

THE VALLEY FLYER



PHOTO COURTESY OF REED PACKARD PHOTOGRAPHY

RON CLEM had to crash his Kavan Bell Jet Ranger and then rebuild it into this beauty to win the Model of the Month Award. It is now equipped with a scale interior and lights for night flying. Even the instrument panel has a light! At last report, it was still thrashing around in the ground effect with Ron trying to get the set up on the new style main rotor blades right. Others who presented models included: from left to right, Gary Wah with a Top Flite P-39; George Sloane with a Stratus; Wayne McElrath with a 1943 Model Lancaster; and Herb Hoyer with a Royal Corsair.

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I heard a story at the field that I thought I would pass on. It seems this flyer was flying one day, when he lost it, and it proceeded to land in the top of some distant trees. When the flyer got there he couldn't see his favorite flying machine. So, being an Honest-to-Goodness modeler he rented a helicopter and proceeded to fly over the grove of trees. Sure enough, there was his No.1 flying machine caught in the middle of one of the trees. He noted which tree and proceeded back to the trees from the heliport. Now, as you know, things look a lot different from the air than they do on the ground. To cut it short, he still couldn't find it. So our clever flyer had a brilliant idea, and since he still had some flying time left on the helicopter, knew he had a sure fire method of finding the tree. He got some bags of flour, and went back up. They hovered over the tree, and he bombed it with several bags of flour. This time when he got back to the grove of trees, he found the tree easily. However, upon climbing the tree and retrieving his lost airplane, he found that one of his bags of flour had gone right through the wing of his otherwise undamaged prize. This person is not in our club, but in my opinion he deserves an honorary "Goof-Bowl".

Speaking of "goofs", I sure am looking forward to flying in the Fun Fly coming up in lieu of the next meeting. With my flying, this will probably get me the Goof Bowl, but what the Heck, it sure sounds like fun. I am especially anxious to see the night flying and I hope we have a good turn out.

I have not been to the field for a couple of weeks (one of my projects is in trouble and I have been working mucho overtime) so I guess that's all I have to talk about this time. See you at the next meeting which is the Fun Fly

JOHN ELGIN

Puzzle Answer:

It does make a difference, dropping the penny into the floatplane will raise the water level higher. A submerged object displaces its volume. A floating object displaces its weight and a penny is denser than water so that the floats of the floatplane must displace more water to support the penny than the penny would displace if it was submerged in the pool.

FINCH'S FLAK

This month the meeting will be at the field so go to the Women's Club only if you want to see who else doesn't read the Flyer and therefore never gets the word! The meeting will start when enough members show up with fun in mind. Officially the Fun Fly will start at 4:30, July 12th. If you can't make it until later, it is OK as the events are open until they are over except races. Ralph and Tony are going to have hot dogs, salad, soft drinks and dessert for a small donation. Bring the family and have a picnic even if you aren't going to compete. However, the idea is to participate some how (we need someone to be the target for the bomb drops) and have fun. I am told that some members have been practicing buddy combat without the streamers. Got the new rudder built yet Ron? The MODEL OF THE MONTH contest will be held at the field. It doesn't have to fly to win.

As you must know, some of the trees died from lack of water and have been replaced. If you see a thirsty tree at the field, consider emptying out your ice chest or water jug in a tree basin as you leave the field. The water table is high at the Basin, but we have to give the trees enough time to get their roots down to it. The city water truck seems to miss our area.

The Board is discussing a new meeting place which is nice and free. In the mean time we are considering proposing a DUES INCREASE of \$3.00 for 1978. This year, contest activity is down and our contests haven't been making the money they did in the past. Also our membership is down eventhough meetings are almost standing room only. Soon we will have to finance the sprinklers for the grass around the runway. Even with donated labor and wholesale materials, we can project expenses that are more than the club's saving account. More during the August meeting.

Rod Taylor already has had some volunteers for "How to" night at the regular meeting in August but we need more. If you can make a presentation of general interest, please see Rod or contact him at 344-2362 evenings. Also don't forget our Formula I contest in August after the NATS. Ralph Rosen is making the advanced plans but he has never CDed Formula I before and could use some help.

This is the time of the year to start thinking about nominations for new officers. If you would like to serve or know someone who would, pass the word to a Board Member.

RCM and Cox have agreed to co-sponsor our WESTERN STATES $\frac{1}{2}$ A PYLON CHAMPIONSHIPS which is the only two day $\frac{1}{2}$ A contest that we know of. Fabulous prizes and trophies like last year so get your $\frac{1}{2}$ A in order. Last year, quick and steady won the race. It was more important to finish every race than to be the fastest. Plan ahead, you still have three months to build and practice. We still need an Assistant CD for the first day of the contest.

I want to appologize to the officers of the NMPRA. I assumed that they had some sort of control over their schedule, which Ron explained to me, they don't. It seems the club up north just disregarded the schedule because they hadn't gotten organized early enough to get on it.

Congrats to Laird Owens. He placed second in the city wide L.A. Trade Tech drafting contest. He must get his talent from his mother since I understand his father can't letter in ink without a Leroy set.

This month's puzzle was designed for those members who are tired of their children saying, "Oh that is a snap" after the member has spent two hours figuring. The answer is in some obscure spot in the Flyer.

PUZZLE OF THE MONTH:

Ken Willard was testing the floatability of one of his model seaplanes in a swimming pool and was suddenly struck with the problem of which would raise the level of the water in the pool higher, dropping a penny into the pool or into the airplane, or does it make any difference?

