

# VALLEY FLYERS

## NOVEMBER 1974

# NEWSLETTER



This month's newsletter cover page is a little unusual, since we have two people on it. Ed Hotelling is shown holding his very pretty "Little Toni", by Prather Products, and has done well in racing with this airplane. Ed is our model of the month winner, but I couldn't resist putting Jeanine Jahelka's picture in this issue. Her first airplane is a well done modified "Upstart", and boy, that is pride glowing in her face! Jeanine is no newcomer to Formula 1 racing either, as she's had the trials and tribulations of calling for Scott Johnson all year! Nicely done Ed and Jeanine.

PRESIDENT: BOB SMITH

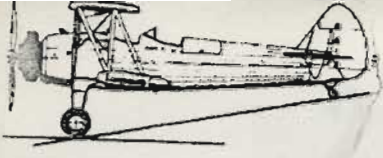
V.P. BOB WILDE

SECRETARY: RON CLEM

ASS'T SEC: LEN KATZ

TREASURER: CHUCK SMITH

ASS'T TREAS: TOM MEAD



EDITOR'S PAGE

By Ron Clem

At this time of year, most people are thinking about the upcoming holidays- Thanksgiving, (yum!), and of course 'ol Ho! Ho! Ho! about a month later. I'd like to see if I can sidetrack those thoughts for just a moment or two, while I try to impress upon each of you the importance of the next meeting. Those of you who come will elect three people to the board of directors for the next two years. It's not a small responsibility. Your vote in this matter is very important in that, the folks you elect will, for the most part, control the future direction of the club. Thus far, there are some level headed, qualified, and responsible people who have been nominated. Quite a few, as a matter of fact, and I will endorse none in this editorial, (I do have my druthers!) for to do so would prejustice, or swing the vote one way or another. Most everyone I talked with on the telephone survey indicated that they had enjoyed the club this year, and I would like to see this feeling continue. You see, to be just a non-participating member isn't enough. Despite our different walks of life, and our sometimes personal differences, we have a common ground.... AIRCRAFT! We love 'em! Big ones, little ones, Trainer Masters, Quarter Midget, and Gliders, and even full size airplanes, find their way into our bull sessions. And out of this pooled love for a particular thing, we have the center of attraction, a gathering place to share experiences, to meet old friends again, or make new ones, the CLUB. I hope you will find it important enough to come to the November meeting and vote for the persons of your choice. We have a good thing going..... let's keep it that way!

I just read my AMA monthly mailing today, and they had a list of AMA chartered clubs with 100 or more members. The Valley Flyers didn't even make the list, even though we've had over 100 members most of the year. Those guys are so far behind what is actually going down... Speaking of membership, we now have 144 members, perhaps the highest in club history. Roger Paskell is back with us after a little jaunt up in Alaska. He's been flying real aircraft for Kodiak Airlines, mostly cargo, I believe, and the love of life prompted him to quit and return to So. Cal. Says he's tired of flying medium size Cessna twins 800 to 1000 lbs. over gross weight! He claims that on a really cold day, he could get all of 100 feet per minute climb!

I still haven't heard from anyone that would like to take over the newsletter for next year, and I think this is a very important part of club communication. You don't have to be an experienced journalist, or a writer, just the ability to type a little. (I type with two fingers). I will continue to do the cover page for the newsletter, if possible, and I believe Jay will still be available to help with the rest of the process. It takes about three nights a month, and it's only for a year, unless you want to do it longer! It's not necessary for the editor to be a member of the board, in fact, not even desirable! This leaves the editor free to do the newsletter at his leisure. Think about it, and call me. 398-6865. Next meeting, Encino Women's Club, November 12, Election Night, so see you then.



## Fuel Gauge ?

The March 1974 issue of R/C Modeler Magazine (pages 34 to 39) carried a rather lengthy construction article on a fuel gauge. Just the title fuel gauge is enough to catch the readers eye. Actually anything referring to fuel of any kind draws special attention these days. But lets look further at this "much needed item". If you thought this device is sophisticated ~~you~~<sup>you're</sup> wrong. No, it doesn't have a float type sensor in the airplanes tank which telemeters its reading back to the ground. It is in fact nothing more than a simple timer. Possibly too simple for that matter. The circuit is not even a good solid state device by today's standards. It is merely a capacitor, charge, discharge gadget. Is that really bad? Well this type of circuit can be subject to many variables. The time constant can vary with the supply voltage. As the battery gets older the "fuel" reading will change. The components employed in this circuit will definitely be affected by changes in temperature. Yet there is no provision for temperature compensation. You might have 1/4 tank remaining in the winter and run out of gas in the summer.

There is an additional "monkey wrench" thrown into this design, the throttle compensator. This adds simply another variable, a guess as to what the throttle position is for a particular flight. The result is a device which is hardly worth the time and expense to build.

Then to further fill valuable magazine space the reader is provided with no less than three versions of the fuel gauge (full size, miniature and micro-miniature). The largest of which is shown mounted on top of the transmitter right next to the antenna which is not good practice.

Finally we have a potential safety hazard. Many of our R/C planes weigh over six pounds and fly over 75 real MPH. What happens when the flyer takes his eyes off the plane and looks down at the fuel gauge? Better still, think of the same situation with several planes in the air at the same time.

Really a better way to go is the Telecraft "Flight Pacer" (advertised in RCM). It does the same functions as the fuel gauge but gives an audible warning when your time is up (fuel running low).

Mr. Dewey I think you can do our hobby a better service than this.

Bob Aberle  
AMA 8409



THE VALLEY FLYERS IS RUN BY A BOARD OF DIRECTORS THAT YOU, THE MEMBERS, ELECT. SINCE THE BOARD REPRESENTS YOU, IT WOULD SEEM THAT THE IMPORTANCE OF ELECTIONS WOULD FACILITATE A LARGE TURNOUT AT THE NOVEMBER ELECTION MEETING. BUT, JUDGING FROM THE PAST LIGHT ATTENDANCE THIS JUST DOESN'T SEEM TO BE THE CASE. I URGE YOU TO COME TO THE NOVEMBER MEETING. LISTEN TO WHAT THE CANDIDATES HAVE TO SAY, AND VOTE FOR THE ONES THAT YOU FEEL ARE THE MOST REPRESENTATIVE OF YOUR IDEAS.

