin to get all of the names. Thank you one and all.

As to the contest itself; there were 28 entries total and the results are tabulated elsewhere in the newsletter. Bill Salkowski and Steve Buck wound up in a dead heat for first place with 402 points apiece. Bill had a higher third flight score and hence was declared the winner. A championship flyoff was then held which was won by Bill (501 to 492). A great finish.

Norm Blessum gave two astounding demonstrations of his flying doghouse and if you haven't seen this thing in the air you won't believe that it can fly. I saw it and I'm still not sure that I believe it. On Sunday Nate Rambo and John Minasion put on some helicopter demonstration flights. I understand that they were quite spectacular. I also heard that Nate won some kind of beauty award for his bird, but I don't quite believe it.

Two flightlines were run at once and no frequency problems were encountered. In fact, the contest ran in quite a smooth manner. Thanks again to all that contributed their time.

The JULY meeting is fast approaching. You had better have those paper airplanes ready!!! The Bob Hoover movies are set. An unusual kind of raffle; balloting for the Model of the Midyear trophy; goodies to eat and drink; new model presentations; and the paper airplane event. This promises to be a really fun evening so please try to make it. We also will hold the draw for the winner of the Orbit radio.

Don't forget the July fun-fly at the basin. JULY 22nd, 1973. We have the basin reserved and plan on our annual club picture. Bring all of your airplanes and lets line the runway with models. Should make a great pix.

Lest we forget, all of the carpeting at the field didn't just grow there. I have been told that it was collected and/or delivered by Nate Dorch. Many thanks.

I am considering running a combined swap sheet/classified ad page in the newsletter. This idea was sent to me by Ron Clem. If you have any goodies to sell or sway, spring a buck for an unlimited (within reason) ad in the next newsletter. Just send to your editor.

That about does it for now. Remember the July meeting is for fun only, NO BUSINESS! See you there.

Larry

COMMENTS ON THE VALLEY FLYERS PATTERN CONTEST

by: Jim Oddino

This may be out of place coming from a member of the club that ran the contest, but considering that my only contribution was to help put the circles on the runway I feel that I can speak objectively.

About a week before the contest, Bill Salkowski and I talked to some of the flyers in the area who weren't sure the contest was still on, which made us worry if anyone would show up. We had been busy and had not participated in the preparations and we weren't sure if anyone had.

But when the contest day arrived we were pleasantly surprised to find a well run event with what seemed like plenty of support from members to handle the registration, frequency control, judging, scoring, etc. We got six flights, which is plenty to decide on a champion; scores were computed and posted quickly, and the flight lines moved relatively well. I don't believe that there were any frequency problems, and I think there was only one crash.

We probably had the best judging of any local contest including two people that have experience at the nationals and master's contests. Their competence was best demonstrated (to me anyway) in the fly-off when I judged Bill (Salkowski) and Steve Buck, and Bill won by two points. The four judges (Bob Upton, Dave Lane, Chuck Smith, and Dick Sonheim) came up with a combined nine point spread, which is $2\frac{1}{4}$ points per judge!!!

Once again the C Expert class was the best attended which is great as far as I am concerned. In fact, I would like to see a separate C Expert only contest on the West Coast which might possibly attract the top flyers from other sections of the country.

The contest was as close as you can get. Bill and Steve tied, with the third highest score giving it to Bill, and Joe Bridi was only twelve points behind. If he had hit the circle on his top flight he would have won the whole thing.

In closing I'd like to thank the Valley Flyers for putting on a first class contest that should make all of the members proud.

Jim

Many thanks for the kind words Jim, the club did turn out in force and the effort was easily noticed. (Editor)

CONTEST RESULTS-Valley Flyers Pattern June 23/24, 1973

Class A

1	Mattie	231	8	De Palma	161
2	Tusing	227	9	Love	142
3	Bergeron	221	10	Beran	130
4	White	215	11	Williams	62
5	Palmer	183			
6	Blessing	174			
7	Garabidian	167			

Class B

1	Foglesong	275
2	Breene	236
3	Stecker	71

Class C Novice

1	Simpson	352
2	Thomey	332
3	Butler	251
4	Clem	231

Class C Expert:

1	Salkowski	402	6	Oddino	382
2	Buck	402	7	Sorenson	372
3	Bridi	390	8	Riedel	365
4	Hotelling	385	9	Accord	322
5	Helms	383	10	Reis	304

Grand Champion: Bill Salkowski

BEING A GOOD-GUY, I will always hope that everything goes just perfect for you when you test-fly that beautiful new model you've been working on. And if it DOES, try not to look astonished!

