

# VALLEY FLYERS

## MARCH

# NEWSLETTER



One of the Valley Flyers most proficient builders, Tom Cone graces this month's newsletter with a Bristol Bullet. Tom has been a past Vice President and Treasurer for this club, so he doesn't confine all his work to airplanes! The aluminum cowling featured rivet detail, wing struts from hardwood, turnbuckles, etc. Verrry nice, Tom.

PRESIDENT: RON CLEM

VICE PRES: LEN KATZ

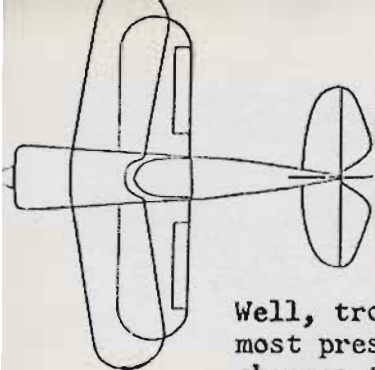
SECRETARY: TOM SWIFT

ASS'T SECRETARY: BOB OWENS

TREASURER: TOM MEAD

ASS'T. TREAS: BOB SMITH





PRESIDENT'S PAGE

Well, troops, I goofed really good at the last meeting! One of the most pressing thing I just plain forgot to bring up was the proposed changes to the club bylaws that I wrote about in last month's newsletter. I'll try harder! In the meantime, here are the proposed changes once again.

"Officers of the board of Directors shall pay no dues during term of office",

and,

"Additional members of the family may join the club at one half the prevailing rate."

The last change (above) will allow a father/son or a husband/wife team to join the club without imposing an unnecessary financial hardship. This would not allow brothers (or sisters!) to join at a half rate basis though, as this isn't the intent of the change. If you have been mumbling and grumbling about Tom Mead not giving a family rate, don't blame him, as it's not his fault. It simply isn't on the books! Come to the next meeting and vote to remedy this problem.

If you haven't already heard, American Aircraft Modeler has filed for bankruptcy according to a very reliable source. If this is true, and I have no reason to believe it is not, we have lost a fine publication for modelers of all sorts. If you, like me, sent AMA an extra \$5. for the magazine for the coming year, kiss it goodby! I have no word from AMA as to whether or not they're going to refund this money, or even if they can.

The Formula 1 race that was tentatively scheduled for March 22-23 in San Diego has, for reasons unknown, been cancelled. I recently received a phone call from NMPRA Treasurer Ron Shorr asking if the Valley Flyers would be interested in putting on another Formula 1 race in April. A quick call to all the board members brought a unanimous "yes". The reason for wanting to put on still another race is simple-MONEY! We have been made an offer I didn't think we could refuse, and we're certainly going to need the money to make improvements to the field that everyone wants. If you're asked to help this year to work a contest, don't have your excuses already made up as to why you can't. We, the Board, need your support to help us achieve our goals. Working together, we can accomplish much, so sign up for this next race scheduled April 19 & 20. We have some really good news concerning the field from my Vice President, Len Katz, but I'm not going to steal his thunder by telling you here. If you're curious, come to the next meeting!

As some of you already know, Claire and I have bought another home, and I'll be moving soon. But I'm not telling any of my close friends when, lest they take their phones off the hook, or have sudden illnesses, or take early vacations....

I don't remember who has the Goof Bowl, but I want to see your smiling face at the next meeting with a candidate to give it to. Have you seen someone do something silly or dumb lately? Nominations for your recipient will be considered if the present Goof Bowl owner has found no one. GET YOUR TRAS- ER, QUALITY UNWANTED GOODIES TOGETHER FOR THE APRIL MEETING, as we're having an auction. George Finch will do the honors as auctioneer this year. Next meeting, March 11. Till then,





N E X T M E E T I N G

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T U E S D A Y 8 : 0 0 P M

E N C I N O W O M E N S C L U B

COMEDY

~~Entertainment-~~ this month will be Ron Clem behind the podium. In addition there will be films of the Lockheed S-3A Viking carrier-based antisubmarine warfare airplane demonstrating the international game of underwater hide-and-seek.