LEN KATZ

CLIP HERE

.....  
QUOTE WITHOUT COMMENT

~~was superseded by~~  
Finally, Gulf favors free market pricing and fair profit as the most likely tools to assure balance between supply and demand, and to stimulate new discovery and development of the energy the nation needs.

After all, a helping hand is a far more productive tool than any number of pointing fingers.

To find energy, find facts—not fault.

**GULF OIL CORPORATION**

—Advertisement in THE NEW YORK TIMES,  
February 13, page 19.

Gulf Oil Profit Rose  
153% in 4th Quarter

—Headline in THE NEW YORK TIMES,  
February 13, page 1.

.....  
CONSUMER REPORTS 347

HELP!

The board needs your suggestions. We are often in a quandary about what to have for entertainment at the club meetings. If you have any realistic ideas, or know of something or someone that could provide meeting entertainment, please write your name and idea or entertainment on this coupon, and hand it to any board member at the next meeting. Thanx.

NAME \_\_\_\_\_

ENTERTAINMENT  
OR  
IDEA \_\_\_\_\_

CLIP HERE

\* TELEPHONE SURVEY RESULTS \*

As many of you know, I recently conducted a survey of the Valley Flyer membership by telephone, and the results are as follows.

The questions were:

DO YOU PLAN TO ATTEND THE CHRISTMAS PARTY?

59% of those queried plan to attend, so it looks like we'll have a very nice turnout this year. If you weren't sure you could attend, or changed your mind about not coming, you can purchase tickets at the next meeting, or at your favorite hobby dealer.

DO YOU LIKE THE WAY THE CLUB HAS BEEN RUN THIS YEAR?

97% replied that they had enjoyed the meetings and the entertainment. There were only a few reservations given, and the remarks ran from "too much racing", to "not enough for the sport flyer". But, the numbers can't lie, and I consider a 97% "yes" vote as unanimous.

IF YOU WERE ABLE, WOULD YOU BE WILLING TO HELP IN CLUB SPONSORED CONTESTS?

Once again, a whopping 88% indicated "yes" to the question. We've always had a problem getting help to run a contest, but apparently we're just not asking enough of the right people, the members!

ARE YOU AFFILIATED WITH FULL SCALE AVIATION, MILITARY PILOT, AEROSPACE, ETC.?

Not too surprising, as 36% indicated that they were. This would include anyone who worked for an airline, or aircraft company, or a military pilot.

DO YOU HAVE A PILOT'S LICENSE?

This category covered any folks who weren't covered by the question above, and 28% replied they did have a pilot's license of one sort or another. Student pilots, private pilots, commercial and higher ratings were all grouped together in this question.

One thing I was particularly interested in was, how many members of the club are directly or indirectly connected with full size aviation. The answer to that can be had by adding the percentages of the last two questions, and the figure is a startling, almost unbelievable, 64%!!!

If you're wondering why you didn't get called on this survey, it's because you weren't home at the time I called, or your line was busy. My thanks to the general membership for the answers to my questions.

Ron Clem



*the San Gabriel Valley Radio Control League, Inc.  
presents:*

# PATTERN/SCALE

**NOVEMBER 16-17, 1974**

at

**Whittier Narrows Field**

**Classes A, B, Cn and Dx plus Sport Scale**

**Trophies to 5th place in each class**

Plus whatever merchandise we can hustle up!

**AMA Sanction No. 967, Class AA**

AMA and FCC Licenses required

Transmitters required on all Pattern Entries

**ENTRY FEES:**

At the contest: \$7.50, Pattern, \$5.00 Scale

Pre-Entry: \$6.00, Pattern, \$4.00 Scale

(Flyers entering both Pattern and Scale receive \$1.00 discount on Scale entry fee.)

Registration: 8:00 AM Saturday

First Flight: 9:00 AM Saturday and Sunday

Pre-entries; please make your check payable to "San Gabriel Valley RC League" and send with entry blank below to:

San Gabriel Valley RC League  
c/o Dick Burkhalter, GD  
6130 Monterey Road, Apt. 15  
Los Angeles, CA 90042

Direct further inquiries to:  
Dick Burkhalter  
(213) 257-5729 (nights)  
or  
(213) 985-4321, Ext. 2523 (days)

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**ENTRY FORM - SGVRCL ANNUAL PATTERN/SPORT SCALE CONTEST**

NAME \_\_\_\_\_ AMA # \_\_\_\_\_

ADDRESS \_\_\_\_\_ FCC # \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ FREQUENCIES \_\_\_\_\_ Mhz \_\_\_\_\_ KHz \_\_\_\_\_

AIRCRAFT TYPE(S) \_\_\_\_\_

CLASSES ENTERED (Check)  A  B  Cn  Dx  Sport Scale TOTAL ENCLOSED \$ \_\_\_\_\_



Gentlemen:

First of all let me introduce myself. My name is Jim Zahorik AMA 5340. I am an air-line pilot for Trans World Airlines and a Leader Member of the AMA. During the nineteen years I have belonged to the AMA, I have enjoyed the competition facet of the hobby and feel that this enjoyment is a result of the great strides made in the AMA's rule making and the way these rules are enforced. I find however, that I am unable to remain complacent after reading the late September issue of the AMA Competition Newsletter.

This correspondence involves rule change 76-15 Pattern Contestant Classification, Type of Meet. "Proposed by James Vanderwalker, Clintonville, Wisc., to specify that advancement points are awarded only when the contest involved has a rating of AA or higher. Pattern events held in connection with Class A meets are usually in the nature of a fun-fly, he says, and to count advancement points from those events would result in advancing flyers beyond their capability."

I would never think this type of proposal would be authored by a fellow competitor who is a CONTEST DIRECTOR and an experienced R/C flyer [ie. placing 3rd in D/N at the 1974 Nats at Lake Charles]. After reviewing the proposal with members of the Milwaukee Flying Electrons, Pebble Creek Flyers, Valley Aero Modelers and my club the Astro Wings of Wisconsin, I find the following gross discrepancies.

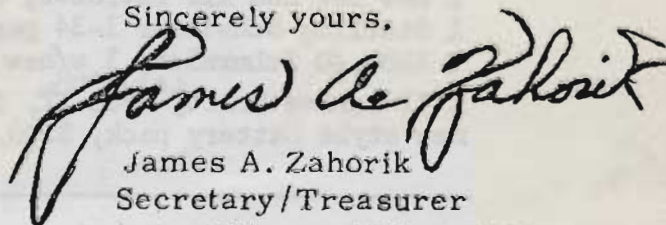
First, pattern events at Class A contests are not treated in the same nature as a fun-fly. With the high costs of fuel, food, and lodging, individuals that travel 200-400 miles to compete in a Class A Pattern Contest expect it to be run as a pattern contest and not a fun-fly. If the hosting club wants to run a fun-fly, then they should advertize it as such in the Competition News.

