

March, 1966



- NEWSLETTER -

President

Bob Upton
2179 May Court
Santa Susana, Calif.
805-527-0382

Secretary/Treasurer

Ken Hall
721 N. Lima St.
Burbank, Calif
846-8147

Publisher

Don Butman
6161 Platt Ave.
Woodland Hills Calif.
340-2563

Vice President

Larry Leonard
8960 Reseda Blvd.
Northridge, Calif.
344-3105

Contest Directors

Frank Capan
7407 Densmore Ave.
Van Nuys Calif.
786-5878

Woody Woodward
4249 Bakman Ave.
North Hollywood, Calif.
762-4760

Editor

Loretta Hall
721 N. Lima St.
Burbank, Calif.
846-8147

EDITORIAL

Loretta Hall

We welcome four new members from the February meeting and here is a small biography on each of them:

Floyd Deere

Floyd has the thing that all modelers dream about. A Son that likes modeling! His son David will become a member very soon and is going to inherit his Dads' Kraft 10 channel reed outfit since Floyd just bought a Kraft Proportional. Both Floyd and Dave will be flying Jennys.

Dick Adams

Dick has been in modeling most of his life and is currently flying an H-Ray with an Orbit 6 channel and a Jenny with a 3+1. He has never belonged to a flyers club before due to lack of time but has decided that since he is never going to find any free time anyway he might as well just steal some.

Pete Daley

Pete has been a modeler about 12 years now and has spent most of that time in R/C. He is currently flying a Skylark with Min-X and a Vc 19 ballbearing engine. This is Petes first experience with an R/C club and so far he thinks its great.

Dan Vandermuelen

Dan has been a modeler for 6 years and at the moment has his hands full with a Taurus with Kraft 6 Proportional and a Super Tigre 60 and thats a handfull in anybodies language. Previous to his R/C experience Dan ran the full gamut of freeflight and ukies. In all that time the reason that he never joined a club was that no ever told him there was one to join.

With the number of new members that are coming in at each meeting it would seem that our club is making a name for itself in R/C circles. I think that our opportunity to be a great club as well as a large one lies in part in how efficiently we handle the coming West Coast Championships. This is our chance to pull each member of the Valley Flyers closer into the circle of the club and give everyone a chance to show that he cares and is willing to carry

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his share of the burden.

Many of us come to the meetings and sit silently, not because we don't want to participate but because we don't want to seem presumptuous. It is very easy to look around at all the old time modelers that we have in the club and feel pretty inferior. It then becomes the course of least resistance to let them do all the talking during discussions and all the volunteering during contest time, and all the planning for future events. This is NOT what they want. If they wanted a club with just "Old Timers" they wouldn't have invited any of us to join in the first place and the Valley Flyers would be another F.A.S.T. Club with a closed membership. Since this is not the case we then have to assume that all of us have something to contribute.

At one of our meetings in the very near future, Bob Upton is going to ask for volunteers to set up committees to organize the West Coast Championships Meet. This is going to be one hell of a big job and if we had twice the number of members that we have and each member took one job we still wouldn't have too many. This means that if even one of us says "no time, I don't know how or I can't be bothered," then someone else is going to have to work twice as hard to cover for him.

To be more specific, the jobs that I can see just at a glance are as follows:

Every Manufacturer in this area must be contacted, preferably in person, but at least by mail, and asked to contribute prizes ect., for the meet. I would venture to guess that whoever is chosen to head this committee will need at least six people assisting him to handle it efficiently. Then we have the publicity committee, a contest has to be a flop if noone comes and no one is going to come unless they know about it. This means newspaper coverage, R/C Magazine Coverage, and fliers sent to all clubs in California inviting them to attend. I am talking about another six to ten people to accomplish this.

I have already used up from twelve to fifteen members on just two committees and I have not yet touched on such things as coordination of all the committees, coordination of the judges, availability of the field, possibility of restrooms being provided, catering trucks to cover the contest both days, judges booths and chairs plus score keeping equipment, Public address system and someone to run it and on and on into the night. You can see that just at a glance we need three times the number of people that we have right now so when Bob starts pointing his finger at you don't fall on the floor
STAND UP AND BE COUNTED!!!

PRESIDENT'S CORNER

I am certainly encouraged by the turnout at the meetings to date. We have gained many new members since the first of the year and again, I welcome you.

Our Treasurer has asked me to make a plea to the effect that all last year's members renew their membership as soon as possible so that we may avoid prorating the annual dues. This is an undue hardship on Ken Hall who already has many duties to perform. Your cooperation will be appreciated.

