



# TAILWINDS TAILS

*AVTI Newsletter*

VOLUME 40, NUMBER 8

August 2016

## Latest Tailwinds

*Derek Abramson, Editor*



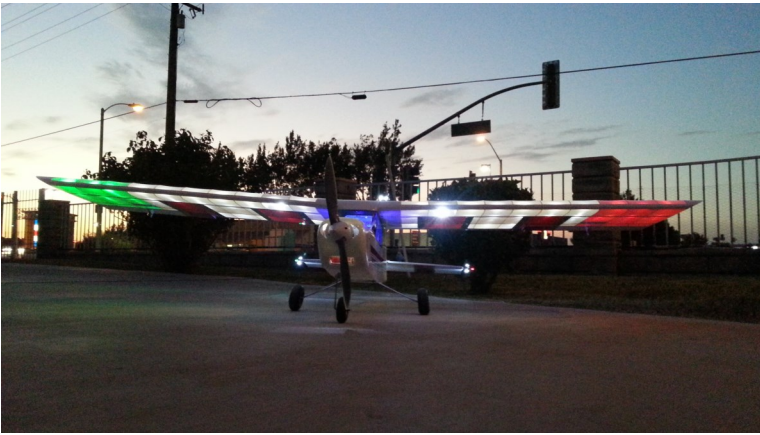
Hi AVTI. It has been a while but it looks like I am almost all caught up. IT certainly has been a busy and windy last couple of months. There has been some nice fly days here and there, but they have not turned out to be on weekends.

Some of the things that have been kicking around, there is a Classic Pattern Meet coming up on the 6th of August at Bear Mountain. Please see the flyer attached to the Newsletter. Tony will be the CD; this will be a fun event.

Some business, we are now past the renewal period for membership. There is now a ten dollar late fee for late renewals. If you have not renewed, be sure to renew so you can continue flying at the field. From my understanding, the mix-up at the post office has been remedied.

The lock has been changed on the gate as the previous one went missing. The combination has not changed, but the alignment is not the center, it is off center by one notch.

I hope to see you guys at the field soon. Until then, keep those wings level.



Tim Williams Night Flying Kadet



Another shot of Tim's Airplane

AVTI SCHEDULE OF MEETINGS AND EVENTS		
<b>August</b>		
4	7:00 PM	General Meeting WJF
6	8:00 AM	Arvin Summer Classic
<b>September</b>		
1	7:00 PM	General Meeting WJF
<b>October</b>		
6	7:00 PM	General Meeting WJF



### AVTI HISTORY

I will be creating the AVTI History page located on the club's website <http://www.avti.org/>. Any pictures, newspaper or magazine articles, event fliers that you may have would be welcome. Oral history (stories) would also be welcome. Materials would be returned if requested. Please email myself the Newsletter editor or the Webmaster.

## General Meeting Minutes

07 July 2016

Compiled by Derek Abramson

Meeting was called to order at 7:10 by Derek Abramson at the Fox Field Terminal. There were ten members present. The minutes were read from the previous meeting and accepted. There was not Treasurers report read.

### Old Business:

Discussed were some of the new rules of the on-going FAA rule making.

The glider contest was discussed.

### New Business:

It looks like it is getting to that time we will be needing a night fly., Multiple members brought up the desire to do a night fly and BBQ at AVTI. Possible times proposed in September or October.

Additional discussion concerning registering with the FAA. If one is an AMA member, registering is not required, as long as flight operations are per AMA guidelines.

Pete Corbett brought everybody up to speed on some of the Quad Racing contests that he has been attending. Interestingly, the amount of participation with the races are very high; with pilot registration typically being larger than seventy-five pilots.

The lock has been replaced by Mac, the combination is not centered, but offset by on row. Please note this when opening the gate. Also, I ask that the lock is locked and the numbers are-

zeroed to prevent losing or someone stealing the combination or the lock.

Meeting was adjourned at 8:00 PM.

