

DECEMBER

1967



FROM

VALLEY R/C FLYERS, INC.
c/o Don Butman
6161 Platt Ave.
Woodland Hills
California, 91364

Return Requested



TO

AL MOTHERWELL
7731 HATTON PL.
RESEDA
CA
91335

PRESIDENT'S CORNER.....Frank Capan

Just think, only eleven more meetings until the Christmas Party! I can hardly wait! I'll bet all of you can hardly wait too. You'll be sorry!

So here we are, another year coming up and no plans. But with all of your help perhaps we will be able to do a few things. I hope that we will have ideas brought up to enable all of our members to participate in events or fun type of gatherings to keep our Club as great as it is! The Club is only as good as its members, so lets all keep up the good work and unite behind El Presidente ----- He needs it!!

NEWSLETTER COMPOSITION.....Editor

A Club Newsletter carries the responsibility of reporting the activities and progress of the Club to its individual members and other interested parties. Since the Club has a number of separate 'HAPPENINGS' during each and every month it is impossible for any one person to give a good accounting to the membership. It was thus decided to form a 'Quintet-plus-One' to produce the most efficient news gathering staff.

This newsletter is a preview of the next year's publication. So let us know what your opinions are, but put 'em in writing so they may be included in future issues.

Have a Happy, Y'all!!!!

NEW R/C CLUB.....Editor

The "Simi Valley R/C Flyers" is being organized in Santa Susans by a former Valley Flyer member, Ben Macaluso. Dallas Van Dyke, as President, is promoting, with Ben's help, a 'Fun Club' for all those interested in R/C and model flying. They have 6 Juniors and approx. 10 other people interested in model flying and are presently flying near the High School but have been promised a better flying site by the County.

Earl Harting and I answered their call for some "help" by way of a presentation at their meeting Dec. 14. We took Earl's FW-190 and a couple of Frank's films of Basin and Nats flying.

By way of explanation, Ben was one of the original members of the Valley R/C Flyers. He was quite active in the Club from 1959 to 1961 and flew a "Hi-Tailer" along with Reg Tunstall and 8 to 10 others in the Basin.

CONTEST CALCULATIONS.....Nate Rambo

This column will be a new regular feature in the newsletter through the coming year. It will include such things as a list of coming contests, reports on contest results, notes on planes having contest capabilities, and just a lot of opinated 'gobledegoop' from the writer's pen.

To start things off, the January issue will include the new Aerobatic Class I, II, & III rules. Racing and scale info will not be neglected in later issues.

Please let me know what else you think the column should include and give assistance in writing blurbs when requested. See you at the meets!

PICTURE PAGE.....Reed Packard Photography, Burbank

Top -----Officers for 1968 and Editorial Staff (left to right)

| | |
|---------------------|-------------------------|
| Frank Capan | President |
| Nate Rambo | Editorial Staff |
| Don Butman | Editor |
| Jim Oddino | Vice President |
| Pat & Larry Leonard | Secretary and Treasurer |
| Loretta Hall | Editorial Staff |
| Dick Adams | Contest Director |
| Willie Gardner | Contest Director |
| Bob Upton | Editorial Staff |

Bottom ----- Ken Hall and Cessna Skylane, Bonner 4 MS radio.



ELECTRIC AIRPLANES.....Woody Woodward

Anyone who's been around R/C during the past few years could not have helped notice the increasing interest in Scale. Whenever I go to a contest I am literally flooded with questions by both spectator and fellow fliers. Other Scale Modelers experience the same thing. Yet, curiously, in spite of this obvious interest, relatively few entrants turn up at contest time. It is difficult to get more than half a dozen Scale Modelers at one flying site at the same time.

About eight months ago, Frank Capan and I were discussing this strange situation, wondering what might be done to get more Modelers out on contest day and just generally pondering the problems of Scale Modeling. We wondered, as an example, if there was any interest among members of the Valley Flyers. There didn't seem to be much on the surface. The Club had become so big that we hardly knew most of the current membership. Since both Frank and I were quite active in Scale competition, we naturally wanted to encourage the event wherever possible. By way of a suggestion from Jim Oddino, we decided to go before the Club and announce that we would conduct monthly meetings for anyone interested in R/C Scale. Between Frank's unusual knowledge of flying techniques and my experience in researching and Scale rules interpretations we felt well qualified to help anyone interested in the event. Much to our surprise we immediately found ourselves regularly hosting a group of twelve to fifteen eager Scale Modelers! Once a month proved entirely inadequate. Every two weeks (on Friday nite) became the rule. Our meetings have been quite informal, mixing plain old hangar flying with carefully conducted lectures on rules and open forums on technical matters. The proof of the Club-within-a-Club's value was recently demonstrated when the members of the group conducted the First Valley Flyer Annual Scale Rallye. With less than three weeks to promote the event, we pulled nine flying entries....the largest number of R/C Scale airplanes ever to compete in the Basin. The event was officiated entirely by members of the Valley Flyers (all members of the Scale Group) which included ground judging. The quality of which was well above average, as attested to by several veteran competitors. Three of the entries had never competed before.... all were members of our Scale Group....two of them took trophies!

