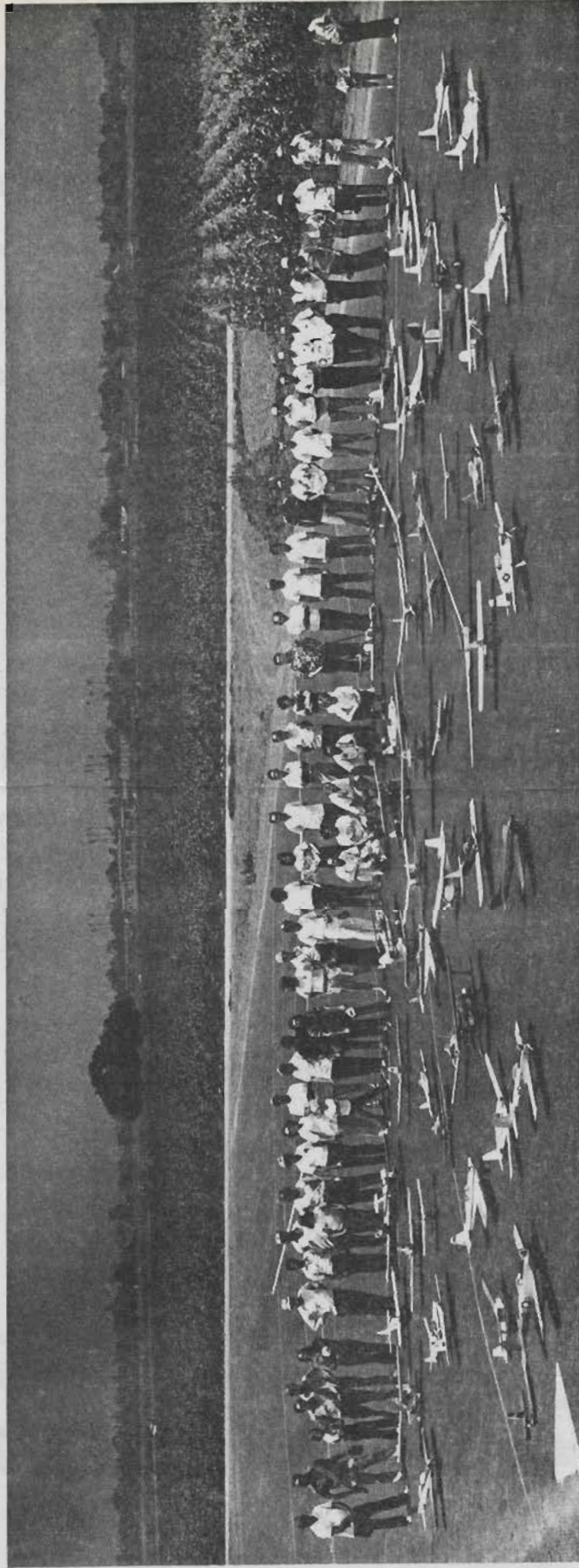


# VALLEY FLYERS NEWSLETTER '73



PACKARD PHOTOGRAPHY  
BURBANK

A goodly number of the Valley Flyers at the club Fly-In at the New Sepulveda Basin field on July 22, 1973. This shot, by Reed Packard gives a good indication of the WIDTH of the runway. Just imagine, the runway is  $6\frac{1}{2}$  times as long as it is wide. That works out to 80 feet by 540 feet. Couldn't be nicer.

President: Jay Replogle

Vice President: Tom Cone

Secretary: Larry Rosenberg

Asst. Secretary: Bob Wilde

Treasurer: Chuck Smith

Asst. Treasurer: Stan Gordon

EDITOR:

Larry Rosenberg  
12772 Jollette Ave  
Granada Hills, Calif 91344

PRESIDENT'S PAGE - August 1973

Looking forward to our August 13th meeting, I've got good news for you. You'll get to hear from our Vice President, Tom Cone. He'll be running the meeting because I have to go to Rochester, New York that week. He has a good meeting lined up that should be entertaining and enjoyable. Once again, Jack Stafford's B-24 is supposed to show up. It figures he will make it this time since I won't be here to see it.

Second, Bob Boucher, "The Electric Airplace Man", will be presenting a program on some of the things his company is working on as related to industry problems of today. Last, time permitting, Barry Turner has an interesting .50 feet of super 8 film taken from one of his RC ships in which he mounted a small camera. He will have the plane at the meeting that he mounted the camera in. It should be interesting.

A note for those of you looking forward to our scale contest. It will be held in November instead of August as originally planned. We'll get more out on this after the next board meeting.

See you in September!

