

June, 1966



- NEWSLETTER -

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During the Goodyear event we had a frightening moment when Cliff Weirick and Gil Horstman from Las Vegas had a mid-air. You couldn't really call it a collision, it was more like a piggy back ride. Joe Pittner called me to say that the movie films he took captured the whole incident and he will be showing them at the June meeting so don't miss 'it'. Incidentally, the movies completely exonerate our hero of any blame for the accident.

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Now for the Women of our club (without which men are nothin'), I would like to say the following:

Last week a meeting was held to begin the long job of organization necessary for the West Coast Championship Contest to be held September 3, 4 & 5. During the discussions the necessity for a "Hospitality Chairman" came up. Many of the Flyers that will be at this event will be from out of town and it will be up to us to make them feel as welcome as possible. To do this we must arrange for Motels for them to stay in, Restaurants that will be able to handle large banquets and transportation for them while they are here. Many will probably fly into Van Nuys Airport in private planes and transportation from the airport to Motels and the field will be needed. The Executive Board agreed that Dotty Woodward would be an excellent choice for this job and I have since talked to her and she has agreed to help. Dotty said that she will give the whole idea some serious thought and then write a column on her conclusions but in the meantime she would like to hear from any of you that have some ideas on how this committee could best be run. She will need the help of everyone of you girls that can possibly spare a few moments of your time. Much phoning, writing and arranging will be necessary to make this a success.

I'm sure that all of you are aware that this is the Valley Flyers' chance to really make a name for itself and what better publicity could we have than to have all the people that come to this contest go home feeling that they were royally treated. I'm sure also that many of you have gone to out of town contests with your husbands and were completely ignored the whole time that you were there. You certainly didn't come home feeling very friendly toward the sponsoring club for this treatment. Now it's our turn to show them how it should be done! With the Men running a well managed contest and with you in charge of making the visitors feel welcome and comfortable, we can have a contest that will be talked about for years.

Dotty requests that any of you that are willing to help please call her or drop a line. Her phone number and address are on the cover. The entire Club thanks you in advance for your help!

-3-

PRESIDENTS CORNER

Bob Upton

The Fifth Annual Hobby Association Contest is now past history and I must say that from our participation in the R-C event that it was a success. I think Frank Capan, R-C Contest Director, will agree with me that this is the first time there has been enough help in running all the the various R-C events and I congratulate all of those that helped. It was heartening to see such an enthusiastic response to our call for help, on the part of the members. There were enough judges available so Frank was able to rotate pairs of judges and no one person was stuck on the flight line for hours on end. I feel that much was learned from participating in the contest that can be applied and improved on for the upcoming West Coast Championship Meet.

Last week much of my time has been taken up with talks with Howard Johnson, President of the Academy of Model Aeronautics. The reason that I contacted him was to determine how to get a sanction for the West Coast Championships and whether it had to be a AA or AAA meet ect. Mr. Johnson was extremely cooperative in helping me apply for the AMA sanction. He was also instrumental in recommending three of our club members for Leader Member Contest Director classification with the AMA; those being Woody Woodward, Frank Capan and myself. As far as I can determine, we have no Contest Directors and only one or possibly two Leader Members in our club. In order to become a Leader Member in the Academy of Model Aeronautics, it is required that you be recommended by three Leader Members that have known you for from three to five years. Once the paper work is filled out it is submitted to the AMA headquarters along with \$1.00 for consideration.

On the subject of the AMA, Mr. Johnson has tentatively agreed to speak at our next meeting. (June 14), about the AMA generally, and particularly about the Charter Club program instigated by the AMA. I just recently received a letter from Mr. Johnson the subject of which primarily deals with the advantages of becoming an AMA Charter Club. I won't go into details about these advantages at this time as Mr. Johnson will answer any questions that you may have. Suffice it to say that from what I can determine, everything is to be gained and nothing lost by becoming a Charter Club. I would like to see a good turnout for the June meeting since Mr. Johnson has agreed to present himself to us.

WEST COAST CHAMPIONSHIP CONTEST

This is the first of many articles that will appear in your Newsletter from now until September to keep you posted on the progress being made by your Executive Board Members on the West Coast Championships.

