

VALLEY FLYERS

JUNE

NEWSLETTER



PACKARD PHOTOGRAPHY
BURBANK

Tom Swift is our Model of the Month winner for May, and appears to be very pleased with himself. Tom has resorted to all sorts of trickery such as leopard paint schemes, faded pastel paint schemes, and three dimensional multi-colored numbers, to win this trophy. Good racing, 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

This month I feel I should direct this page to a controversy that is raging in most of the model publications at this time. If my comments seem a little premature, they aren't intended to be. It's just that I believe we, as a club, have to decide whether or not we're going to accept members of the newly proposed U.S.A., or United States Aeromodelers into our club in lieu of being AMA members. Of course AMA will do their usual amount of chest beating and back slapping telling everyong what a wonderful job they're doing, but don't be swayed by what you read in the AMA magazine. Remember, they write the magazine, and they tell you only what they want you to know. This controversy is the sum of many years of frustration by many modelers. A great deal of modelers feel that AMA is no longer representative of their ideas, or goals. I personally am glad to see this happen, because I think there's room enough in our sport for two organizations. And, the competition certainly won't hurt anyone. How many times have you secretly wished someone else would start another phone company and give Ma Bell a run for her money? Same principle. It now costs \$17. to join AMA. Period. No options for the magazine, no nothing. To be perfectly frank, I belong to AMA only because I happen to be a competition flier and need the license for going to contests. I have adequate insurance protection from my homeowners insurance, as many of us do, so I don't need that as a reason for joining AMA. Many of you reading this will find it sort of funny, because you had to join AMA in order to join this club. That's a requirement of our by-laws, and it's our by-laws that I would like revised in order to accept and recognize members of U.S.A., should it become a true organization in the future. After all, what we're really interested in is that individuals be properly insured, as most responsible people are. According to the information I have to date, U.S.A. will have an insurance plan that will be far better than AMA's at far less cost. You can then join any organization you like, such as NMPRA, Quarter Midget, Helicopters, whatever, as most of us are doing anyway. I don't envision U.S.A. putting AMA out of business unless AMA does that for itself. Many of you don't know this, but AMA has for years solicited contributions from various manufacturers and publications. Now that they're in the magazine business, they're expecting the same thing even though they're competing with the magazines. And it could be fatal to AMA, as they have almost no advertisers as of the first issue. AMA has chosen their path, even though we didn't have a say in the matter. Now let us choose ours. Come to the next meeting and vote on this important issue. Next meeting, June 10. You know where, see you there! 8:00 p.m. sharp.

J U N E M E E T I N G O F
 V A L L E Y F L Y E R S
 T U E S D A Y J U N E 1 0 8 ; 0 0 P M
 E N C I N O W O M E N S C L U B

- Entertainment (1) Model of the month presentations
- (2) "Deep Dara" Home movie by Bob Bleadon
 Rumor has it that if this film is ever
 publicly released it will likely be
 "Y" or "Z" rated.
- (3) Raffle

Contest calendar for June

- 1 st Open Fun Fly and Biplane Aerobatics, BIRDS
 7-8 Formula 1, San Gabriel RCL, Whittier Narrows
 14-15 Pattern, Gold Dust Invitational, Mather AFB
 21-22 Formula 1, Valley Flyers, Sepulveda Basin
 22 1/2 A Pylon, CMM, Mather AFB
 * 22 1/2 A Pylon, Valencia Tailwinds, Valencia
 29 Kosby Memorial, Pioneers, Morgan Hill
 29 1/4 Midget, Chula Vista

Contests for July

- 3-4-5 Vacation Fun Fly, BIRDS
 4-5-6 Pattern, Pioneers
 6 Fun Fly, CMM, Mather AFB
 12-13 Pattern, Valley Flyers, Sepulveda Basin
 12-13 AMA & Sport Scale, Pioneers, Morgan Hill
 20 Quickie 500, RC Bees, Yorba Linda
 20 1/2 A Pylon, Pioneers, Sunnyvale
 27 1/4 Midget, Mile Square
 27 Quickie 500, CMM, Mather
 4-5 Northwest Pattern Championship, Pioneers, Hamilton AFB
- **Valley Flyers Club meeting for July will feature that Famous
 Paper Plane Contest. Ron Clem personally challenges all comers.
 Use only paper, No card board, metal or glue allowed,

**By popular demand the club will hold another auction for "Previously
 Owned" model planes and equipment. The only complaints I heard last
 time was that there were too many small \$.25 item that took up lots
 of time. Otherwise lots of goods changed hands.