Secondly, awarding advancement points does not advance flyers beyond their capability but, forces the proficient flyer to move to the next higher class after he has accumulated 100 points. If these advancement points are not awarded, The same proficient flyers will win in a given class year after year.

If this rule change is passed by the Contest Board, not only would attendance at Class A Pattern Contests be drastically reduced, but the enthusiasm and good sportsmanship we are trying to develop through organized pattern competition would be destroyed.

Hoping that you and your club express dissatisfaction with proposed rule change RC 76-15 to your area representative of the Contest Board, I remain,

Sincerely yours,



James A. Zahorik  
Secretary/Treasurer  
Astro Wings of Wisconsin

RADIO CONTROL CONTEST BOARD

ACADEMY OF MODEL AERONAUTICS

- I. Doug Allredd, 38 Summit Rd., Lexington, Mass. 02173
- II. George Buso, 11 Maple Ln., Hyde Park, NY 12538
- III. Don Lowe, 2710 N. Kings Arm Cir., Centerville, OH 45440
- IV. George Hill, 4106 Breezewood Ln., Annandale, VA 22003
- V. B. Atkinson, 734 N. 6th St. Terr., Blue Springs, MO 64015
- VI. Peter Waters, 31219 Kendall, Livonia, MI 48154
- VII. D. Coleman, 527 Pecan St., Citronelle, AL 36552
- VIII. David Hyde, 8823 Boundbrook Ct., Dallas TX 75321
- IX. Loren Tregellas, 3003 S. Everett, Wichita, KS 67217
- X. W. Northrop, Jr., 1105 Spurgeon, Santa Ana, CA 92701
- XI. Ralph Brook, 3431 S. 194th, Seattle, WA 98188



CLASSIFIED

FOR SALE!

FOR SALE!

FOR SALE!

- WEBRA .61 good condition \$30.
- Enya .60 better condition, (almost new) \$35.
- O.S. MAX .25 W/ Muffler & mount, good condition \$20.
- 2 Miss Dara kits \$40. ea.
- 1 Miss Dallas kit \$30.
- 1 Miss Dallas ready to fly, \$50.
- 1 New Era Trainer ready to fly, New, \$25.
- 1 Upstart kit, \$5.
- 1 Goldberg Skylane 62, repairs almost complete, w/ O.S. .50 engine, \$30.
- 1 Sr. Falcon, ready to paint, \$30.
- 1 Hobby Lobby Radio, converted to 6 ch. Mode II, 27.145, 2 Bat. packs, 8 servos \$125.
- Plus other miscellaneous merchandise.....

Gary Smith...391-6475

- 1 72 Pro Line Radio 6 ch. Mode II, 72.04
- 1 Veco .61, good cond.                      1 Sullivan HiTork Starter & other
- 1 gal. K&B 500 fuel                              miscellaneous stuff
- 1 QM Mustang kit (not Stafford)      LOT PRICE, OR WILL SELL INDIVIDUAL ITEMS
- BEST OFFER..... IRAN AUSLEY...OFF.887-3125...Home 346-8883

- 1- *EL BANDITO FORMULA I RACER, COMPLETE, WILL DEMONSTRATE, \$250.*
- 1 Rickey Rat Kit, Formula 1 racer, \$45. Ed Hotelling 805/482-7547

- 1 E.K. Logictrol 5 ch. Mode II, 72.24, Full system, good cond. open gimbal sticks
- 1 E.K. Logictrol 5 ch. Mode II, 72.40, Full system, " " closed sticks
- Tom Mead..... 474-0795

- 1 Goldberg Ranger 17, for 2 or 3 ch. sport flyer and trainer, \$15. New
- 1 Svenson K&B Glider kit, about 125" span, for thermal or slope, \$30.
- 1 Graupner Quick Fli III kit, formed fuselage sides, etc. List \$95. sell for \$40.
- 1 Pilot Junior 100, 42" span, similar to scaled down A-Ray, trainer, \$20.
- 1 Super Kaos, Ready to fly, bolt in engine and landing gear, (Veco.61), \$100.
- 1 new set Rom Air retracts, complete system, never used, \$55.
- 1 Sterling Schwitzer 1-34 partially built, complete kit, \$15.
- 2 K&B .40 Schurnles, 1 w/new piston, ring, liner, \$45. 1 used, but in good cond. \$35.
- 1 71 series Kraft, <sup>6 ch. 27.145</sup> Mode II, 53.2, w/4 factory reconditioned KP 11a servos and new style battery pack, \$200.                      Ron Clem....398-6855

- 1 Hughes 300 Helicopter, customized, Beautiful flying cond., w/ O&R engine \$175.
- John Gorham...805/948-3537

\* WANTED\*                      \* WANTED\*

I need your used radios to sell! WILL....BUY, SELL, TRADE, CONSIGNMENT, WHATEVER!

Colby Evett..396-0280



CONTEST REPORT EXCLUSIVELY FOR AMERICAN AIRCRAFT MODELER AND NMPRA NEWSLETTER - by Ed Hotelling

On October 12 & 13, Camarillo Flying Circus hosted and American Aircraft Modeler sponsored the Western States Pylon Championships at Oxnard Air Force Base. In addition to the gigantic perpetual NMPRA trophy dating back to 1965 and the three-foot high Fast Time perpetual trophy, each contestant received a handsomely embossed souvenir metal plate, and the top fifteen winners in each class received large wooden plaques with engraved NMPRA emblems and pertinent data--a refreshing change from some gaudy trophies.

Contest Director Nate Rambo and his crew got processing and handicap judging for all 70 pilots (43 in Standard and 27 in Expert) completed in time to flag off the first heat about 9:20 Saturday morning. Unfortunately, several hours were then lost while the pylon course layout was twice reversed when unusual desert winds swept the area and then gave way to the normal ocean breeze. These high winds also caused a lot of aircraft damage to those flying at the time. Finally, the weather cooperated and a total of five rounds were flown before measuring winners and presenting awards Sunday afternoon.