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### Notes for the Editor:

As you may have notices, I have been scanning some older newsletters. I have old pages from 1968 and up. Some of the older ones were done using a ditto machine. I will continue to populate the future newsletters as it is fun to see what the "Good ol' days" were like. Eventually, I will have everything archived online. This will be done after a revamp of the website since it has been about five or six years since that has been done.

An online payment system has been bounced around a bit. This would be a pay-pal type account. If there is solid interest in doing this. I can start working on it.

Of course, this is all dependent on us keeping our field. The way forward on the fields is still fluid.

If you have pictures or stories, please email me or give me a call. I would love to add some more content.

Until Next Time

Derek Abramson

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42  
ANTELOPE VALLEY TAILWINDS

BLOW



October 1969

Officers 69/70

President	Dale Ottomeir
V. Pres.	Jim Newman
Treasurer	Walt Sefic
Secretary	Ed Friend
Editor	Dan Harrison

Meetings for November 1969

Wed. Nov. 12 and Nov. 26 - 7:30 P.M. - Y'all know where.

Meeting of October 8, 1969. Opened 7:30 Closed 9:00

Treasurers Report: \$82.60

Attendance: Twelve members and two visitors.

Old Business: After talking over the five odd "lakes" in our area, the best seems to be Edgewater, or the west end of Lake Elizabeth.

New Business: Method of submitting AMA dues will be discussed at the Oct. 22 meeting. Bernie Coleman will present a contest proposal at the next meeting.

Meeting of October 22, 1969. Opened 7:45 Closed 9:00

Treasurers Report: \$106.75

Attendance: Thirteen members and two visitors.

Old Business: Bernie Coleman presented the events to be run at the contest which will be held Sunday, November 9 at 9:00 A.M.

1. 2 Spins - 2 loops - 2 rolls - least time wins.
2. Spot landing.
3. Climb for 30 sec. - go to slow idle and glide for longest time.

The prizes: 1st place - 1 gl. fuel  
2nd place - 2 props, 2 plugs  
3rd place - 1 prop, 1 plug

No entree fee. Club members only.

Contest Director - Bernie Coleman.

Lets all try to make this the fun event that we know it can be.

New Business: NOTICE

1970 dues are due by Dec. 10 of this year. \$20.00 covers club and AMA. If you're not paid up by this date, then you will be considered an illegal flyer at the field when your '69 card expires. No exceptions!!

We are going to put on a flight demonstration Saturday, November 1, at our field for the Boy Scouts. Shine up your plane, put on your club shirt and help.

Editor's Corner:

Project Friendship, for those of you who haven't heard, is that of getting a new airplane finished, flown, disassembled, packed in a box and shipped to our friend and club member, Ken Bek. Ken is working overseas in an area where R/C has never been heard of.