***** New Valley Flyers Joining or Renewing in May *****

Marc Fagan	22224-3	Germain St.	Chatsworth	91311	341-2481
John Fogelsong	6425	Reseda Bl #229	Reseda	91335	345-9260
Gary Farish	13938	Hamlin St.	Van Nuys	91401	787-1174
Dave Gehle	2712	Malcolm Ave	L.A.	90064	838-5954
Baron L. Harris	7331	Independence Ave	Canoga Park	91303	884-9355
Jeanine Honza	15040	Hesby St	Sherman Oaks	91403	789-4352
Roy T. Powell	15019	Minnehaha St	Mission Hills	91345	361-7897
Ken Tanaka	5112	Redwillow Ln	La Canada	91011	790-1810
Warren E. Wilson	2425	Foothill Bl#9	La Cresenta	91214	248-6149

A BIG WELCOME FROM ALL THE VALLEY FLYERS TO YOU ALL!!!

* MAY BE RESCHEDULED TO 6-29-75 CALL TONY 842-5062

If you have any questions about any of the
 scheduled contests see BOB OWENS.

1975 SPEED TRIALS

Well, the speed trials for 1975 were held May 25th and, while the participation was light, I believe several plus factors were achieved. One thing is for sure -- don't plan anything for a 3 day weekend unless it is a very popular 2 day contest. As you can see by the list of times, a total of 14 entries contributed \$36.00 against a total cost of \$304.00 for a deficit of \$258.00.

The deficit does not seem so bad when you realize that the Valley Flyers now own a complete timing system and accurate too. Our tripod system will time to values of 99 minutes down to one thousand (.001) of a second. DICK SOMHEIM provided an electronic stop watch and both systems agreed on the average to within one tenth (.10) of a second.

We were really ready for a world record run - the course was surveyed by R. A. MAURER, Consulting Engineering Inc. Timers checked by Hughes Aircraft Lab. and excellent help by fellow members -- even had FRANK KELLEY an AMA class C.D. from TPW who manned a stop watch. GEORGE FINCH had a tricky but simple setup with a MacDonal Douglas transit for checking the 40 meter height rule.

KEITH DAVIDSON came up from San Diego for a crack at the world speed record but was hounded by the problem of the rubber tank exploding and never making a run in both directions. Two helicopters showed but never got in the air. However, maybe BOB BOUCHER and his electric plane may have an international record!

We will continue to pick up experience with the timing equipment by checking Form. I at the June meet. Sooo -- if anybody would like to help - I mean learn - let me know.

TOM MEAD C.D.

<u>CLASS I .049/.051</u>	<u>LAP SPEEDS</u>	<u>AVG. SPEED</u>
Ron Clem	74.94-97.63	86.28
Laird Owens	76.74-94.19	85.46
 <u>CLASS II .15</u>		
No entries		
 <u>CLASS III .040</u>		
Ed Hotelling	(E.B.) 170.11-178.24	174.1
	(L.T.) 147.17-169.46	158.3
	(L.T.) 161.51-181.86	171.8
Joe Zdankiewicz	160.35-166.94	163.6
Bob Smith	147.65-166.94	157.3
Larry Watson	81.94-93.4	87.7
 <u>CLASS IV .61</u>		
Jim Love	95.39-113.26	104.2
 <u>CLASS V BIPLANES</u>		
Christopher/Wilde	91.49-118.36	104.9
John Fogelson	70.57-92.24	81.4
 <u>FAI RECORD</u>		
Keith Davidson - No Legal Runs		(172.74)
Bob Boucher (Electric)	45.34-69.47	56.4
Larry Goddard (Electric)	40.88-57.65	49.26

Air Temperature 60 to 85°F
Avg. wind velocity 7 to 8.5 mph

It happened on our club meeting night, Tuesday June 10, 1928. The first rocket flight was made in Germany by F. Stamer in a glider after a ground towed launch.

I recently learned what is considered SOP in the electronics industry. I was having radio problems with a popular brand that the experts couldn't seem to solve. George Finch suggested that I shoot it with freon. Do what to what, I asked? He went on to tell me of the aerosol can of freon that is used to quick chill anything! It really works. I was able to locate one capacitor in the receiver decoder that caused the receiver to quit working when it was sprayed with the freon. This part was faulty, probably a poor connection internally, and when subjected to the thermal shock of the freon it opened up. Vibration in flight has the same kind of effect. This may come in handy for those of you who repair your own radios. I also use it in the shop when assembling model engines which have interference fit crankshaft bearings. Freon is available from the Electronics Parts Stores, ie Electronic City in Burbank, labelled "Quick Freeze".