Results of a Contest Meeting held in May:

It was decided that at least tentatively, the following committees were needed and the Board voted to ask these people listed to head them:

| | |
|----------------------------|-----------------------------|
| Raffle Committee | Neil Gottenbos |
| Field Facilities Committee | Ben Neilsen |
| Contributors Committee | John Perry |
| Hospitality Committee | Dotty Woodward |
| Trophy Committee | Joe Pittner |
| Pylon Committee | Al Motherwell |
| Traffic Control Committee | Jack Byers |
| Publicity Committee | Woody Woodward/Loretta Hall |

Besides the above committees there were several allocation jobs that have to be done and these people will be in charge of them:

| | |
|---|----------------|
| Public Address System | Floyd Deere |
| Frequency Flags | Larry Leonard |
| Enlist a famous personality to award trophies | Woody Woodward |

It was decided that each chairman may recruit his own help from among the membership. All of the above jobs do not need an entire committee but they all require help so if you see a job that you would particularly like to do above any of the others volunteering is definitely in order.

The above listed jobs will be discussed at the June meeting and Chairman will at that time ask for your help.

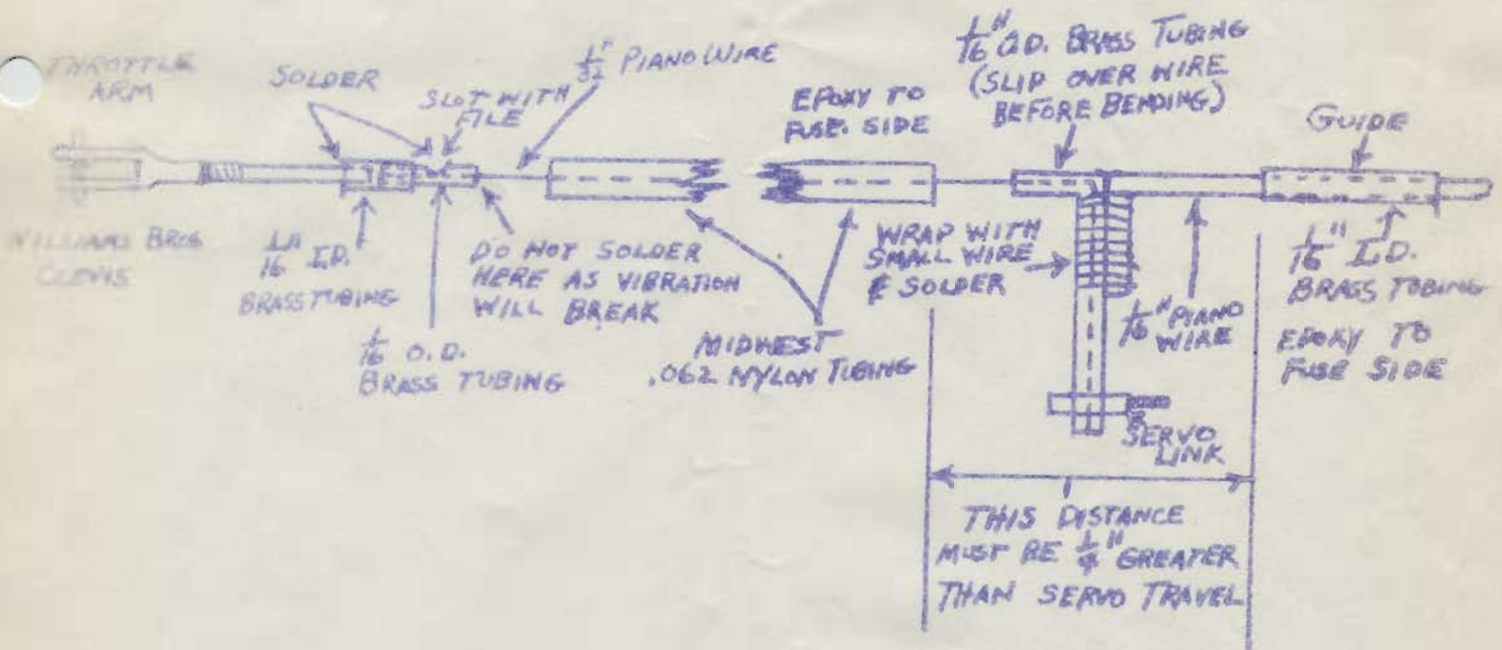
INSTALLING LINKAGE

Cliff Weirick

A couple of months ago I wrote an article on installing radio equipment in your plane. Now, let's connect the servos to our surfaces and put them to work:

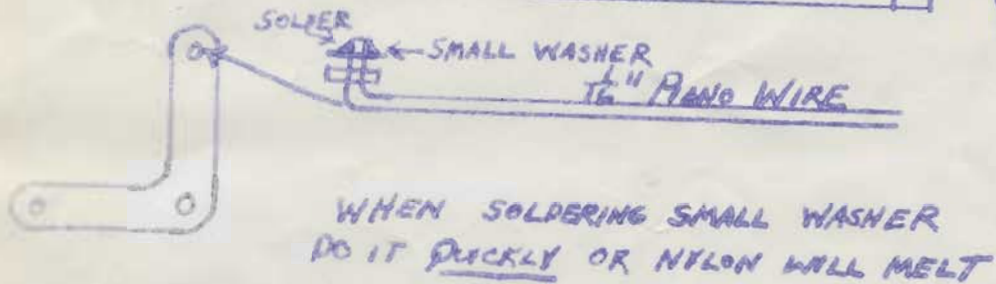
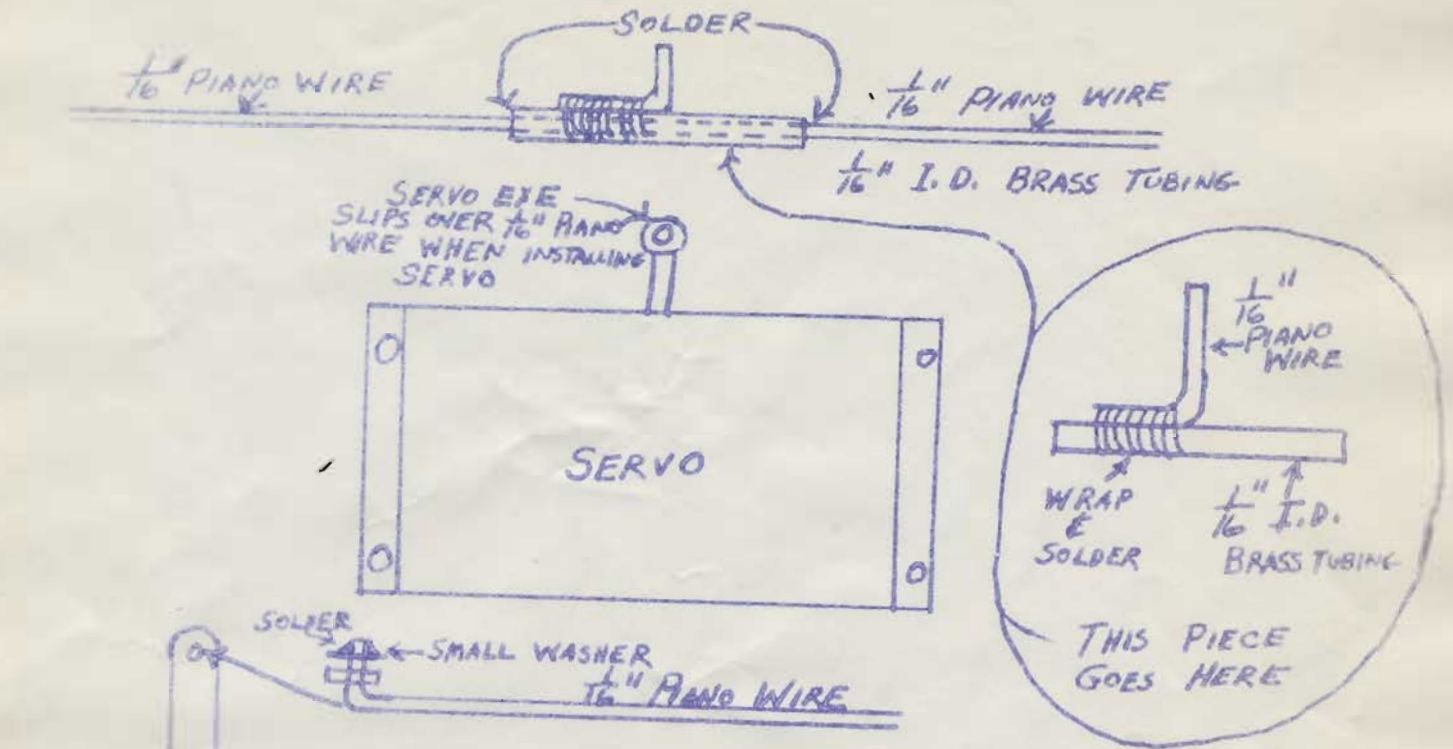
First; there are two requirements of control linkage. It must not be sloppy and must also have freedom of movement. Doesn't sound like they go together does it? They can with a little care on your part.