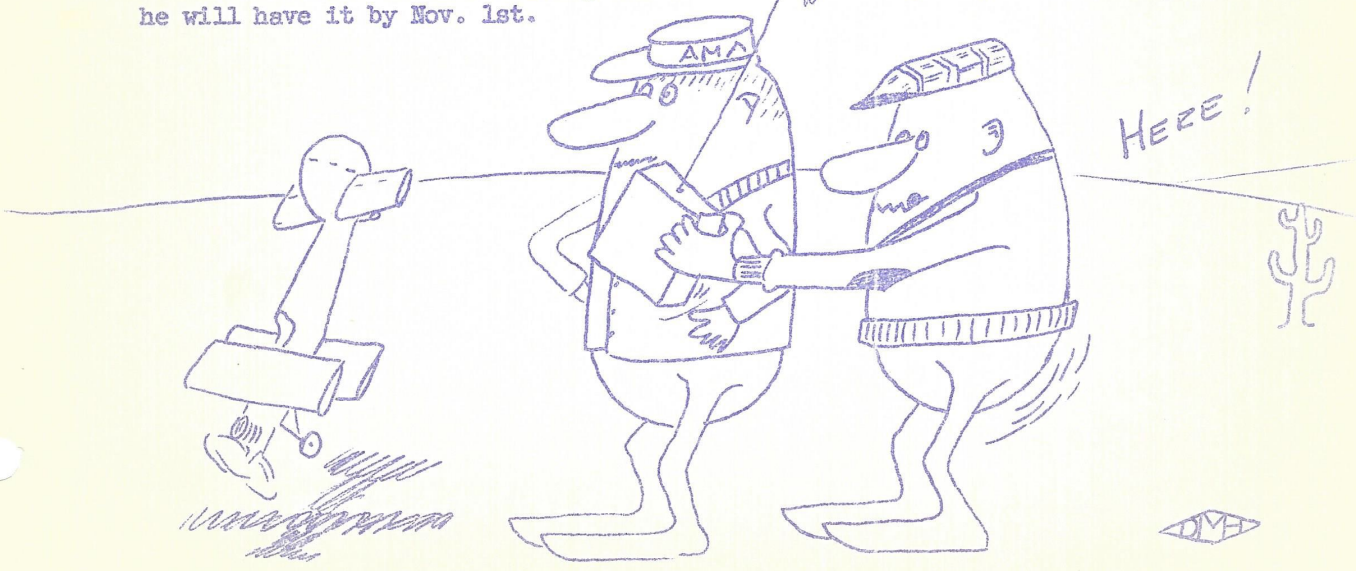
He writes us he got into a conversation with a base commander during which he said "Yes Sir," when "No Sir" would have been easier. But, in any event, so along came this letter requesting we bust our ----- to get him an airplane to fly. Seems his local king wanted to see this miracle of miracles also.

The work got under way with Ed Noulin doing the servo installation and me learning about mono-coat. Within a week the ship was ready to go. Through some very cooperative people where I work, I had a beautiful ply wood box built and another old friend said he would see to the shipping.

A trip to Ken's house to get all the things we know he will need, plus buying some new items and now it's time to pack Pandoras box. Ever lovin' and I spent two hours packing for the eight thousand mile trip. The following day, after dropping the box off for shipping, came a call, "The box is too big!!" Their suggestion: "Cut the box in half." My suggestion: "Turn blue."

After much discussion, Lady Luck blessed us in the form of some aircraft parts to be shipped. This constituted an official shipment and thus, off went "Aircraft, Model, Training" - as it was called on the shipping document.

At the time of this writing Ken doesn't have the plane, but I do believe he will have it by Nov. 1st.

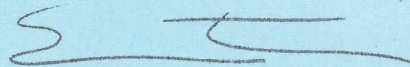


## UNIVERSAL CORRECTIVE ACTION

In accordance with company policy, we wish to inform you that you received merchandise with the same quality that every other customer gets, and we think you are pretty chicken for sending this garbage back to us. We can't use it either. We ship whatever comes off the production line, and whether or not it meets specification, we are certain that it contains the right part number most of the time, which is what you ordered. Concerning your statement with regard to late delivery which incidentally was only 3 months overdue, what do you want? You did better than most of our customers. Next time order a bigger dollar volume and we will give it our red carpet-extra special attention treatment. It might even be only 2 months late then: (Note the improvement.)

For corrective action per your chicken request, we will investigate future orders more carefully so that we will ship so late that you will be in such an awful bind that you will accept whatever we send you.

Oh, and about that little note which says "Cancel this Order" - too late. As you can see, we are doing everything in our power to be cooperative and force this garbage on you, and if you are too stupid to deviate and use as is, we want to remind you that we got your money and you're stuck with it.



Hoping for future orders,  
(Written - Signed) Sockett Toomey  
Your Friendly Supplier

P.S. With regard to your statement that our part doesn't resemble your drawing, we wish to point out that you are in error. Your drawing does not resemble our part! Which we hastened to point out to our salesman 2 weeks after we accepted your order. Don't blame us if you were negligent enough not to inquire about this minor detail, because everybody here knew about it.