FOR SALE:::: New Spickler Quickie 500 Kit. \$30.00, Ron Clem 398-6865

For Old-timers only: "Love is blind---very often it happens that what looks like a tomato turns out to be a lemon".

It was printed in the LA Times, Sat. May 31, 1975

"EX-U.S. AIR BASE OKD FOR USE AS AIRPORT

Camarillo (AP)- The federal General Services Administration announced Friday approval of Ventura County's 1974 application to use the former Oxnard Air Force Base in Camarillo as an airport."

The FCC has issued a notice of proposed rule making that would make far more difficult to initially obtain and to subsequently retain a Technical Class License license which is required for operation of RC equipment on 53 Hz. We all fear that lots of fellows holding that license would give up and return to 72 Hz. I have, as Assistant Secretary of the Valley Flyers, sent a letter to the FCC commenting about the proposal, voicing the above opinion, and pleading for more frequencies. I have more info if anyone is interested.

Bob Owen

VALLEY FLYERS MEMBERSHIP ROOSTER
123 MEMBERS, June 1975

Walter Altman	1219-6 Barry Ave.	W. Los Angeles	90025	479-8683
Thomas Akins	245 S. Reno St. #33	L.A.	90057	384-7696
Don Baker	9212 Columbus Ave.	Sepulveda	91343	894-2875
Marc Barenfeld	4159 Wanda Dr.	L.A.	90027	462-87
Franklin Barker	17350 Chase St.	Northridge	91324	987-2416
Sheldon Birenbaum	8235 Owensmouth	Canoga Park	91304	346-9924
Robert Bleadon	4450 Winnetka Ave.	Woodland Hills	91364	887-4450
Ken Brookes	354 S. Camden Dr.	Beverly Hills	90212	556-2141
Joe Bridi	23625 Pineforest Ln.	Harbor City	90710	326-5013
Ray Broussar	16646 Lakey St.	Granada Hills	91344	363-3077
Gary Bush	7525 Sepulveda Bl. #215	Van Nuys	91405	780-9907
Frank Capan	7407 Densmore	Van Nuys	91406	786-5878
Ronald Clem	13001 Rose Ave.	L.A.	90066	398-6865
Tom Cone	17430 Trosa St.	Granada Hills	91344	363-0578
Maurice Coplan	17757 Tramonto Dr.	Pac. Palisades	90272	- - - -
Douglas Dean	4850 Whitsett Ave. #3	N. Hollywood	91607	769-4039
Neil Dedinoff	8404 Willis #36	Panorama City	91402	892-2420
Peter Dewitt	818 Hartzell St.	Pac. Palisades	90272	459-1484
Nate Dortch	2952 La Salle Ave.	L.A.	90018	- - - -
John Elgin	20812 Vose St.	Canoga Park	91306	883-8059
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Sam DiFatta	16349 Halsey St.	Granada Hills	91344	363-0789
Colby Evett	1636 Ocean Park Bl.	Santa Monica	90405	396-0280
Robert Eyman	11920 Woodbine St.	L.A.	90066	398-8270
Arthur Feliz	16425 Lemarsh St.	Sepulveda	91343	894-3556
George Finch	18127 Wakecrest Dr.	Malibu	90265	459-1577
Ralph Friedly	14290 Minncha St.	Mission Hills	91345	365-5970
Dale Garner	6718 Shadygrove	Tujunga	91042	353-3312
Jack Glauser	5656 Gentry Ave.	N. Hollywood	91607	761-981
R. H. Goldenberg	8441 Balboa Bl. #50	Northridge	91324	349-1777
Stanley Gordon	15148 Tuba St.	Sepulveda	91345	892-0402
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	464-1527
Mark Holland	11533 Wish Ave.	Granada Hills	91344	363-5218
Ed Hotelling	3180 Goldenspur Dr.	Camarillo	93010	805/482-7547
A. T. Hunter	13856 Bora Bora Way	Marina Del Rey	90291	823-1027
R. Vincent Igo	1333 Brockton #3	West. L.A.	-	478-2721
E. M. Inkster	3730 Inglewood Bl.	L.A.	90066	397-3751
Wm Jacobson	19015 Eraemore Rd.	Northridge	91324	360-8585
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Art Kutivan	736 N. Whitnal Hwy.	Eurbank	91505	- - - -
Charles Larkey	8815 Appian Way	L.A.	90046	654-5227
Clarence Lee	7215 Foothill Bl.	Tujunga	91042	352-3766
Jack Lee	10112 Woodward	Sunland	91040	353-7356
Marshall Lloyd	3333 Bagley Ave. #2	L.A.	90034	838-5721
Richard McNeely	7525 Sepulveda Bl. #205	Van Nuys	91406	780-3618
Gary McPike	15040 Hesby	Sherman Oaks	91403	789-485
Larry Mahlmood	10834 Rose Ave.	L.A.	90034	836-369