Although the top Expert flyers were evenly divided in numbers using K&B's and Supertigers, Terry Prather's fast time with the Supertiger was slightly bettered by three K&B flyers, including ever fast Bob Smith who won the Fast Time trophy by doing 1:17.4 in a tight race against Tom Tusing. However, after five rounds, only Terry Prather and Kent Nagy had perfect scores. In their flyoff for first place, Terry's cut gave first place to Kent Nagy.

In Standard Class, John Rouse's consistent flying paid off for first place in an increasingly speedy group of flyers.



The success of the Western States Pylon Championships, marred only by a period of windy weather, was capped by a raffle of merchandise for the workers. Encouragement of workers certainly makes sense, because building a plane to race is pointless without them.

Final results:

EXPERT

1	Kent Nogy	20	1:18.0	K&B	LR1A
2	Terry Prather	20	1:18.2	ST	Little Toni
3	Ed Hotelling	17	1:18.0	K&B	Little Toni
4	Jim Jensen	16	1:19.2	ST	Little Toni
5	Jim Witt	15	1:22.3	ST	LR1A
6	Ed Foster	14	1:23.0	K&B	Bandito
7	Lou Governale	14	1:24.6	ST	Thunderchicken
8	Bob Smith	13	1:17.4	K&B	Super Dara
9	George Flynn	13	1:30.0	K&B	LR1A
10	Ron Sheldon	13	1:23.0	ST	Bandito
11	Dan McCan	12	1:25.5	K&B	Super Dara
12	Ed Allen	12	1:29.5	ST	Minnow
13	Larry Leonard	12	1:21.5	K&B	LR1A
14	Wes Morris	11	1:19.5	ST	Little Toni
15	Lee Frey	11	1:30.2	K&B	Rickey Rat

STANDARD

1	John Rousse	19	1:36.1
2	Keith Davidson	18	1:28.3
3	Dennis Osborn	17	1:33.8
4	Jerry Boyce	17	1:34.8
5	Ron Hadaway	17	1:37.8
6	Ron Gilman	16	1:28.0
7	Rusty Van Baren	16	1:30.0
8	Lou Stanley	15	1:28.1
9	Jerry Silverman	15	1:31.0
10	Bob Wilde	14	1:33.3
11	Steve Kirschner	14	1:33.0
12	Joe Howard	14	1:34.5
13	Scott Johnson	13	1:35.0
14	Tony Amezcua	13	1:36.6
15	Bobby Baker	13	1:40.3



QUARTER MIDGET RACING CLUB

INVITES YOU TO ATTEND

THE ANNUAL SOUTHWEST QUARTER MIDGET CHAMPIONSHIPS

DECEMBER 7 and 8 1974

Hosted by

CHULA VISTA MODEL AND RADIO CONTROL CLUB

With the Cooperation of the  
QUARTER MIDGET RACING CLUB

PLAN TO ATTEND THE LARGEST QUARTER MIDGET CONTEST OF THE YEAR!

Two days of exclusive Quarter Midget Racing on one of the  
most spacious, paved flying sites in the southwest.

AMPLE CAMPING AREA FOR CAMPERS AND HOUSECARS ON FLYING FIELD

BEAUTIFUL TROPHIES FOR A BIG EVENT

Racing rules and map locating the flying site will be mailed  
to you upon receiving your Pre-Entry Registration Form

No Entries accepted on the field, so be sure to mail your Pre-Entry.

No Entries accepted later than November 25, 1974.

ENTRY FEE \$10.00

PAY AT FLYING SITE, DO NOT MAIL WITH PRE-ENTRY FORM

CONTEST DIRECTOR - DAN MAHONEY

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Mail Pre-Entry Form to:

Ramzi Thomas  
3716 Duffy Way  
Bonita, Calif., 92002  
(714) 479-7748

AMA  
F.C.C.  
Radio Frequency  
Color

Name \_\_\_\_\_

Address \_\_\_\_\_

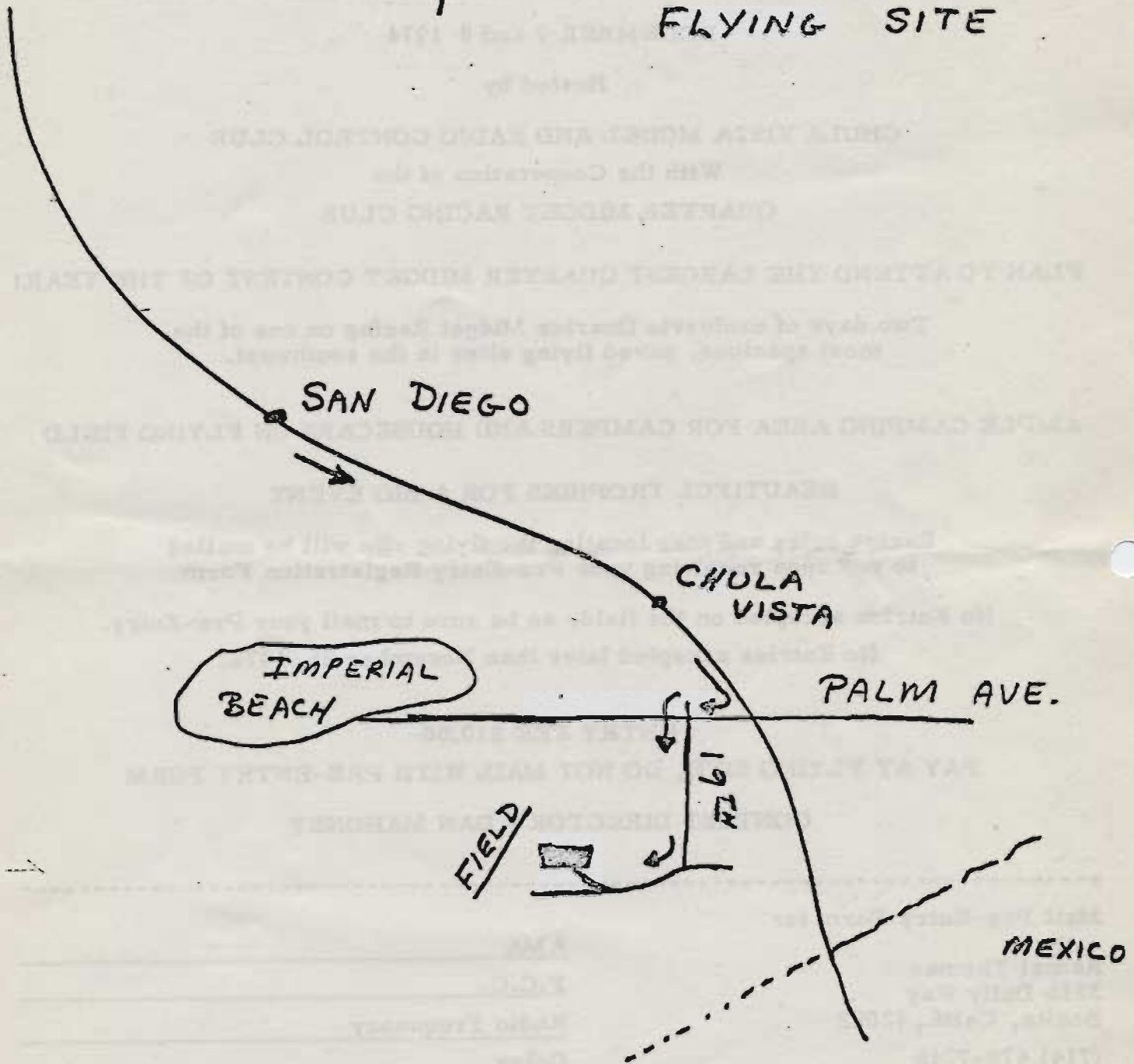
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_