*Day R.*

NEXT MEETING  
Aug. 14 - ENCINO  
8: P.M.  
WOMEN'S CLUB



by: Larry Rosenberg

Well July was a very busy month for the Valley Flyers and it was all geared towards having fun. Our July meeting turned out quite well. The Bob Hoover films were nothing short of fantastic. An interesting under the seat raffle was held with over twenty prizes being distributed. I thought that the highlight of the evening, aside from the great food, was the paper airplane contest. I have never seen so many grown men having so much fun with scraps of paper. It may have looked silly, but a good time was evidently had by all and that is what it is all about. The winners, who will receive their trophies at the next meeting, were:

Most Original Design:	Carl Gabel
Endurance:	Chuck Smith
Distance:	Ron Clem

As stated, the food was outstanding. It all was supplied by the parents of Bob Wilde and we certainly owe them a note of thanks. It was just about all consumed too, along with 96 cans of pop.

The radio raffle was held with Harry Taylor being the winner. Best of luck Harry.

Unfortunately your editor missed the July Fun Fly. I understand that a good time was had by all and from the looks of the picture on the cover this month, we had a pretty fair turn-out. I haven't received any poop on who won what event so I guess we will have to have a report at the next meeting.

Our entertainment schedule for the next meeting calls for Stafford's B-24(?) and a talk on RPV's by Roland Bouchet. Should be interesting. Along with this we will have our usual raffle, some business, etc.

As you all know by now, our Scale contest has been cancelled for August. We will, however, have it later in the year. More about that at a later time.

I see that the corn is quite high around the field now so it behooves us to try to keep our airplanes out of it. It can be awfully difficult to locate a model in the corn and we don't want any hard feelings with the farmer. Hopefully this situation won't last too much longer so be patient.

I imagine that most of you have noticed that the club has really gotten a shot of enthusiasm this year. Your board has worked hard to provide what the members want and, to a great extent, the members have been involved. Our membership is up, the tone of the meetings has changed to a positive one, and many old time members have returned to the fold. For this the board is quite thankful. One area, however, still remains quite unimproved. That area is the club newsletter. This newsletter is the communications backbone of the club. Your editor cannot make news, only relate it to the members. Few contributions have been coming in and I am not active enough at the various types of contests to pick up all of the news by myself. This newsletter is intended to serve the members, that is its primary function. If some of you are unhappy with the format or content let me know and I will see what I can do. I would very much like to publish an outstanding newsletter every month, it takes no more effort than a mediocre one.

Larry



A Note of Thanks  
from The Valley Flyers

(compiled by Loretta Hall)

The Valley Flyers would like to take this method of acknowledgment to thank the people and companys that came forward so readily to help supply the \$2500.00 that we needed to secure our new flying site.

We had intended to send personal thank you letters to all of the contributors, but this proved to be somewhat difficult to accomplish due to the inability of the Board to obtain all of the addresses. Rather, the Board of Directors has chosen the club newsletter with which to tender thanks, since it has a chance of reaching all concerned.

We therefore take this opportunity to express the gratitude of all of the members of this organization to the following people: (Names listed in chronological order of receipt of contribution.)

R.L. Simon	Wayne Wainwright	Orbit Electronics
A.G. Simon	T & A Hobby Lobby	Myles Moran
Maurice Coplan	Carl Mortens	Maxwell Model Dist.
J. Skolzylas	Dick Adams	Dick's Hobby Center
R. McCrackin	Walt Shiels	K & B Mfg. Co.
Pacific Model Distributors	J.G. Model Co.	Larry's Hobby Center
Len Katz	Cannon Electronics	Dr. Brotman
Dennis McDowell	G. Rittenhouse	A & L Dist. Inc.
S & O Electronics	Don Panek	Craftsman Hobby Shop
Hugo VanPaasen	Howard Reed	Colby Evetts Hobby Shop
Ed Lewis	Charles Larkey	Joel Cymrot
Dick Sonheim	Bob Smith	Dennis Kuhn
Don Spencer	Flo Shaw	Ron Clem
Misc. Field Collections (no names here)	Earl Harting	Lou Wells
Dick Stone	Misc. Collection Box	Joe Bridi Enterprises
Ralph Frisbee	Lee Mfg. Co.	RCM Magazine
Russ Judkins	Don Powell	The Hobby House
John Beard	Don Baker	Pactra Mfg. Co.
Les Paetz	Reed Packard	Rancho Park Hobbies
John Kelly	Dick Kolodzen	

SWAP!!!!!!

Share in flying club (the real thing) for R/C Equipment and supplies of equal value.  
Long established club based at VNY.

Cessna 182 Skylane	\$16.00 per hour wet
Cessna 177 Cardinal	10.00 per hour wet
Cessna 150 Commuter	8.00 per hour wet

All aircraft full IFR- well insured- students O.K.

Club monthly assessment (dues) \$16.00

Contact Bob Owens phone 353-8691

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FOR SALE

FOR SALE

FOR SALE

Fuel tanks; Lots of new Tatone "Stick-A-Tube" tanks in 3, 6, 10, and 12 oz sizes. Put inlets, outlets, vents wherever they work the best. List \$2.00 to \$2.50, yours for 75¢. Also, Stick-A-Tube accessory package with line, tools, etc. Add lines to any plastic tank or bottle. (Good for pressure). List \$1.29, sell 50¢.