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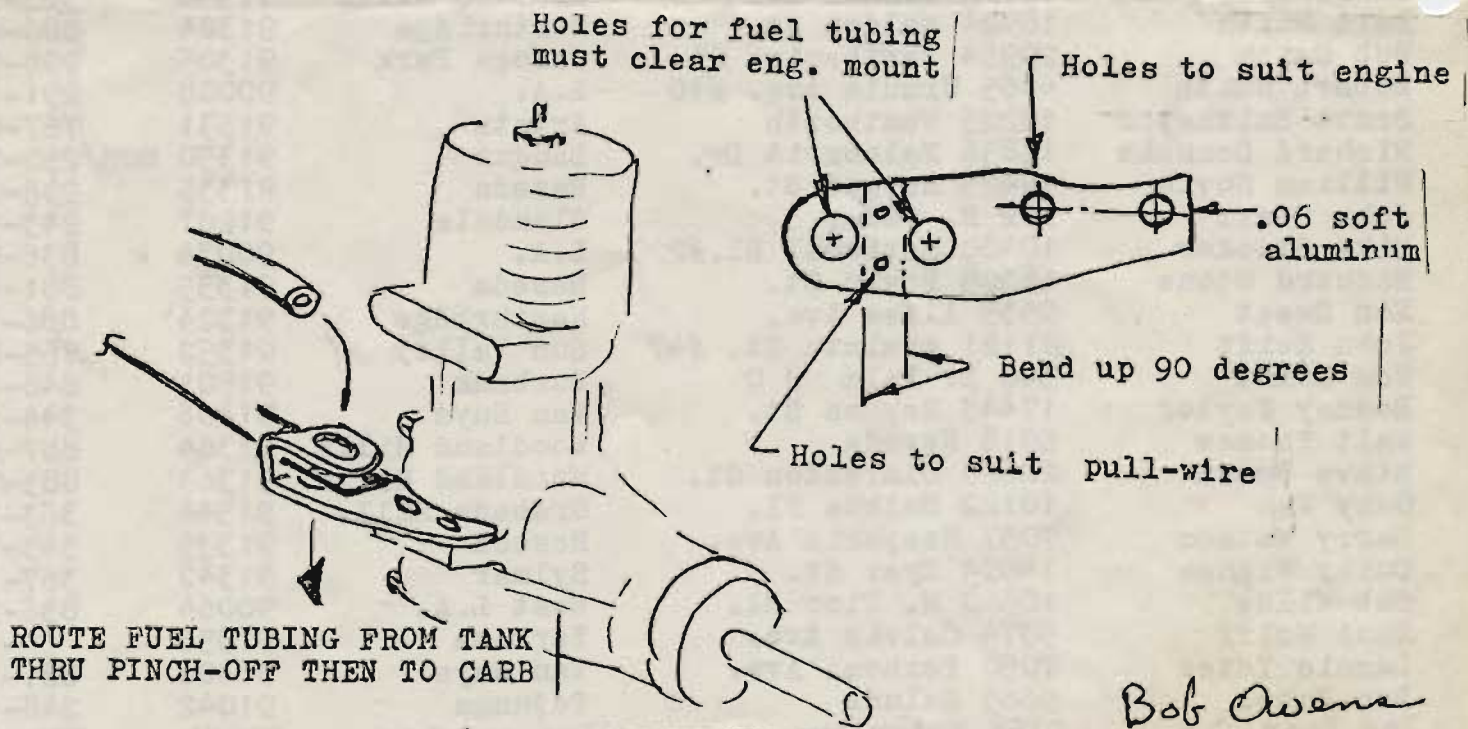
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Richard McNeely	7525 Sepulveda Bl. #205	Van Nuys	91406	780-3618
Gary McPike	15040 Hesby	Sherman Oaks	91403	789-485
Larry Mahlmood	10834 Rose Ave.	L.A.	90034	836-3690