Contest Report June 18-19, 1977

Those competitors attending the Pioneer/P.A.L. Northern California Formula I Championships at Santa Clara were treated to witnessing a record-breaking flight by Bob Smith. Bob was officially clocked at 1:12.5 in a heat including Mike Atzei, clocked at 1:13.0, and Jack Stafford. All the planes were weighed and the course re-measured to validate the new record. Excluding the Bakersfield fly-off for first place, Smith has won 28 consecutive regular heats in the last three races. That has been accomplished ^{with the} same Little Toni and X-40 from Prather. Congratulations, Bob, we knew you could do it. Especially since just before the race he told me personally that he felt he could break the old 1:13.0 record.

Other flyers were also surprized by their fast times, considering the low overcast in the mornings and the cold afternoon Candle Stick Park breezes. As an example my Kid, Laird, turned a fast 1:17.9 for his best time-----but placed third behind Mike Helsel at 1:17.0 and Bob Smith at 1:15.0! Some days it just doesn't pay to race.

Field arrangements were good with a paved black-top runway about 100 x 300 feet with a smooth but soft undershoot and overrun. Spectator, parking area and pit area were safely arranged and marked by picket lines well ahead of the first arrivals. Although the pits were located in a dirt field, 4 x 8 sheets of plywood were provided to pit upon. I thought it was quite adequate.

Approximately 15 expert and 12 standard pilots signed up to race. Ten rounds were completed with three plane heats. Southern Calif

was represented by Mike Atzei, Jeff Bertkin, Laird Owens, Ron Schorr, Bob Smith, Jack Stafford and Bobby Williams. Considering the fact that the Bay Area Boys travel down in mass to all of our local FI race events, that's not too good a showing. But those that didn't go are the real losers; this was a good race, run at a leisurely pace by Contest Managers, John Rouse and Ron Sheldon. The weather was just about ideal and the local amusement park "Great America Parkway" contributed with a fire-works display each night.

Friendly spectators honored the picket lines. On a couple of occasions I received comments by spectators about how lucky I am to be enjoying a hobby with my son, especially on Father's Day.

Trophy winners were:

EXPERT

1. Bob Smith F/T 1:12.5
2. Ron Sheldon
3. Mike Atzei
4. Paul Benezera
5. Laird Owens

STANDARD

1. Lee Helsel
2. Mitchell F/T 1:22 (?)
3. Weaver
4. Rick Walters
5. Jerry Davis

That's the way I saw it, Bob Owens

ITEMS FOR SALE AT REASONABLE COST

VECO .19 with muffler, PIETENPOL 80% complete, UPSTART with T.D. .051, TRASH BAG of assorted balsa, K&B .40 with Mac's muffler, and K&B Epoxy paints all colors.

ROBERT SMITH, (213) 994-3196 after 5:00 PM weekdays or anytime weekends

LOST: MAN'S SCULPTURED GOLD WEDDING RING. IT WAS REMOVED FROM MY HAND AND PUT IN MY POCKET DUE TO CALOUSING OF MY HAND FLAGGING 1/4 MIDGETS. IT HAS LOW MONETARY VALUE BUT HIGH SENTIMENTAL VALUE. CASH REWARD. BOB OWENS (213) 353-8691

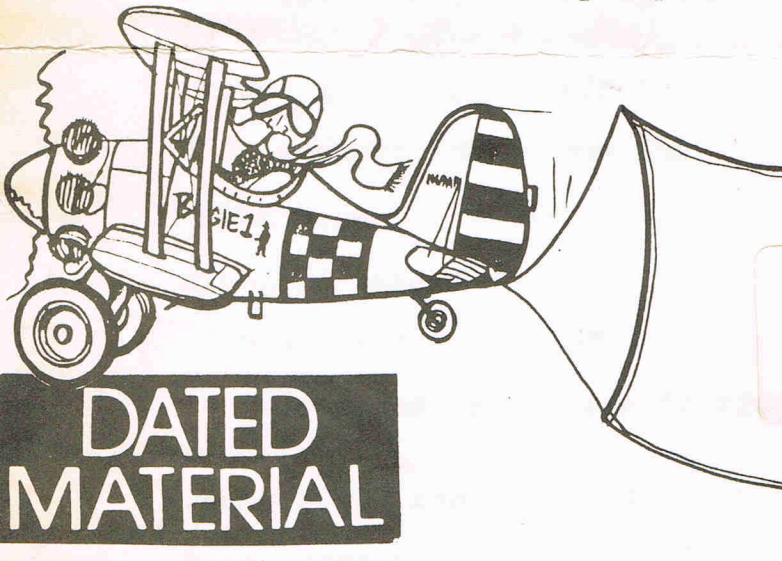
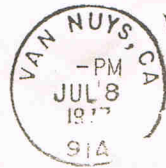
July 16-17 Pattern and Sport Scale (Scale 10th only) Valley Flyers, Sepulveda Basin
 July 24 Formula I, San Diego area (Site to be announced)
 July 23-24 1/2 A Pylon, Simi Valley
 July 31 Invitational Fun Fly, OGRC, Mile Square
 Formula 500, Pomona Valley MAC, Cucamonga

AUGUST 6-14 NATIONAL MODEL AIRPLANE CHAMPIONSHIPS, MARCH AFB, RIVERSIDE, CALIFORNIA
 August 20-21 Air Circus, SOVRCL, Whittier Narrows
 August 27-28 Formula I, Valley Flyers, Sepulveda Basin

THE VALLEY FLYER

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DATED MATERIAL
FIRST CLASS MAIL