ARK TALK -- We have had so blasted much rain here in Dallas that my grass drowned! The rain has made me especially sensitive to stories of Noah and his Ark. Somebody remarked, "Noah took two of everything aboard the Ark, which must have included a pair of taxes, a male and a female, and they have been multiplying like the dickens ever since!!" Come to think of it, I'll bet that the Ark was a PRETTY MESSY BOAT!

COMMUNICATIONS MILESTONE! -- As I mentioned in the last mailing, all AMA Executive Council members (and this includes YOUR District Vice President!) had received from our AMA Headquarters in Washington a complete list of ALL AMA MEMBERS addresses, and license numbers on just eight microfilm sheets. They also received a scanner or reader so that they can find YOU if necessary. It was mentioned that this list would be updated each month to each of us. IT MUST BE WORKING, because I have received my first month's corrected cards, and have already used them several times. This is all part of our gigantic effort to take the "mystery" out of AMA thru communications. Newer members (last few years) will not notice the difference so much, but we are sure getting a lot of very gratifying praise from the more long-time members for the improvement they see.

AGAIN ON COMMUNICATIONS -- I have found someone who makes longer speeches than I do! While writing this I am also listening to Soviet Party Leader Leonid Brezhnev speak. He does make longer speeches than I do, but let us give thanks that a major peace seems to be more nearly within our grasp, simply because the rest of the world is discovering the secret that we AMA'ers have been successfully practicing, and that is the ART OF COMMUNICATING. Keep in mind that the "other fellow" may think you are a hero, or the exact opposite, but until he lets you know, you'll never know how to handle problems involving him. START COMMUNICATING, while stamps are still only 8 cents!

ADVICE -- WORK HARD at squeezing fun from life, before God's blessed rest of death puts it beyond your reach! You know, it is each man's OWN responsibility to find his share of fun. Model airplaning can sure be one of the most important ways to have fun. And it will probably be of equal importance to your family, because you can't help but be a more contented and nicer guy.

GIANT "PR" FOR AIR MODELING -- The July issue of POPULAR MECHANICS Magazine has an excellent article beginning on page 122 describing Maynard Hill's Autopilot, developed directly from his air modeling. This article by D. J. Holford is very well done in both the printed word and the illustrations showing "how and why". I have read other articles on the principle, and even had Maynard "explain it" to me, but no explanations were as plain as this one. Of course when Maynard is talking to me he is talking thru a keen scientific mind, and in scientific terms, and usually leaves me caught in a technical vortex in the wake of his thinking. If you will read this article I am sure you will understand it and join me in the applause that Maynard deserves. The concept is so profound, and yet so simple that we can't begin to predict the potential it offers.

To have had this article appear in a "non-model airplane" publication of the prestige and distribution of Popular Mechanics is excellent public relations for air modeling and the contributions it spawns.

ANOTHER ARTICLE IN POPULAR MECHANICS points up vividly to me something that we sure want to AVOID in model airplaning. The thing to avoid is to blindly engineer danger into our flying as we improve performance. My thinking was triggered by the article starting on page 69 of the July P. M. on Go-Karting. You'll probably say, "Yes, what did ever happen to Karting?" The article is written around the fact that karts have become so sophisticated that they can show a top speed of 150 to 160 miles per hour, and the costs quoted were from a thousand to well over two thousand dollars. That adds

up to far too much machine complication, too much cost, and too much speed and power to be handled by any but the most skilled professionals. So died a hobby that could have provided a lot of fun for Mr. Average Guy and his boy.

How does this relate to our hobby of airplane modeling? Pretty obvious! We have several air modeling competition categories where our mechanical ingenuity and technology is constantly improving, but the physical abilities of the human who must fly the device have reached their limit. Beyond this point lies danger and potential disaster. Surely if we are smart enough to perform near-miracles with metals, woods, and plastics in the realm of performance, we are smart enough to keep this power limited to a degree where an average human can handle it safely under all conditions!

The "professionals" who can always predictably be counted on to win these "power" events are going to scream at the thought of their "pets" being toned down any, but common sense says it has to happen. They, upon deep thought, should not protest (except in utter selfishness) because if they are a smarter or better flyer than I am at a given competition level, they would logically be a smarter or better flyer than I am at any level in the same type of competition. It all remains relative.

In speed-related events the fantastic speeds we have developed have in potential turned the models into missiles, racing beyond our human ability to properly control them. Particular problem events are R/C Pylon, Control Line Speed events, Control Line racing events, Control Line Combat, and the higher performance or larger engine categories of Free Flight. Thankfully a lot of constructive thinking is already coming from the minds of many of those most actively involved in these events. Many have mentioned realizing that their "hide" is out there too! A few will rise up in loud protest and indignation at their pet event being "butchered", but it is high time that they, too, help us find safer levels of competitive expression so that we can continue to be accepted as a "safe and sensible" activity by our communities. The "professionalism" and the cost of actually putting a winning entry in any of the mentioned fields is certainly enough to "scare off" the newcomer, and in so doing cutting the life-line of the very thing we are trying to encourage. We sure don't want competition model plane flying to go the way of karting, cable model car racing, or slot racing, all of which succumbed to "professionalism." It just took too much money, factory backing, practice, and too much of man for the average guy to compete.