This month we will have a question and answer period designed to help the relative newcomer to the hobby. We are starting this as a direct result of the questionnaire wherein many members have expressed a desire to get at some of the fundamentals of radio control building and flying. Hopefully, we will have a black-board available for illustration purposes. Those of you who are old timers in the field need not worry about being bored with it all since you will be on the panel to answer the questions!

Also, this month we are giving away a gallon of fuel to the best model at the meeting so, by all means, bring your latest pride and joy. A panel will be selected to determine the best entry.

The contest season is fast approaching. The first meet was held in Phoenix last month and of the Valley Flyers, Cliff Weirick was first in multi expert, Larry Leonard third in multi novice with Al Cox in fifth place in the novice event. As you can see, we were well represented. The next contest will be the BIRD'S annual affair at their field the 5th and 6th of March so you contest types plan to make this one. Incidentally, the formal invitations some of us received from the BIRD'S were unusual indeed. I thought I had received a wedding announcement, it is so nice!

Let's have a good turnout for the March meeting as it looks like we will have an interesting agenda.

Bob Upton



Notes by
Mr. Elmo E. Aylor, the gentleman who held us all spellbound at the last meeting with the fantastic feats of his experimental aircraft. As far as I am concerned any airplane that flies with or without its' wings bears further investigation. So here for your perusal is Mr. Aylor's report...Ed.

RADIO CONTROL FOR RESEARCH AND DEVELOPMENT

Author: Elmo E. Aylor

Seeking an economical means to confirm and extend captive scale model test data, E. E. Aylor turned to a 12 channel reed system in a 1/5th scale model of his 4-5 place high utility/high performance vehicle. Design motivation is based on an unfilled need in the general aviation field. Design philosophy encompasses greater utility at a lower operating cost than contemporary production aircraft while exceeding their propulsion efficiency.

Utility and operating costs being closely allied to ground mobility, demanded a smaller vehicle for the same load capacity which by utilizing variable geometry can negotiate surface streets and throughways in everyday traffic.

Early in the configuration studies, it was considered mandatory that the fuselage would contribute to aerodynamic performance rather than to detract from it through parasitic drag as prevails with most conventional aircraft..The configuration chosen to meet the objective is depicted in the photograph. It may be observed

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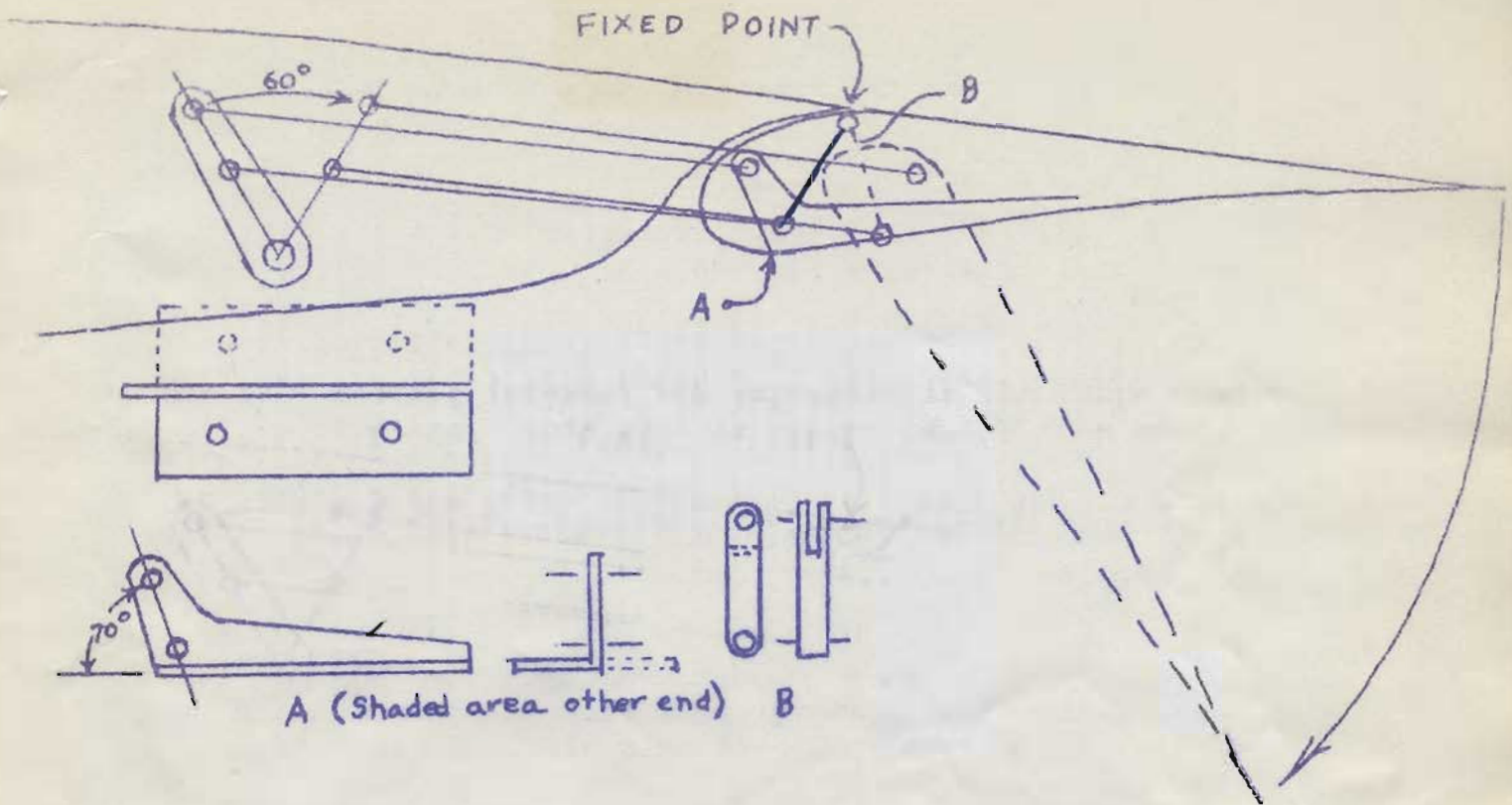
that the propeller swings through a trough like depression in the fuselage which merges with the cabin structure. This arrangement produces a favorable pressure gradient from the crown on the cabin to the propeller, preventing flow separation. The maintenance of attached flow increases the lift and decreases the drag of the complete system. The unrestricted discharge path for the propeller slip stream further increases the efficiency.