Tom Mead	1950 Pelham	L.A.	90025	474-0795
James Merritt	18012 Hiawatha St. #302	Northridge	91324	363-4316
Paul Malcolm	6943 Whitaker Ave.	Van Nuys	91406	780-2901
Stanley Malcolm	6943 Whitaker Ave.	Van Nuys	91406	780-2901
Abe Moskoff	4911 Haskell Ave	Encino	91316	936-6204
Sam Mann	18029 Karan Dr.	Encino	91346	345-1573
William Nickloff	9931 Edmore Pl.	Sun Valley	91352	768-3228
Stanley Noar	9939 Amestoy Ave.	Northridge	91324	886-7938
Kent Nogy	21845 Saticoy St. #202	Canoga Park	91304	346-0260
Jim Oddino	23700 Bessemer	Woodland Hills	91364	346-5717
Laird Owens	6469 Day St.	Tujunga	91042	353-8691
Bob Owens	6469 Day St.	Tujunga	91042	353-8691
Reed Packard	2918 W. Magnolia	Burbank	91506	665-4500
Bob Palmer	9161 Morehart Ave.	Arleta	91331	767-6734
Harrison Parks	2016 Corning St. #4	L.A.	90034	837-3978
James Parsons	530 Pico Bl. #453	Santa Monica	90405	- - - -
Bill Pennington	5724 Halbrent	Van Nuys	91401	781-8149
Paul Pennington	#3 Coronado Way	Mission Hills	91345	365-3077
Mike Pontelle	14729 Huston St.	Sherman Oaks	91403	981-3333
Nate Rambo	1158 Baywood Ave.	Camarillo	93010	805/482-3702
Howard Reed	18719 Covello St.	Reseda	91335	343-6901
Stanley Rhein	18541 Prairie St. #12	Northridge	91324	349-1430
Jay Replogle	13939 Burton St.	Panorama	91402	787-8591
Andy Rohaly	1532 S. Bentley	L.A.	90025	478-5969
Robb Rue	807 4th St. #3	Santa Monica	90403	394-4867
Bill Salkowski	20251 Sherman Way #3	Canoga Park	91306	341-9663
Michael Sawnor	P.O. Box 863	Santa Monica	90406	-
Ronald Schorr	5224 Teesdale Ave.	N. Hollywood	91607	762-5370
Dale Sebring	10417 Orovista St	Sunland	91040	353-4609
Manie Shur	11926 Gerald Ave	Granada Hills	91344	363-3672
Bert Smith	18924 Malden St.	Northridge	91324	886-1072
Bob Smith	20954 Parthenia #3	Canoga Park	91305	998-9447
Robert Smith	4065 Ursula Ave. #10	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
John Staff	912 N. Cedar	Glendale	91207	243-5510
Mike Stecker	10480 National Bl. #220	L.A.	90034	836-5325
Richard Stone	18325 Erwin St.	Reseda	91335	881-4393
Ron Sweet	9535 Aldea Ave.	Northridge	91324	886-1525
John Swift	11121 Armintha St. #47	Sun Valley	91352	765-8850
Tom Swift	540 E. Palm # 0	Burbank	91501	846-8147
Rodney Taylor	17443 Haynes St.	Van Nuys	91406	344-2362
Walt Thomas	5918 Nevada	Woodland Hills	91364	887-6821
Steve Upton	20626 Clarendon St.	Woodland Hills	91364	883-7681
Gary Wah	10122 Balboa Bl.	Granada Hills	91344	363-3323
Larry Watson	7057 Hesperia Ave.	Reseda	91335	343-7258
Curby Wigham	14594 Dyer St.	Sylmar	91342	367-1464
Bob Wilde	10560 W. Pico Bl.	West L.A.	90064	836-2000
Paul Wolff	5074 Calvin Ave.	Tarzana	91356	-
Lannie Yates	7050 Texhoma Ave.	Van Nuys	91406	881-1980
Don Zabel	9665 Saluda	Tujunga	91042	248-1625
Joe Baer	2758 Motor Ave	Los Angeles	90064	VE9-6628
Warren Bonthius	3357 Cabrillo Bl	Los Angeles	90066	398-2822
Chris Brittle	5710 Mc Donie Ave	Woodland Hills	91364	887-8733
Paul De Grazia	15135 Sunset Bl	Pac. Palisades	90272	454-9811
Wallace Lamson	209 Alice St	Arcadia	91006	447-1353
Wally D. Lamson	209 Alice St	Arcadia	91006	447-1353
Hank Stokely	2448 Teasley Ave	La Crescenta	91214	248-0961

Marc Fagan	22224-3 Germain St	Los Angeles	91311	341-2481
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The FUEL PINCH-OFF shown below was developed for use on a Spickler Quickie 500 while breaking in a rear rotor racing engine. With that famous RNS mount there just wasn't room on the firewall. This simple bracket is made of 1/16 th soft aluminum sheet and is held in place by the engine mounting bolts. I use the same throttle push-pull wire outer housing normally used throttle control, just change the wire to one with a "U" bend at the end. Make the "U" longer than the servo travel. Adjust the servo travel to pull as hard on the fuel tubing as practical without stalling. Since this device was first used and has worked so well, I now use it on Formula 1 ships where those rear-piped engines use all the firewall space.