New members welcomed into the club last month are:

Peter Dewitt	818 Hartzell St.	Pac. Palisades	90272 459-1484
Sam Mann	18029 Karan Dr.	Encino	91346 345-1573
Stanley Rhein	19018 Parthenia St.#30	Northridge	91324 349-1430
Steve Upton	20626 Clarendon St.	Woodland Hills	91364 883-7681

Notes from the Editor

It has been rumored that the American Aircraft Modeler magazine has gone under....bankrupt. Maybe this is the reason the AMA has been sending the Competition Newsletter to all members.

Don't forget to clean out the attic and the junk box. The April meeting will feature George Finch as auctioneer. He threatened to bring back all that old reed-type vacuumtube radio stuff if everyone didn't bring a bunch of stuff. Maybe I should bring back the things I ~~bought~~- stole at the last auction.

We need some technical articles for publication in the newsletter. Even little tips on improvements that have helped your plane or your flying ability are interesting to others. Chatting with Jim Oddino a couple of months ago he remarked how much his pattern ship improved just by sealing the aileron gap with tape. It had been pulling off to one side during loops. Trim changes and lateral balancing didn't help. But that little strip of electrical tape closing the aileron slot in such a way as to not restrict throw did the trick.

My own experience may also be of interest. The night before the last VF sport scale contest I altered the fuel tank vent line. It had been flopping loose with a small rubber band holding it to the needle valve. That didn't look sanitary, so I made a dainty little metal clamp and screwed it to the side of the fuselage. At the contest when I hit the throttle for takeoff the ole' Tiger just coughed and died. It took several flying sessions to figure out that I had relocated the vent line too near the exhaust flow. During engine acceleration the exhaust flow created low pressure at the vent leaning out the mixture. Moral of the story: Keep the vent line pointing forward into the prop blast if pressure is not being used.



## CONTEST REPORT

Contestants at the Valley Flyers Quickie 500 contest, Feb. 16, at the Basin indicated it was indeed lots of fun! 29 contestants signed up to race on a beautiful typically So. Cal. day with just a slight breeze.

A couple of models were noted to be uncommonly faster than the average. Rusty Von Baron was disqualified for using a highly modified engine. Crashes seemed to eliminate the other principle offender.

Tom Christopher and Jerry Boice had perfect scores and a flyoff was necessary to settle first and second place. Laird Owens and John Fogelsong were were tied just two points down from perfect scores. Both of these flyoffs were completed in Kansas-type winds preceeding a storm front.

### Trophy Winners Were:

1. Tom Christopher
2. Jerry Boice
3. Laird Owens
4. John Fogelsong
5. Ron Gilman

Unkown to the contestants John Brodbeck, of K&B, had donated a new K&B 40FR engine third place. Laird was one happy 14 year old. His father-caller was plenty proud!

Also of interest, this John Fogelsongs first race. He normally flies 'B' Pattern. Dale Sebring, new member and builder of the Spitfire on the last newsletter cover, also raced. He has been flying R/C for only one month ! He did very well and still had a model at the close of the race. This should be enough to get even the disbeliever's racing.

Bob Wilde, C.D.

### REQUIRED READING:

"The Brave Young Rulemaker and the Evil Quickie 500 Monsters"

Model Airplane News, April, 1975. Page 91

## LIFE IN THE BIG CITY

Anyone who flies at the Basin on weekends is painfully aware of a number of problems due to the higher density of flyers. After witnessing a certain amount of confusion recently, I think it would be helpful to clarify the procedure by which we phase ourselves into the flying order when we arrive at the field.

The rule is simple..... Everyone who is at the field on my frequency when I arrive is entitled to fly once before I fly, period! To do otherwise is to cut-in on someone who has squatters rights in the order. Therefore, it is your responsibility to find out who is flying (or who is next up if everyone is down) and make it known that you will precede that person next time around. It should be obvious as a result to those already at the field that just because you follow someone in the flying order for two or more cycles, you can't exclude a newcomer from getting in between if that's when his arrival dictates his turn should be. It's just a case of using common sense and courtesy.