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# CHULA VISTA R/C FLYING SITE





# EK Logictrol

Reliable radio control systems

Note: Any interested individuals that would be interested in receiving this publication, contact the address below. Ed.

Dear Club Member,

Enclosed is a copy of the R/C Technician. It is a newsletter published by EK Products, Inc. primarily for everyone who owns or handles EK Logictrol radios. However, it is not limited, therefore we would like to swap newsletters with you on a no cost basis. You may reprint or quote from our newsletter as necessary.

If this is agreeable with you please send copies of your newsletter to:

Manager-Sales and New Products Development  
EK Products, Inc.  
3322 Stovall St.  
Irving, Tex. 75061

and include instructions to us regarding how to send future copies of the R/C Technician to you.

Thanks kindly for this opportunity to serve you.

Sincerely,

*Jim Simpson*

Jim Simpson, Manager  
Sales and New Product Development  
EK Products, Inc.

JS/ss



# EK LOGICTROL

## THE EK-LOGICTROL STORY

The "E" of EK is Robert Elliott, the president of our company. Bob was born and raised in Pittsfield, Massachusetts. He graduated from Rensselaer Polytechnic Institute at Troy, New York, with a degree in Electrical Engineering. He served in the US Army during WW II and saw combat in the European Theatre of Operations. He was employed by General Electric for sixteen years and while there he worked in mechanical design, electronic circuit design and Quality Control. Throughout this period of his life, Bob was an active modeler, attended many AMA Nationals and was the 1958 New England RC Champion. While in Los Angeles for the Nationals, he secured a job at Autonetics and in the ensuing four years he developed considerable semiconductor expertise. It was during this time frame that he perfected the amplifier which was used in the transmute servo. Following a short period of employment at the Bonner Company, he spent a year with Douglas Aircraft at Huntington Beach, California where he worked at predicting electronic failures for an engineering reliability program. During the several years previous to this time, Bob had devoted much of his valuable modeling time to a continuing development of much needed R/C circuits and servos. These efforts were shown at Toldeo, presented at DCRC symposiums and shared with the newborn industry. He finally got it all together while at Douglas and thus became the R/C modelers envy with his fully operational digital proportional radio.

The "K" of EK is Gerry Krause, who is the Vice President of our company. Gerry was born and raised in Hudson, South Dakota. After high school graduation, Gerry enrolled at the University of South Dakota and began studies which would eventually lead to a degree in engineering. From there he went to the Northrop Institute of Technology in Los Angeles and gained a certificate of Aeronautical Engineering. Uncle Sam called and Gerry answered, wherein the Army sent him to Huntsville, Alabama and engaged his service on telemetry equipment in the Honest John and Little John missile systems. While at Huntsville, Gerry continued his studies at the University of Alabama. After his hitch was up, Gerry moved to Boulder, Colorado, and concluded his academic career with a bachelors degree in Aeronautical Engineering. Florida was the next stop where Pratt and Whitney Aircraft employed him at basic design layout of fuel and hydraulic systems on jet engines. Following that assignment, Gerry worked in Abilene, Texas, as a system engineer in the construction of Atlas missile silos. He then moved to Tulsa, Oklahoma, in the employment of the Douglas Aircraft Company. While on loan to the Huntington Beach facility of the Douglas Company, Gerry was introduced to Bob by another RC modeler. Bob says it took Gerry a week to talk him out of a prototype and the record shows Gerry flew it in the AMA Nationals and was the 1964 Mid America RC Champion with that radio.

Logictrol 7 was the name selected for the first radios produced by the company which was formed in October, 1964, and which has come to be known as EK Products, Inc. The first plant was a garage in Anaheim, California. The laboratory was a bedroom and office was the kitchen table. Four proto-

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types were flown in 1964, and the first deliveries of production units occurred in January, 1965.

The May, 1965, issue of RC MODELER MAGAZINE contained a picture which was made at the Toledo show of Bob, Gerry, and the young company's product line. This line consisted of a single radio which was available in four separate versions. The June, 1965, issue of RCM had the first ad and from that we see the two stick version which provided four controls was only \$439.50. The July RCM ad listed the new plant address in Westminster, California. This plant has 1200 square feet of floor space and five people were now employed. By December, 1965, there were over 350 radios known as the Logictrol I in their owners hands. These radios featured all silicon transistors, 1 or 2 stick configuration, polyurethane coating for vibration protection, transformerless servos, tuned RF stage, failsafe and overload protection, five or seven channels, and fast factory service - all this was still only \$439.50. These radios had won over two dozen trophies in major contests around the U.S. through this short season!