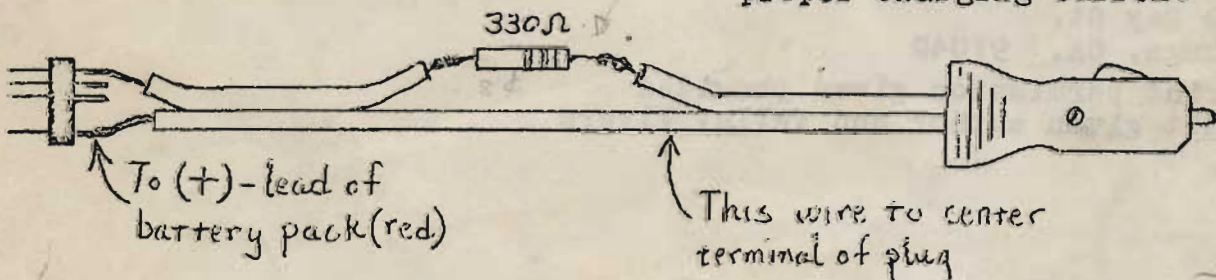


A CHARGER FOR 220 MAH BATTERY PACKS by Don Tankersley East Bay R/Cers
Kinsington CA

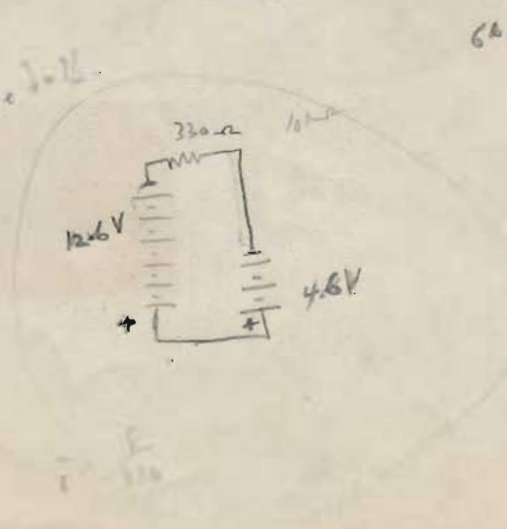
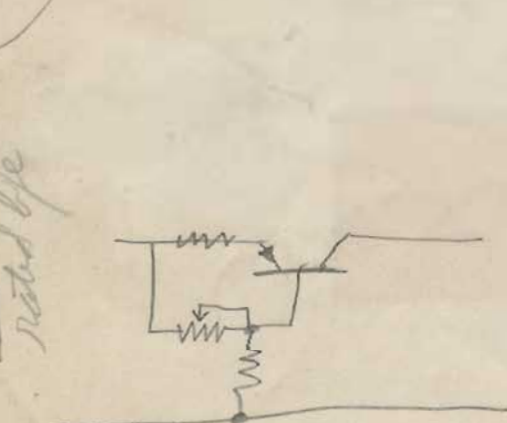
A 220 mah battery pack is very handy in those two and three channel light-weight models which are becoming popular, but such a pack should not be charged using a fixed-rate charger designed for a 500 mah pack, as the current level will be much too high. The charger described below is designed to charge such a battery pack at the recommended 18-20 ma rate. Total cost, if all parts were purchased new, would be about \$1.50, but this can be reduced to 15¢ or so if you have the usual junk assortment.

Parts you will need are a three foot length of lamp cord, a plug to fit an automobile cigarette lighter (available from Radio Shack or Colectro - mine was salvaged from a discarded baby-bottle warmer), a plug to fit your battery pack, and a 330 ohm, $\frac{1}{4}$ or $\frac{1}{2}$ watt resistor. Wire these components as shown below, being careful of polarity -- wiring shown is for a negative-ground automobile (almost all are):

Resistor gets warm indicating proper charging current



13
rated Vch
Uch
life
rated life



64 1500