Other problems associated with a high density day are a result of not efficiently using the flying time available. If you are having problems that keep you from flying within 3-5 minutes of receiving the "clip", trade places with the next guy just for that turn so that your "downtime" doesn't detract from the total flying time.

Finally, anyone else (besides myself) for "High Density Rules" when the wait between flights exceeds 45 minutes (or 1 hour)? This would be a set of rules to expedite everyone getting as much of what we're there for - flying. Basically it would be 8 minutes total time in receipt of the clip - if you want to taxi out and back, O.K.; but it's out of your 8 minutes.

A motion from the floor and acceptance by the membership would make this a Valley Flyer "policy" which I believe would soon become a Sepulveda Basin procedure since we have a high influence on what happens at our field and no one really wants to wait  $1\frac{1}{2}$  hours between flights.

I realize that this concept might be diametrically opposed to some peoples attitude that R/C should be relaxed and unhurried, but when 10 people show up on your frequency you'll know what I mean.

Anyone else have any better ideas?

Tom Swift  
Secretary



VALLEY FLYERS

# 1/2 A PYLON RACE

SUNDAY MARCH ~~23~~

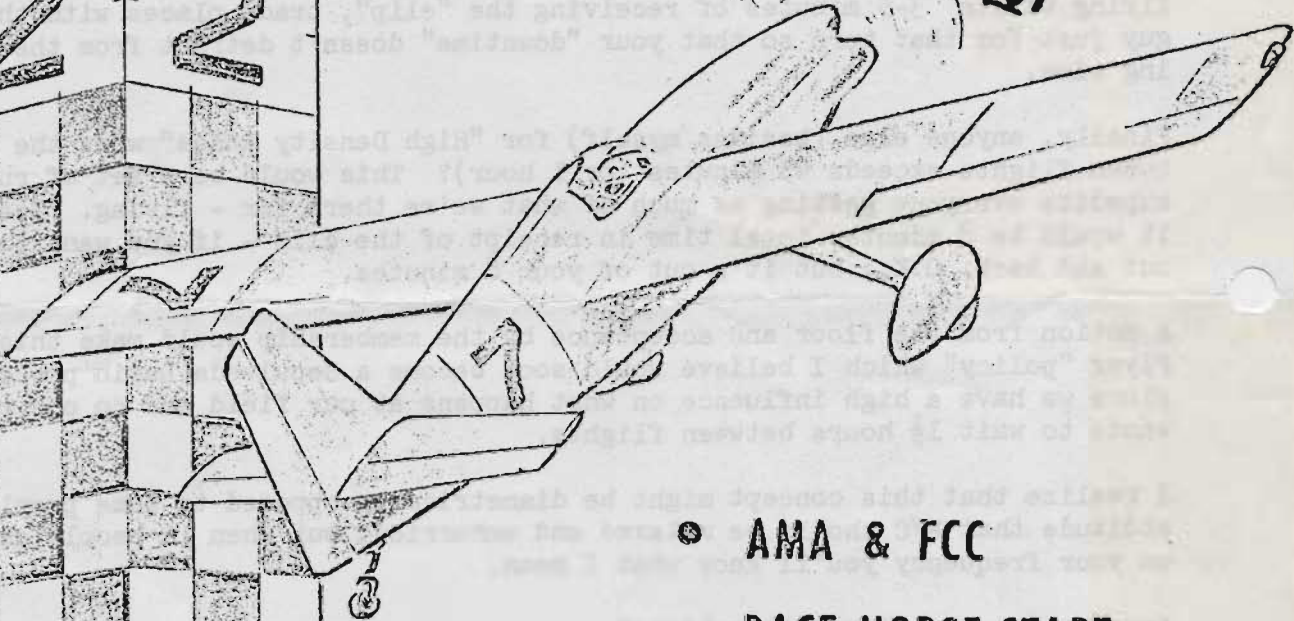
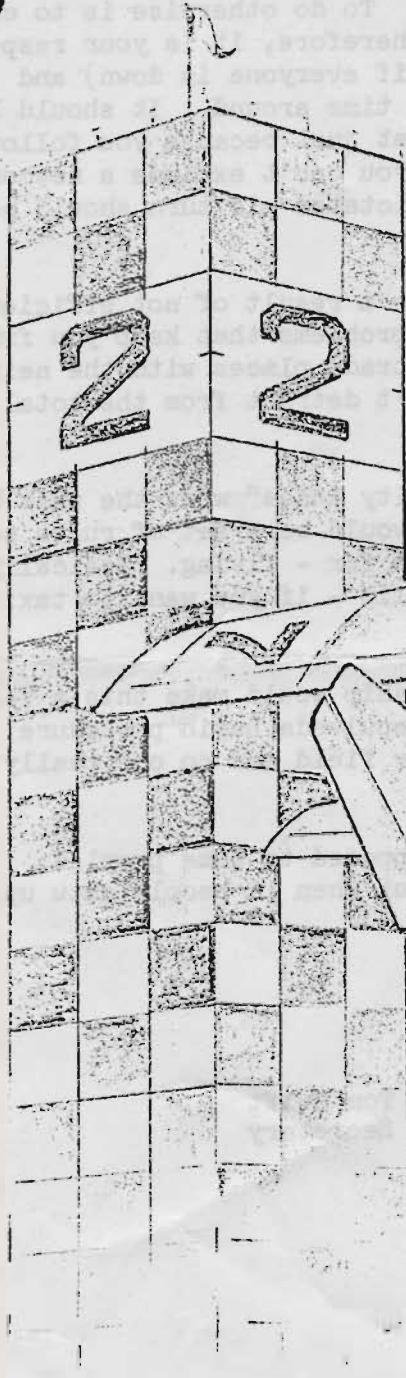
16