The March, 1966, RCM ad introduced the Logictrol II which was first shown at the Los Angeles Model Airplane Trade Show (MATS). This new radio used SCS transistors in the decoder which allowed single deck receiver construction one half the size of previous models. Also featured were smaller transmitters with higher power output and lower overall parts count. This innovation set a trend throughout the industry, and the 2 stick, 5 channel version was to be only \$425.00! Major contest wins more than doubled in 1966 and 7 trophies were won at the NATS with Logictrol radios. These successes and increased business dictated a need for more space and in the Spring of 1967, EK Logictrol moved to Euless, Texas, and occupied a new plant with 5,000 square feet of floor space. Once settled in, a new method was devised to record contest wins and communicate directly with Logictrol owners, thus the TECHNICIAN was born. Ads in RCM exhorted Logictrol owners to write for free copies, and thousands and thousands were sent out. The TECHNICIAN became an "in house" organ with free idea exchange, technical tips, and recognition of outstanding individual performances.

The Logictrol III radio was introduced thru ads in March, 1968, RCM and at the early trade shows. This was a natural evolution for EK, but caused a revolution otherwise. The new Log III was a mini system which weighed less than 15 ounces. It had a smaller battery pack, smaller receiver, smaller servos, and significantly advanced circuitry. This new circuitry could be visibly appreciated in the "three wire" servos and "two wire" battery which permitted operation with one cell dead. It also included a truly double tuned RF front end. Along with this new system came the unmount, which ended the modelers installation headache. All this and the two stick five channel version was now only \$395.00. Public acceptance was so overwhelming that more manufacturing capacity became absolutely essential, and in June, 1968, RC de Mexico, S.A., was incorporated at Matamoros, Mexico. This step again expanded the overall facilities by more than 100%, and the business continued to grow.

The EK Logictrol Pro Series was introduced at the 1969 Toledo show and was an overwhelming success. It featured the first "closed" stick with open stick performance. In addition to the protection now afforded the internal components, the modeler could adjust the "feel" to suit his own individual taste. The quality and reliability contained in these systems was so great that the warranty period was extended to 6 months! And do you know what? ---The good old standby 2 stick 5 channel radio was still only \$395.00. Advertising through the year featured a list of Factory Sales and Service Centers to minimize modelers "down" time, the U.S. Scale R/C team of Joe Bridi, Maxey Hester, and Claude McCullough who all flew EK Logictrol radios, and best of all - a 5th Anniversary sale wherein the 2 stick, 5 channel version price dropped down to \$369.95!

The 1970 flying season opened and along came the EK Logictrol Champion with it's exclusive "AMP-PAK" and servos which were only \$12.95. The 2 stick, 4 servo version was now an unheard of \$299.95 and EK was "where the Best begins." Advertising again featured contest wins and highly successful EK Logictrol flyers such as Dan Carey, Maxey Hester, and Edd Alexander.

In February, 1971, EK Logictrol again startled the R/C world with its introduction of the "Worlds Smallest Servo", which was more simply another step in the continuing evolution of a great radio. Incidentally, the 2-5 was still only \$299.95. In the following months the Little Red Brick, more commonly known as LRB's, appeared on the scene and were absolutely sensational! Kim and Van Johnson joined Maxey Hester in success stories told thru advertising and the list of service centers continued to grow in an effort to further reduce cost and down times to the individual set owners.

"Logictrol does it better" was the 1972 theme and to prove the point our integrated circuit (made exclusively for us by Texas Instruments) was incorporated in all systems as the year progressed. This innovation drastically reduced the "parts count" and reliability rose significantly. In addition, the IC and its method of employment permitted full power output with extremely low current drain because it is totally unique. Quality was continuously em-



phasized and service centers expanded as Reliability became the watchword, synonymous with EK Logictrol. This concept gave birth to the Super Pro radio and a new 1 year warranty with the following terms: First 90 days are unconditional, maximum service charge during second 90 days is \$25.00 and maximum of \$35.00 for the remainder of the year. This warranty applied to all EK Logictrol Super Pro and Champion radios and continues today.

Throughout 1973, and the first half of 1974, the good old 2-5 version remained only \$299.95. In 1973, EK Logictrol turned its full attention to one of the main problems plaguing modelers - Interference. Individual trips and fully instrumented testing at some of the most notorious flying fields in the U.S. revealed two significant facts. In "fringe" areas increased selectivity afforded by the crystal filters, dual conversion, and four IF can receivers increased the percentage of success; however, there is still no way to eliminate the offending signal if it is on your frequency and of sufficient magnitude. This means that if you need it, the crystal filter will help but remember that it increases the "parts count".

1974 dawned as EK Logictrols year. It was our tenth anniversary. Service centers were available in many foreign countries as well as throughout the United States. The volume of business had doubled again and again, so in August we moved the corporate world headquarters into a new 12,000 square foot plant in Irving, Texas.

Let's consider for a moment exactly what this means to you. As the owner of an EK Logictrol radio, you have the very latest up to date "state of the art" technology at your command every time you fly. This technology is a unique combination of modelers working for modelers. You can be sure that your needs will be anticipated as newer radios are developed. We have 10 years of experience so you can rest assured that no excesses or "cost overruns" will be passed on in the form of continual price increases or exorbitant initial cost and repair bills, because we know how to buy and build efficiently. Our 10 years of record production coupled with concern for your needs led to the development of a world wide network of service centers ready and able to serve you. To prove that we stand by what we sell, our warranty and service policies are the most generous possible.

Your radio has a serial number and a file here at the Factory Service Center. Whenever it is returned for service, we record all work performed. Over 50 different checks are made and we insure that it will meet or exceed the original specifications which are also contained in the file. All up modifications within each model line are recorded and automatically installed each time your set is serviced. If test flights are required, we maintain an active fleet of R/C aircraft for such purpose.

Finally, we have a laboratory and a new products development manager both dedicated to incorporating your needs and ideas in future radios.

Next time you take command with your EK Logictrol, you can rest assured that we're with you all the way, that your concern is likewise our concern and that as long as we work together as a team, continual success and increased reliability are insured!

**NOTE:** The RC TECHNICIAN is a newsletter printed by EK Products, Inc. and is sent free of charge to registered owners of EK Logictrol radios. Others may send name, address, and \$1.50 to EK Products, Inc., 3322 Stovall Street, Irving, Texas 75061.

Future issues will deal with new products announcements, Sales and Service policies, and technical tips as far as our inputs are concerned. In addition to these categories, we would like to include details of your contest wins and successes, as well as helpful hints and tips regarding installation, maintenance, and operation of our radios. Finally, we would appreciate hearing your suggestions regarding any new products development.

Please send these contributions to our address as listed above and mark them for the attention of the Manager of New Products Development.