The unusual empennage arrangement permits the full scale version to have simplified pilot controls and omission of rudder pedals while retaining aerobatic maneuverability for those so inclined. The model duplicates the full scale control movement through an ingeniously constructed "infernal mechanism" within the spacious cabin area. Builder Earl Harting provided two side hatches for access to the receiver, servos and mechanism. Control movements available are; dual elevator trim, dual elevator primary, elevator differential, ailerons, dual rudder, throttle, brakes and flaps. The latter are Fowler type, using a double fulcrum support driver and driven by a torque arm. Fig. #1 depicts the arrangement which enables the flaps to extend while deflecting without using tracks or jack screws.

For travel and storage convenience, the wings of the model are removable and can be mounted on the fuselage sides, simulating the full scale configuration for surface travel or garage storage.

Power for the R & D model is a Super Tigre 56 swinging a 11 3/4" pusher propeller hand carved from maple. Optimum pitch is expected to be 6" although the first flight is planned with a 4 3/4" and 8" and 10" props are ready if needed. Gross weight with fuel will be approx. 15 Lbs.

Earl Harting utilized an unusual exterior finish to fill the grain of the balsa skin. Plastic micro balloons mixed with resin was troweled on the surface and sanded to contour prior to application of the color dope. It is believed considerable strength has been added to the balsa for very little weight increase.



At the last meeting interest was expressed in the flaps used on Mr. Aylors airplane. This plan is a copy of the idea used.

On the original the parts were made from brass and aluminum and Kwik Links were used between the crank and the bracket (part A) with the clevis end on the bracket. This allows adjustment for gap and deflection.

A crank and bracket are used on each end of the flap and a tube connects the two cranks. (I would not suggest driving from one end only.)

The bottom hole on parts A and B line up hinged together so as the crank moves to the rear B in turn swings back from the top moving the hinge line to the rear opening the slot.

This plan is simplified but it gives you the idea to do with what you will.