8:00 A.M.

SEPULVEDA BASIN

RESCHEDULED

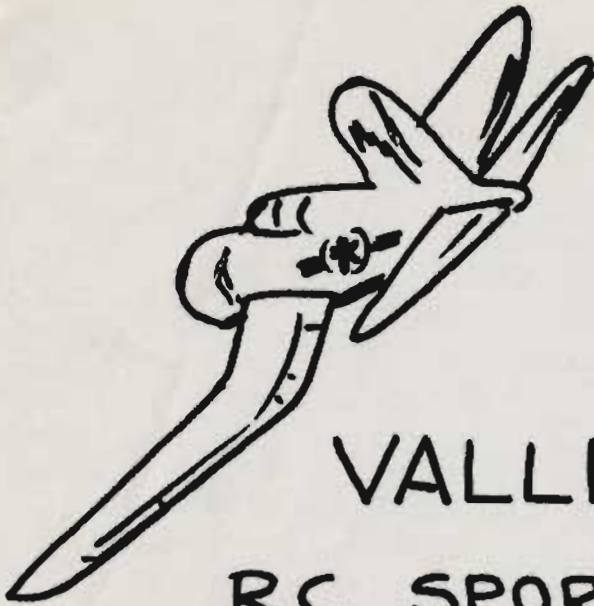
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- AMA & FCC
- RACE HORSE START (HAND LAUNCH OK)
- 2 PYLONS
- RCM RULES
- ~~\$2~~ ENTRY FEE
- TROPHYS TO 3rd PLACE

\$3.00

CD LEN KATZ  
213/349-6209



# VALLEY FLYERS

RC SPORT SCALE CONTEST  
SUNDAY APRIL 27, 1975

8:00 AM SEPULVEDA BASIN

- AMA & FCC LICENSES REQUIRED
- \$ 5.00 ENTRY FEE
- TROPHIES THRU 5<sup>th</sup> PLACE
- 1974/1975 AMA RULE BOOK

SCALE PRESENTATION NOT REQUIRED  
EXCEPT FOR UNUSUAL OR LITTLE  
KNOWN SUBJECT OR FINISH.

COMING ATTRACTION

CD - BOB OWENS  
(213) 353-8691