VALLEY FLYERS MEMBERSHIP ROSTER  
144 Members, Nov. '74

Walter Altman	1219-6 Barry Ave.	W. Los Angeles	90025	479-8683
Richard Ackley	10450 Firnglen	Tujunga	91402	353-1753
Thomas Akins	245 S. Reno St. #33	L.A.	90057	384-7696
Bud Anders	1747 Garvin Ave.	Simi Valley	93065	- - - -
Iran Ausley	24033 Gilmore St.	Canoga Park	91304	346-8883
Joe Baer	2758 Motor Ave.	L.A.	90064	839-6628
Marc Barenfeld	1153 N. Beachwood Dr.	Hollywood	90028	462-8780
Franklin Barker	17350 Chase St.	Northridge	91324	987-2416
Don Bayer	11624 Westminster	L.A.	90066	390-4278
James Beaupre	10844 Rose Ave. #13	L.A.	90034	838-5376
Jeff Bertken	21845 Saticoy #202	Canoga Park	91304	346-0260
Sheldon Birenbaum	8235 Owensmouth	Canoga Park	91304	346-9924
Robert Bleadon	4450 Winnetka Ave.	Woodland Hills	91364	887-4450
Robert Boucher	2301 Cheryl Pl.	L.A.	90049	472-6344
William Bray	7424 Firmament	Van Nuys	91406	780-6820
Joe Bridi	23625 Pineforest Ln.	Harbor City	90710	326-5013
Ray Broussard	16646 Lakey St.	Granada Hills	91344	363-3077
Gary Bush	7525 Sepulveda Bl.	Van Nuys	91405	780-9907
Frank Capan	7407 Densmore	Van Nuys	91406	786-5878
Gary Chaddock	17951 Hemmingway	Reseda	91335	344-9039
Ronald Clem	3826 Albright Ave.	L.A.	90066	398-6865
Tom Cone	17430 Trosa	Granada Hills	91344	363-0578
Maurice Coplan	17757 Tramonto	Pac. Pallisades	90272	- - - -
Douglas Dean	4850 Whitsett Ave. #3	N. Hollywood	91607	769-4039
Sam DiFatta	14787 Mission Bl.	Mission Hills	91340	361-3931
Nate Dortch	2952 La Salle Ave.	L.A.	90018	- - - -
John Elgin	20812 Vose St.	Canoga Park	91306	883-8059
Colby Evett	1636 Ocean Park Bl.	Santa Monica	90405	396-0280
Robert Eyman	11920 Woodbine St.	L.A.	90066	398-8270
Marc Fagan	22224-3 Germain St.	Chatsworth	91311	341-2481
Arthur Feliz	16425 Lemarsh St.	Sepulveda	91343	894-3556
George Finch	18127 Wakecrest Dr.	Malibu	90265	459-1577
Robert Fletcher	716 Manhattan Pl.	L.A.	90005	387-5425
John Foglesong	18307 Burbank Bl.	Tarzana	91356	345-9260
Craig Foxgord	2902 El Caminito	La Crescenta	91214	248-7146
Maury Foxgord	2902 El Caminito	La Crescenta	91214	248-7146
Phil Frisbie	4320 Duquesne	Culver City	90230	838-2998
Ralph Frisbie	4320 Duquesne	Culver City	90230	838-2998
Karl Gable	23436 Justice St.	Canoga Park	91304	340-7325
Rick Gillinger	5320 Weller Dr.	Woodland Hills	91364	887-1020
Jack Glauser	5656 Gentry Ave.	N. Hollywood	91607	761-9853
Steve Goldshek	17087 Parthenia	Northridge	91324	885-6857
Stanley Gordon	15148 Tuba St.	Sepulveda	91343	892-0402
Michael Gulizia	532 N. Croft #3	L.A.	90048	653-3571
Ken Hall	4230 Laurelgrove Ave.	Studio City	91604	966-1187
Loretta Hall	4230 Laurelgrove Ave.	Studio City	91604	966-1187
Jack Hammond	6142 Glen Holly	Hollywood	90028	465-3410
Bob Hargrove	17625 Miranda St.	Encino	91316	881-5255
Earl Harting	17970 Hemmingway St.	Reseda	91335	342-6867
Elmer Hohbach	1474 W. 243rd St.	Harbor City	90710	326-2240
Mark Holland	11533 Wish Ave.	Granada Hills	91344	363-5218
Ed Hotelling	3180 Goldenspur Dr.	Camarillo	93010	805/482-7547
Mitchell Huffine, Sr.	18512 Mayall Apt. "C"	Northridge	91324	886-6850
Mitchell Huffine, Jr.	18512 Mayall Apt. "C"	Northridge	91324	886-6850
R. Vincent Igo	1256 $\frac{1}{4}$ Salthir	West L.A.	90025	478-2721