THANKS TO THE CHARTERED CLUB NEWSLETTER EDITORS who quoted my article in the July issue of Amer. Aircraft Modeler on "GOOD FOLLOWSHIP". It is most gratifying to see the results of long hours put in at this typewriter in trying to guide the destinies of AMA and its members. While talking via long distance to our Exec. Dir., John Worth, (we stay in very close contact as any President and Executive Director should!) we discussed the large number of newsletters that had repeated my "GOOD FOLLOWSHIP" article, and he passed on a compliment which I highly prize. He mentioned that even though illness had decked me badly for the past four months, at least it had not "dulled" my typewriter when it came to my responsibilities to AMA. THANKS JOHN!

I AM TERRIBLY PROUD of the progress we of AMA have made in the past few years, with a 50,000 membership almost assuredly being reached later this year. We have tremendous elected and appointed leadership, an efficient Headquarters Staff who have a "beyond-the-ordinary" PRIDE in their work, and above all we have a CONCERNED, COOPERATIVE, AND PROGRESSIVE MEMBERSHIP! But the magic of us (AMA) is the fact that although we have been moving so fast and accomplished so much, we feel like we are STILL "TEN MINUTES LATE!"

JOHN E. CLEMENS
AMA PRESIDENT

NEW RC FREQUENCIES?

Very likely. The Federal Communications Commission is currently proposing to open up the frequency range of 220 to 225 Mhz as a new Citizens Radio Service. Much exploration of frequency allocations, enforcement problems, and many other details remain to be determined but the significant point is that the FCC itself is proposing the service so it seems that having it become a reality is only a matter of time.

AMA is already involved, considering recommendations to be submitted by the current deadline of Sept. 20, 1973 -- AMA's Frequency Committee and legal counsel are studying possibilities at present. As a possible side benefit, the 27 Mhz frequencies may become less populated when the new service opens up -- there is expected to be a major transfer of activity due to the desire of many current communications interests to get away from the crowded and undisciplined Class D Citizen Band voice operations.

Those interested in learning more should request copies of FCC Docket 19759, released June 12, 1973. Write to: Federal Communications Commission, Washington, D.C., 20554.

JULY FUN-NITE MEETING
TUESDAY - JULY 10, 1973.
ENCINO WOMAN'S CLUB
8:00 P.M. SHARP
COME TO OUR GALA EVENING.

FUN FLY- JULY 22, 1973. AT
THE BASIN. BRING ALL OF
YOUR MODELS FOR OUR ANNUAL
CLUB PHOTO.

ATTENTION "HOME BREWERS"

The following information should be read and understood.

You might also keep a copy handy for the firemen when they come.

NITROMETHANE CH_2NO_2

DESCRIPTION: Clear, colorless liquid; only slightly soluble in water.



FIRE AND EXPLOSION HAZARDS: Flammable liquid. Vapor forms explosive mixtures with air; lower flammable limit, 7.3%; upper limit unknown. Flash point, 112° F.(oc). Ignition temperature, 785° F. Liquid is slightly heavier than water (specific gravity, 1.14).

Nitromethane decomposes when exposed to high temperatures; at the critical temperature of 599° F. and the critical pressure of 915 psig., it decomposes explosively. Nitromethane can be detonated by shock from high explosives, or by heat if under strong confinement. Nitromethane is made more sensitive to detonation by contamination with certain other chemical compounds, such as amines and acids. Slightly soluble in water.

LIFE HAZARD: Nitromethane is somewhat toxic by inhalation and ingestion. Products of decomposition of nitromethane are toxic; and in case of fire, all personnel exposed should use self-contained breathing apparatus.

FIRE FIGHTING PHASES: Fight fires from an explosion-resistant location. In advanced or massive fires, the area should be evacuated. If fire occurs in the vicinity of this material, water should be used to keep containers cool. Tanks or drums containing nitromethane should not be approached directly after they have been involved in the fire or heated by exposure fires. Clean-up or salvage operations should not be attempted until the nitromethane is cooled.

Wear self-contained breathing apparatus.

USUAL SHIPPING CONTAINERS: Glass bottles or nonreturnable drums containing nitrogen gas in the vapor space for inerting.

STORAGE: Protect against physical damage. Nitromethane should be stored in a suitably isolated outdoor storage facility. Because of the explosion potential presented, every possible means should be taken to protect the storage area from exposure to external fires. Explosives and hazardous processing should not be permitted in the vicinity of the storage areas.