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THE BEAR MOUNTAIN FLIERS PRESENT:  
**SUMMER CLASSIC**  
**PATTERN CONTEST**

SATURDAY, AUGUST 6TH, 2016 at the BEAR  
MOUNTAIN FLIERS Field ARVIN, California Pilot's  
meeting 8:30AM/Wheels up 9:00AM See Link for Directions:

<http://bearmountainflyers.net/directions>

Come out and enjoy pattern flying the way it should  
be- FUN! All CPA classes will be offered. Awards  
through Third place.

-Entry fee: \$30  
(\$25 each for two  
or more -Family  
Rate!) LUNCH  
INCLUDED!

**Have an old -school pattern plane? Bring it!**  
**No? Bring what you have!**

**(Please no 2 meter planes in Advanced-Masters)**

**Glow-Gas-2 Stroke/4 Stroke-Electric**

**All are welcome! AMA REQUIRED.**

For More Information contact CD Tony Frackowiak

E-mail: [frackowiak@sbcglobal.net](mailto:frackowiak@sbcglobal.net)

Links: [www.classicpatternassociation.com](http://www.classicpatternassociation.com) <http://bearmountainflyers.net/>



# Antelope Valley Tailwinds Inc.

AMA Charter #114  
P.O. Box 1003 Rosamond CA 93560

## A.V.T.I. Roster of Current Officers (2015-2016)

**President:** Tony Frackowiak; 992-1529;  
frackowiak@sbcglobal.net

**Vice-President:** Jean Greear; 661-944-3881;  
mjgrear@aol.com

**Treasurer:** Tony Frackowiak; 992-1529;  
frackowiak@sbcglobal.net

**Secretary:** Derek Abramson

**Board Members:** Mack Moffat

Mike Greear; 661-944-3881;  
mike@slotracingtechnology.com

Preston Knepper; 886-0272;  
tecknepp@aol.com

**Field Marshal:** Mack Moffat

**Safety Officer:** Tony Frackowiak; 992-1529;  
frackowiak@sbcglobal.net

**Webmaster:** Derek Abramson; 917-9863;  
abramson.derek@gmail.com

**Newsletter Editor:** Derek Abramson; 917-9863;  
abramson.derek@gmail.com

**Flight Instructors:** Tony Frackowiak 992-1529

Peter Carbin; 723-4830

## \* Membership Meeting \*

August 4, 2016  
7:00 PM WJF Terminal

## \* Board of Directors Meeting \*

TBD Please See Website

A.V.T.I. Airpark  
47500 Challenger Way (10<sup>th</sup> Street East)  
between Avenues F and G  
Lancaster, CA 93535

Visit our website for more photos  
and up to the date information  
<http://www.avti.org>

***Tailwinds Tails*** is a monthly newsletter of the  
Antelope Valley Tailwinds Inc., R/C Model Air-  
craft Club.

Visit our web page at [www.avti.org](http://www.avti.org).

## Join us on Facebook

Send submissions for the ***Tailwinds Tails*** by  
the 20<sup>th</sup> of each month to the Newsletter Editor,  
c/o A.V.Tailwinds Inc., P.O. Box 302, Lancas-  
ter, CA 93584 or by email to

[abramson.derek@gmail.com](mailto:abramson.derek@gmail.com)



*A Very Special Thanks*

**Waste Management Company  
600 East Avenue F  
Lancaster, CA 93535**



**REMINDER**

A current AMA membership is a requirement for membership in A.V.T.I. Please make sure your AMA membership is current.

**Support Your  
Local Hobby Shops**

Skyhunter Hobbys  
44116 10th Street West  
Lancaster, CA 93534  
(661) 942-7410

High Desert Hobbies  
790 West Ave Q #B  
Palmdale, CA 93551  
Phone: 661-267-6877

Dr. J's Helicopters and JR Radios  
Mon.-Fri. 8 a.m. to 5 p.m.  
Phone: 661-949-3586, ext. 205  
Ask for Doug.  
Distributor for Horizon Hobbies

AV Tailwinds, Inc  
P.O. Box 1003  
Rosamond, CA 93560



Annaliese Abramson behind the controls of an  
NASA F-15