Jeanine Jahelka	4340 Bel Air	La Canada	91011	790-2004
Scott Johnson	5350 Jessen Dr.	La Canada	91011	790-7090
Wallace Jones	2220 Fisher Ct.	Redondo Beach	90278	372-7550
Louis Kalik	10630 Hayvenhurst Ave.	Granada Hills	91344	363-0638
Steven Kalik	10630 Hayvenhurst Ave.	Granada Hills	91344	363-0638
Kevin Kay	5758 Stansdury Ave.	Van Nuys	91401	994-6703
Leonard Katz	19146 Liggett St.	Northridge	91324	349-6209
Robert Kinne	8414 Crebs Ave.	Northridge	91324	886-9371
Michael Klein	15101 Magnolia Bl.	Sherman Oaks	91403	788-8170
Richard Kolodziej	4650 Kester Ave. #115	Sherman Oaks	91403	986-5420
Charles Larkey	8815 Appian Way	L.A.	90046	654-7201
Clarence Lee	7215 Foothill Bl.	Tujunga	91402	352-3766
Larry Leonard	7708 Faust St.	Canoga Park	91304	340-1938
Eric Lietz	23317 Valdez Rd.	Topanga	90290	888-8739
Arnold Lipschutz	17087 Parthenia	Northridge	91324	885-6857
Marshall Lloyd	3333 Bagley Ave. #2	L.A.	90034	838-5721
Dan McCan	28 Wales St.	Thousand Oaks	91360	805/495-9875
Dennis McDowell	11639 $\frac{1}{2}$ Archwood St.	N. Hollywood	91606	982-0854
Richard McNeely	7525 Sepulveda Bl. #205	Van Nuys	91406	780-3618
Gary McPike	15036 Hesby	Sherman Oaks	91403	789-4852
Larry Mahlmoor	10834 Rose Ave.	L.A.	90034	836-3690
Tom Mead	1950 Pelham	L.A.	90025	474-0795
James Merritt	16416 San Jose St.	Granada Hills	91344	363-6225
Carl Mortens	17456 Covello	Van Nuys	91406	881-2357
James Moye	6707 Orion Ave.	Van Nuys	91406	781-1139
Steve Moye	6707 Orion Ave.	Van Nuys	91406	781-1139
William Nickloff	9931 Edmore Pl.	Sun Valley	91352	768-3228
Brian Noar	9939 Amestoy Ave.	Northridge	91324	886-7938
Stanley Noar	9939 Amestoy Ave.	Northridge	91324	886-7938
Kent Nogy	21845 Saticoy St.	Canoga Park	91304	346-0260
Jim Oddino	23700 Bessemer	Woodland Hills	91364	346-1454
James O'Neill	8815 Rincon Ave.	Sun Valley	91352	768-5483
Laird Owens	6469 Day St.	Tujunga	91042	353-8691
Bob Owens	6469 Day St.	Tujunga	91042	353-8691
Bob Palmer	9161 Morehart Ave.	Arleta	91331	767-6734
Don Panek	17835 Hiawatha St.	Granada Hills	91344	360-3371
Harrison Parks	2016 Corning St. #4	L.A.	90034	837-3978
Roger Paskell	917 22nd St.	Santa Monica	90403	828-3544
Neil Pedinoff	8404 Willis #36	Panorama City	91402	894-7539
Bill Pennington	5724 Halbreant	Van Nuys	91401	781-8119
Paul Pennington	#3 Coronado Way	Mission Hills	91345	365-3077
Joe Pittner	23621 Via Delos	Valencia	91355	894-5057
Mike Pontelle	14729 Huston St.	Sherman Oaks	91403	981-3333
Don Powell	22307 Macfarlane	Woodland Hills	91364	883-1043
Nate Rambo	1158 Baywood Ave.	Camarillo	93010	805/482-3702
Howard Reed	18719 Covello St.	Reseda	91335	343-6901
Jay Replogle	13939 Burton St.	Panorama City	91402	787-8591
Andy Rohaly	1532 S. Bentley	L.A.	90025	478-5969
Larry Rosenberg	1152 Holly Ann Pl.	San Jose	95120	408/268-5294
Robb Rue	807 4th St. Apt. #3	Santa Monica	90403	- - - -
Bill Salkowski	20251 Sherman Way #3	Canoga Park	91306	341-9663
Rudy Sanders	14751 Titus St. #46	Panorama City	91402	989-1617
Michael Sawnor	807 4th St. #21	Santa Monica	90403	393-1739
LaVere Schmidt	7630 Kyle	Tujunga	91402	352-4524
Art Schneider	27044 Helmond Dr.	Agoura	91301	889-3349



Bob Schneider	27044 Helmond Dr.	Agoura	91301	889-3349
Ronald Schorr	5224 Teesdale Ave.	N. Hollywood	91607	762-5370
Manie Shur	11926 Gerald Ave.	Granada Hills	91344	363-3672
Don Simons	1863 $\frac{1}{2}$ Montiflora Ave.	Eagle Rock	90041	254-0965
Bill Smart	8130 Langdon Ave. #214	Van Nuys	91406	989-5285
Bert Smith	18924 Malden St.	Northridge	91324	886-1072
Bob Smith	20954 Parthenia	Canoga Park	91305	998-9447
Chuck Smith	8509 Lennox	Panorama City	91402	892-3762
Robert Smith	4065 Ursula Ave.	L.A.	90008	291-4916
Scott Smithwick	13225 Wentworth	Arleta	91331	767-0903
Richard Sonheim	15856 Falconrim Dr.	Saugus	91350	805/252-7405
William Sovia	19425 Haynes St.	Reseda	91335	996-2848
Mike Stecker	10480 National Bl. #220	L.A.	90034	836-5325
Richard Stone	18325 Erwin St.	Reseda	91335	881-4393
Ben Strasser	18753 Algiers St.	Northridge	91324	360-7112
Ron Sweet	9535 Aldea Ave.	Northridge	91324	886-1525
John Swift	11121 Arminta St. #47	Sun Valley	91352	765-8850
Tom Swift	423 E. Elmwood Ave. #F	Burbank	91501	846-8147
Armen Tanielian	19100 Harnett St.	Northridge	91324	368-1389
Rodney Taylor	17443 Haynes St.	Van Nuys	91406	344-2362
Eric Thomas	8929 Collett Ave.	Sepulveda	91343	894-1511
Allen Thompson	10336 Encino Bl.	Granada Hills	91344	360-1180
Chuck Thompson	10336 Encino Bl.	Granada Hills	91344	360-1180
David Thompson	10336 Encino Bl.	Granada Hills	91344	360-1180
Dick Wadell	16700 Mayall	Sepulveda	91433	363-0492
Gary Wah	10122 Balboa Bl.	Granada Hills	91344	363-3323
Larry Watson	7057 Hesperia Ave.	Reseda	91335	343-7258
Irvin Weinberger	9711 Avra Ave.	Northridge	91324	349-1388
Hans Weiss	1304 Wilshire Bl.	Santa Monica	90403	395-0633
Alan Wexler	3824 Bledsoe Ave.	L.A.	90066	391-8493
Curby Wigham	14594 Dyer St.	Sylmar	91342	367-1464
Bob Wilde	10570 W. Pico Bl.	West L.A.	90064	836-2000
Warren Wilson	2425 Foothill Bl. #9	La Crescenta	91214	248-6149
Woody Woodward	4209 Elmer	N. Hollywood	91602	762-4760

WORTHY QUOTE OF THE MONTH DEPARTMENT  
 (From Santa Barbara R. C. Modelers "Update")

ALL CLUBS ARE MADE UP OF FOUR TYPES OF BONES:

- WISHBONES: Those wishing to better the club, but do not partake.  
 JAWBONES: All talk, and lets the others do the work .  
 KNUCKLEBONES: Knocks everyone, and produces no work.  
 BACKBONES: Those that work and carry the weight of the club.

an' thas thuh truth.