Now let's talk about throttle linkage. This should run through Nylon tubing which is anchored to the side of the fuselage. I use 1/32" diameter wire for the push rod and connect it in the following manner: (The drawing will be self explanatory.)

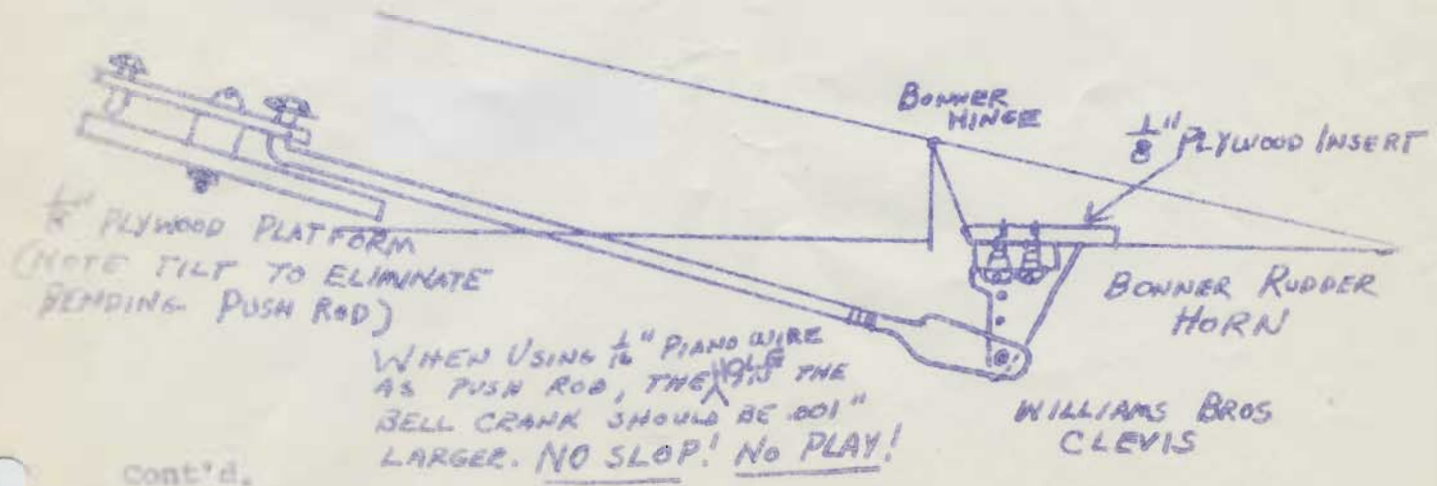


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Now let's do the Ailerons. Again, the drawing will be self explanatory. Boy...what a way to get out of writing!