KITS:

Graupner Kwik Fli III- World champion pattern ship in a beautifully engineered and complete kit. Includes wheels, double sprung nose gear, shaped and hollowed wing-tips, and instructions in three languages. List \$60.00, sell for \$42.00

Top-Flite Quik Fli III- Same design as above but spelled differently in an american kit. List \$50.00, sell \$35.00

Royal Kawasaki KI 61 Hein (Tony) Sr.- Full size scale kit for .61 engines. Excellent wood, full size plans and step by step instructions. All parts numbered with many pre-shaped and the rest die cut. Exciting and colorful WWII plane that should fly like a pattern bird. List \$60.00, sell \$45.00.

PAINT: Have four pints of Testor's Ruby Red Metal Flake dope. Terrific deep red color. One pint should paint a plane or two. Probably list about \$2.50 ea, sell \$1.75.

Contact Earl Levine Days: 359 6601 ext 28  
Eves: 792 6778 or P.O. Box 244, Duarte Ca, 91010



VEEP'S VIEWS - DISTRICT X

by Alex Chisolm

The MACS show must have had over 20,000 people in attendance. This was an ideal time to promote AMA with our own booth. Marlene and I want to particularly thank Associate Vice Presidents Jim Scarborough and Steve Geraghty for helping out in running the booth. Three days in that booth without their help would have been exhausting. As it was, we all enjoyed every minute of it, particularly working with people dedicated to AMA like Jim and Steve and the opportunity of renewing so many AMA friendships and meeting many new ones. We answered lots of questions and sold quite a few new memberships and AMA emblems, wings, tie-tacs and books. The Convention Center doesn't approve of customer sales so we didn't try to sell Delta Darts but this saved so many people from having to order these items from AMA Headquarters.

The District X AMA meeting Saturday night was well attended. District X officers included Associate Vice Presidents Bob Barnes, Hawaii; Ed Hagerlin, Arizona; Jim Scarborough, California and Steve Geraghty, California. Contest Board Members present were Mel Schmidt, FF; Russ Barrera, Scale and Bill Northrup, RC.

Questions on Control Line contest matters could not be resolved because Pete Brandt, Control Line Contest Board Member, was absent. Members representing the Southern California Control Line Association were disappointed.

AMA President Johnny Clemens, even though still recuperating, enthusiastically gave us a fine talk and pointed out how we can all make AMA better by communicating and offering ideas and suggestions for improvement. Executive Director John Worth, answered several questions and reported on the Oshkosh NATS. He pointed out that wind conditions may possibly hinder free flight but encouraged free flighters to come to the NATS to help work out any problems.

After the meeting, Russ Barrera complained that he has to vote on Scale Rules but he receives no input as to how he should vote on these rules from District X AMA members. He must vote the best he can by consulting with as many scale modelers as he can reach. He stated that he has received numerous complaints about scale rules after the voting is completed but that this is most irritating because nothing can be done about it afterwards. He pleads that scale oriented members should read the scale proposals as set forth in Competition News, or make their own proposals on the form supplied by AMA Headquarters but to send him their ideas before the deadline for him to vote. Actually, this applies to all Contest Board matters. It also applies to me so I can vote your choice at the Executive Council meetings. The next one will be held at Oshkosh on August 8th.

Hope to C. U. at the NATS!

July 10, 1973

Club News Letter Editors  
Magazine Columnists

To All Modelers:

It has been brought to our attention that some of you have experienced problems with our Twist Lock Spinners. Our major problem seems to be with the use of starters. We have found this problem to be caused, not by the spinner itself, but by the use of the starter.

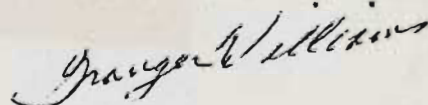
In all cases to date, we have found that the engine was started with wide open throttle. This allows the engine to exceed the speed of the starter, and the starter drag unlocks the spinner and it comes off. We had assumed that all experienced modelers would know that an engine starts quicker on low throttle and with less wear.

We have been using these spinners for the past eighteen months, with and without starters, and have never lost the front cap from normal operations. One of our local old time flyers has been using a three-inch spinner, with very light locking pressure (so light it scares me) locking it in the wrong direction, and using a starter. The difference is that he starts his engine in idle.

One other problem we have found is that some flyers using our spinner are not trimming the slots to clear the prop blades, but just forcing the spinner on and causing it to warp badly. This also will help the front to come off.

We feel we have the best plastic spinner available and I am sure most of you who have used it properly will agree.

Sincerely yours,

A handwritten signature in cursive script that reads "Granger Williams".

Granger Williams