PROPYLENE OXIDE $\text{CH}_2\text{CHOCH}_2$

DESCRIPTION: Colorless liquid with etherlike odor.



FIRE AND EXPLOSION HAZARDS: Flammable liquid. Vapor forms explosive mixtures with air. Flammable limits, 2.8% and 37%. Flash point, minus 35° F. Boiling point, 95° F. Liquid is lighter than water (specific gravity, 0.9). Vapor is heavier than air (vapor density, 2.0), and may travel considerable distance to a source of ignition and flash back. May polymerize with evolution of heat when in contact with highly active catalytic surfaces such as anhydrous chlorides of iron, tin, and aluminum, peroxides of iron and aluminum, and alkali metal hydroxides. Soluble in water.

LIFE HAZARD: Wear self-contained breathing apparatus.

FIRE FIGHTING PHASES: In advanced or massive fires, fire fighting should be done from a safe distance or from a protected location. Use dry chemical, "alcohol" foam, or carbon dioxide. Water spray may be ineffective as an extinguishing agent (see Explanatory), but water should be used to keep fire-exposed containers cool. If a leak or spill has not ignited, use water spray to disperse the vapors. If it is necessary to stop a leak, use water spray to protect men attempting to do so. Water spray may be used to flush spills away from exposures and to dilute spills to nonflammable mixtures. Wear self-contained breathing apparatus.

USUAL SHIPPING CONTAINERS: Glass bottles, cans, metal drums, tank trucks, tank cars, tank barges, usually with nitrogen over the propylene oxide.

STORAGE: Protect against physical damage. Detached outside storage is preferred. Inside storage should be in a standard flammable liquids storage room or cabinet. Isolate from combustible materials and from oxidizing materials.

NOTE that if you want to keep the propylene oxide in the brew on a hot day you should ice the brew or it will boil away when you open the can.

Monthly Mailing - June, 1973

VEEP'S VIEWS - DISTRICT X

By Alex Chisolm

Remember the MACS '73 Model and Craft Show on June 29, 30 and July 1 to be held at the Anaheim Convention Center. In particular, be sure to come to the same place on Saturday night, June 30 and bring all your friends to the AMA District Meeting which will start promptly at 8:00 pm. We need your ideas and guidance so we can vote your preferences at the AMA Executive Council Meetings which will be held during NATS week, August 6 - 12 at Oshkosh.

Speaking of the NATS, the deadline for the postmark on your NATS entry form is June 29, so be sure to get yours from AMA Headquarters and send it in promptly.

There are still seats available on the jetliner which will leave Los Angeles on August 5 direct for Oshkosh and return to Los Angeles on August 12. You will be allowed to bring your aircraft on the jetliner in a box not larger than 16" x 27" x 63", all for \$132 round trip! Your NATS entry form indicates housing costs. Your check or money order for your fare should be sent to AMA Headquarters with your completed NATS entry form.

Be sure to check your AMA booth at the MACS Show. We'll have many AMA materials there, such as embroidered emblems, lapel pins, tie tacs, decals, bumper stickers, Delta Darts, and books on model aeronautics. We sold quite a few of these at the Orange County Model Show for the Cancer Fund Drive. As an experiment, we brought them along to the 13th Annual R/C Memorial Day Open at Madera, which was sponsored by Fresno Radio Modelers and the response was very encouraging. Contest Director "Switch" Ewing presented each contestant with a gold AMA lapel pin. These were warmly received. AMA Headquarters has these available for you at 50¢ each, but because they can be purchased in quantity, they only cost the sponsoring club 25¢ each. We also sold a variety of the embroidered emblems, lapel pins and tie-tacs. Contest Directors, Chartered Club Officers and District AMA Officials are encouraged to have a supply of AMA materials on hand. You can get an AMA supply and service order form from AMA Headquarters and order whatever you need. If your order in reasonably substantial quantity, you can obtain a rewarding discount. Even though every member receives one of these AMA supply forms with his renewal notice, few of these handsome items are ordered by members. If you have them available at contests or club meetings, then the guys can see them at first hand and they will want them. Try this before your next contest and see for yourself!

R/C Sport Scale is a new event and the rules still have some bugs in them which will hopefully be straightened out, but I have discovered that there are a few sport scale contestants who have not closely read the rules we already have. It was reported to me that there have been some Sport Scale contests where the Builder-Of-The-Model Rule was waived. This waiver should be well publicised before the contest. Also, if this rule is waived, then the static scale points should also be scrapped for that contest, because the resulting competition can only prove the ability of the flyer. Waiver of the Builder-Of-The-Model Rule, however, could spark even more interest in Sport Scale and to that end, it could be encouraged.

C. U. 8:00 P. M. June 30th!