Earl Harting

MEMBERSHIP LIST

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Phone</u>
Dick Adams	7218 Zelzah Ave.	Reseda	344-8543
Jim Ayers	428 Euclid St.	Santa Monica	393-1704
Don Baker	9212 Columbus Ave.	Sepulveda	894-2875
Dick Brockway	5900 ElCanon	Woodland Hills	346-3864
Eric Burguess	10960 Beckford Ave.	Northridge	363-0826
Bon Butman	6161 Platt	Woodland Hills	340-2503
HeinsBuyer	3013 Anita Dr.	Glendale	244-6446
Jack Byers	22844 Cantlay St.	Canoga Park	347-7283
Frank Capan	7407 Densmore	Reseda- VAN NUYS	786-5878 *
Paul Cavalcanti	12800 Cometa Ave	Sylmar	365-6043
Al Cox	624 15th Street	Santa Monica	395-5753
Steve Chazin	10025 La Same Ave.	Northridge	349-3317
Harold Daily	9201 Columbia	Sepulveda	894-4734
Pete Daley	5730 Bianca	Encino	345-6318
Bill Dennis	219 California St. #3	Arcadia	
Floyd Deere	7643 Wilkinson	North Hollywood	765-9898
Colby Evett	1636 Ocean Park Blvd.	Santa Monica	396-0280
Bob Flansberg	13806 Eucalyptus	Hawthorne	679-5358
Jim Friedman	10450 Lanedon	Mission Hills	361-7638
Willie Gardner	6703 McLennan	Van Nuys	785-4736
Neil Gottenbos	16025 Rayen	Sepulveda	892-1241
Mark Graham	4435 Haskell Ave.	Encino	
Art Guenther	1249 N. Keystone	Burbank	849-2734
Ken Hall	721 N. Lima St.	Burbank	846-8147
Loretta Hall	721 N. Lima St.	Burbank	846-8147
Earl Harting	17970 Hemmingway	Reseda	342-6867
Ray Kilwin	8938 ValJean	Sepulveda	894-7712
George Kostura	14144 Roscoe Blvd.	Panorama City	894-7650
Leon Lang	2673 Newell St.	Los Angeles	
Lanny Lanterman	9541 Heather Rd.	Beverly Hills	271-7441
Clarence Lee	7215 Foothill Blvd.	Tujunga	353-7356
Larry Leonard	8960 Reseda Blvd.	Northridge	344-3105
William Luckie	19336 Lanark St.	Reseda	344-4513
Perc Megginson	23870 Long Valley Road	Hidden Hills	348-0018
Al Motherwell	7731 Hatton Pl.	Reseda	342-0701
Larry Motherwell	7731 Hatton Place	Reseda	342-0701
Frank Navarro	6373 Vicland Place	North Hollywood	763-2945
Ben Nielsen	9770 Vena Ave.	Pacoima	896-9179
Bob Nielsen	8952 Gaynor Ave.	Sepulveda	892-0240
Jim Oddino	23700 Bessemer	Woodland Hills	346-1454
Reed Packard	817 N. Orchard	Burbank	842-7139
Bob Palmer	9161 Movehart	Arleta	767-6734
Abe Perez	20570 Hatteras St.	Woodland Hills	347-5040
John Perry	6248 Farmdale Ave.	North Hollywood	769-1255
Joe Pittner	13900 Davana Terrace	Sherman Oaks	784-2087
Larry Rosenberg	16513 Superior St.	Sepulveda	894-2497

Membership List Contd.,

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Phone</u>
Art Rubin	9624 Quartz Ave.	Chatsworth	348-6729
Ed. Schietzelt	6419 Farmdale Ave.	North Hollywood	766-7969
Elliot Shulman	5002 Matillija	Sherman Oaks	784-7861
Chuck Smith	23421 Bessemer Ave.	Woodland Hills	347-1428
Willie Smith	8041 Kelvin Ave.	Canoga Park	341-9591
Doug Spreng	165 N. Catalina	Pasadena	449-2371
Harold Swanson	4322 Bellingham Ave.	North Hollywood	762-4593
Don Tucker	13484 Astoria	Sylmar	367-8860
Bob Upton	2179 May Court	Santa Susana	527-0382
Carl VanCourt	19942 Hatton St.	Canoga Park	341-7442
Dan Vandermuelen	7439 Tujunga Ave.	North Hollywood	765-1651
Buster Venard	7524 Haskell Ave.	Van Nuys	780-2803
Cliff Weirick	3775 Hughes #6	Los Angeles	225-0909
Woody Woodward	4249 Bakman	North Hollywood	762-4760
Hans Weiss	11285 Patom Drive	Culver City	398-8998
Darrel Yonkers	8601 Remick Ave.	Sun Valley	768-1380
Jim Zajicek	22757 Kittridge	Canoga Park	347-6675
Robert Zajicek	22757 Kittridge	Canoga Park	347-6675

Note: The above list of names and addresses was compiled from various sources and discrepancies are probable. If you have a correction re spelling of your name or accuracy of address or phone number please notify us so that we may make corrections before the next list is published. Ed.

Want Ad:

For sale - Orbit 10 Channel Transmitter, receiver, 5 Bonner Servos,
Medco Battery pack and charger — \$170.00
Call Jim Zajicek 347-6675

SPECIAL BULLETIN

NEXT MEETING

WILL BE HELD

MONDAY

MARCH 14^{TH.}

AT

LAS CASITAS 8:00 P.M.

SPREAD THE WORD