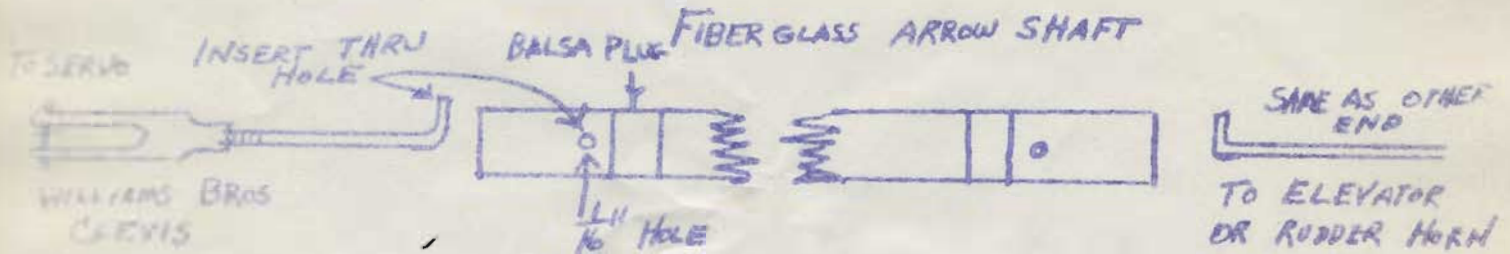
WHEN SOLDERING SMALL WASHER DO IT QUICKLY OR NYLON WILL MELT



WHEN USING $\frac{1}{16}$ " PIANO WIRE AS PUSH ROD, THE HOLE IN THE BELL CRANK SHOULD BE .001" LARGER. NO SLOP! NO PLAY!

cont'd.

How the Elevator and Rudder:



After inserting through hole hold clevis straight & fill end of arrow with epoxy. The 5 min. stuff works great. Work fast!

You will have to adopt these different linkages to your different planes but I believe that you will like them. They are long lasting and exceptionally strong.

Personal:

From Mr. & Mrs. Charles Brown of the San Diego Drones.

"We would like to express our sincere thank you to all of the Valley Flyers for their hospitality and kindness to us while we were attending the Cal-Western Contest."

Ed. Note.....It was our pleasure.

PROPORTIONAL BRAKING SYSTEM
FOR TWENTY CENTS

Bernard Greenberg

I am sorry that there was not enough time at the last meeting to demonstrate this simple idea of an electrical proportional braking system that can be incorporated into any plane that uses an elevator servo.

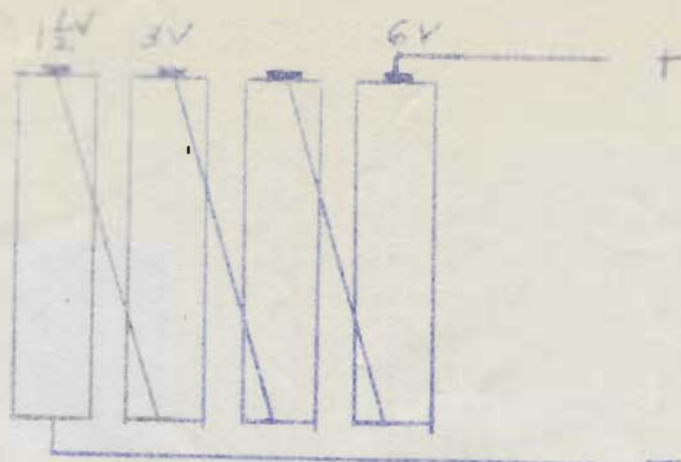
An advantage of this system, and there are many, is that it is not necessary to use one of the channels of the transmitter for the explicit use of braking. Many brands of radios today are three or four channel and do not have the extra channel to spare for the printed circuit system that are now available, at extra cost, of course. I know of one company that is producing a printed circuit board that is incorporated into the system and another company will be out soon with theirs. Undoubtedly, these are fine additions for your radio if you have the extra channel and money to spare. My system does not need the extra channel, nor are any changes in your radio necessary.

Taking for granted that you already have your electric brakes, this system will cost you exactly twenty cents for four pen-lite $1\frac{1}{2}$ volt dry cell batteries bought from one of our local large chain auto supply stores.

Basically, a more accurate description of this system would be progressive rather than proportional, but after you try the system I am sure you will agree that the wide latitude in operation is just about as variable as true proportional.

Now, getting into the theory of operation and after you read this, I wonder how many are going to say, "why didn't I think of this before."

We all know that by wiring batteries in series we can increase that voltage by the rated voltage of the batteries. An example for those who may not know how this works, it is as simple as adding $1\frac{1}{2}$ plus $1\frac{1}{2}$ which equals 3. If you add $1\frac{1}{2}$ plus $1\frac{1}{2}$ plus $1\frac{1}{2}$ you get a total of $4\frac{1}{2}$. If you add another $1\frac{1}{2}$ you would have a total of 6 and so on. Using four $1\frac{1}{2}$ volt batteries and wiring them in series you will get a total of six volts. Remember, for those who are not familiar with wiring, to wire in series, you wire from positive of one battery to negative of the other battery. Pictured on the next page is a simple diagram of how your batteries should look when wired in series.



The system works very simply by utilizing the power from either one, two or all four batteries. On my plane, which is a Sr. Falcon, I am using DuBro electircs and at $1\frac{1}{2}$ volts or the power from one battery, you get a slight drag, just comfortable for a controlled taxi. At three volts or the power of two batteries, there is a definate drag, but when you push the elevator stick full forward you feed six volts into the system and it takes a bulldozer to nose the plane. Imagine, all this for twenty cents worth of batteries. I tested the system on a five minute constant test with no appreciable power drop off since the brake draws so little current.

By linking the servo arm off center to the voltage pickup arm, you multiply the throw of the arm. It is not advisable to have the contacts in a straight line because your servo throw would be too short, therefore, your contact points would be too closely spaced. I found that it is better to use the arc shaped contact because by mounting your linkage from the servo to below center on the contact arm, the throw is multiplied, allowing better spacing of your contact points.

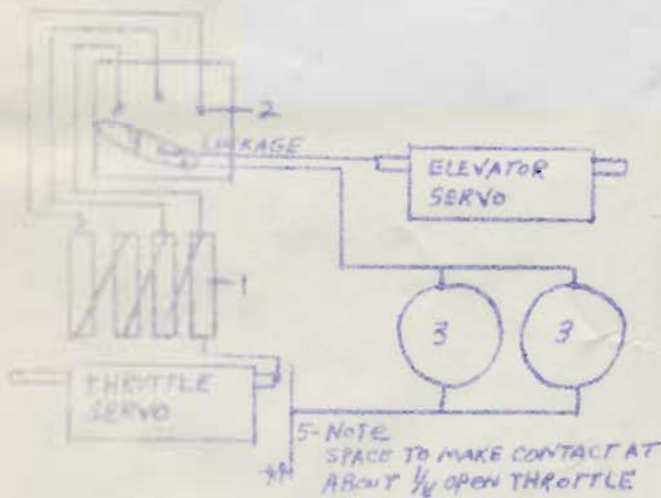
To those who feel that a noise problem is a possibility due to the making and braking of the contact points when using your down elevator during arobatics, such as in outside loops or in figure eights, a simple way of overcoming this is by making a contact switch on the low side of the throttle servo. The brake system will not operate until the throttle closes down to about one quarter open. It is only a matter of attaching a contact point on the opposite end of the throttle servo and a stationary contact attached to your servo box. Connect one side of the system through these contacts and your brake system will not operate until your throttle is three quarters closed. (Real Sophistication!!!!)

I have one more suggestion, although not really necessary to the system, is to add a double off and on switch attached to the outside of the fuselage. This switch can be wired to bypass the contacts of both brakes and throttle and can be turned on for full braking power while the plane is on the ground for full throttle run up. As I said before, this is not really necessary but for you guys who want a really sophisticated system, this will make the system completely total.

Study the bread board drawing below and you will really see how simple this braking system is. Good Luck and Happy Braking.

Bernard Greenberg (father)
Bruce Greenberg (son, age 12)
A TEAM

Diagram shows system with open throttle, neutral elevator, System off.



1. 1 1/2V Penlite Drycells
2. R.H. Brass Wood Screws
3. Electric Brakes
4. Thin Brass Pickup Arm
5. Thin Brass for Circuit Breaker.

NOTE....NEXT MEETING.....JUNE 14, 1966.....8:00 PM
LAS CASITAS.....FASHION SQUARE.....BE THERE*****