I was recently asked to contribute a monthly column for the newsletter on Scale activities. It is fitting that the first of this series should introduce the members of our unusual group. To the best of my recollection these are the people that for more than six months have REGULARLY attended and supported our effort: CLIFF BENJAMIN (EM3-6892) currently building a Chrislea Super Ace, a Topsy Nipper and a Monocoupe; DON BUTMAN (D10-2563) building two more Travelaire 2000's; DICK ADAMS (344-8437) now flying a Peitenpol and building a Sterling PT-17 and a Curtiss F11C; REED PACKARD (842-7944) building a Russian Zlinn; KEN and LORETTA HALL (846-8147) now flying a Cessna Skylane and building a Piper J-3 Cub; HAROLD DAILY (894-7349) now flying a P-51 Mustang, Ercoupe and a Sopwith Pup and building a Messersmitt BF-109 and a Spitfire; JIM ODDINO (346-1454) now building a Rivits; FARL HARTING (342-6878) now finishing up an FW-190; DON BAKER (894-2875) now flying a Hawker Fury, a Bucker Jungmeister, a Boeing P26A and building a Curtis Hawk; FRANK CAPAN (786-5578) now flying a North American COIN Fighter and building a secret something; WOODY WOODWARD (762-4760) now flying a Rearwin Speedster and building a Fairchild 24R.

I make that eleven flyable planes and fifteen more under construction. Not bad for a model club that seems interested only in Class 111 and Goodyear! What's more I'll bet there's a bunch more that we haven't met yet.

Next month: A special report on a truly unusual Scaleventure by two of our members.

CANOPIES

Since most self-respecting modelers insist on attaching canopies to their latest flying machines, the following discussion will probably be of interest.

I have seen many a fine looking model detracted by poorly fitted, sloppily attached canopies. This is a shame since most people are attracted first by the "cockpit" then examine the rest of the model.

There are a few tricks and mostly a lot of work to fitting a canopy properly.

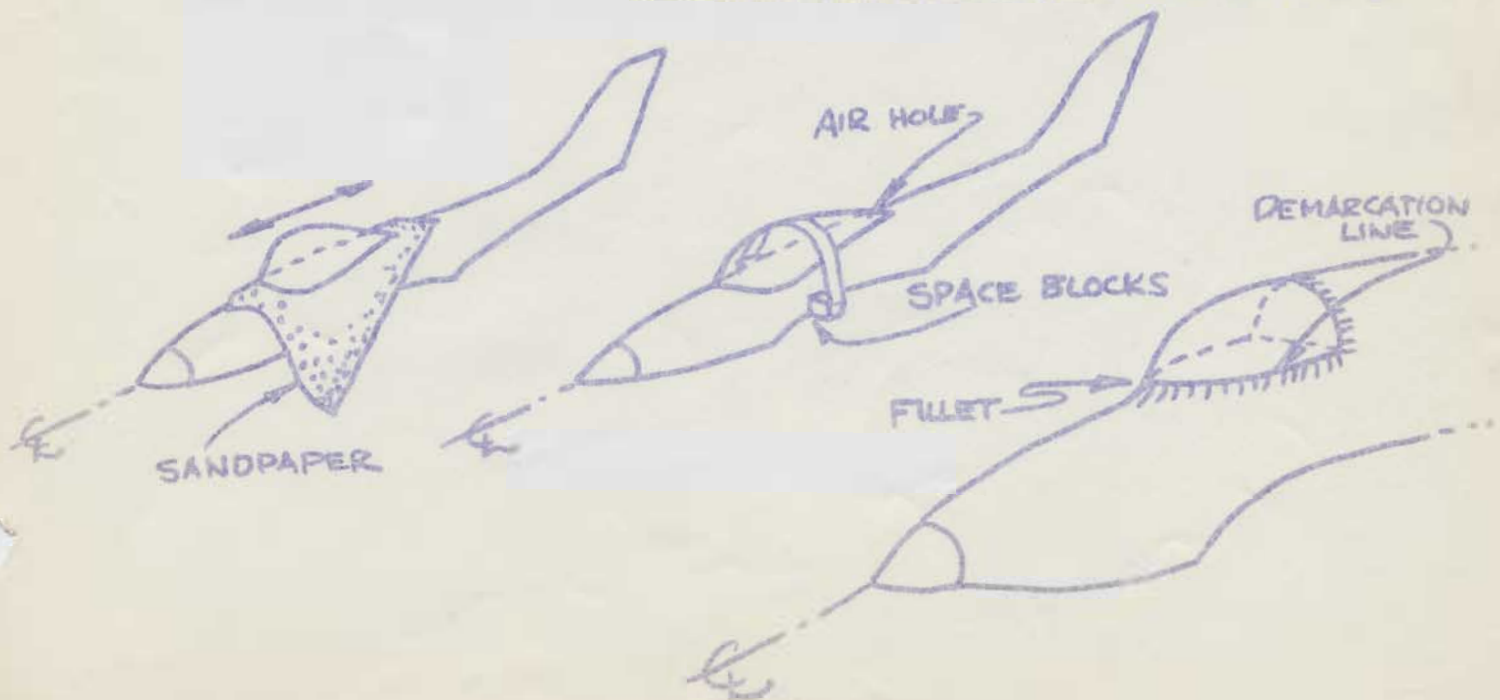
After detailing the cockpit to your liking, start by cutting out the canopy to roughly the contours of the top of the fuselage. Next, choose a full 10" by 12" sheet of medium weight sandpaper. Roll the sandpaper over the edge of your bench in both directions; this allows you to wrap the paper over the top of the fuselage without any resultant sharp cracks or creases. Place the paper with the corners aligned with the axis of the fuselage (see sketch) approximately where you want the canopy.

Now, hold the sandpaper tight against the fuselage and work the canopy back and forth until the periphery makes total contact with the top of the fuselage. You now have a perfect fit. Next and very important, drill a small hole towards the back of the canopy to equalize the pressure. If you don't, the canopy will buckle in the heat. Next, cross a pair of rubber bands or use masking tape over the top of the canopy completely around the fuselage to hold it in place while you epoxy it on (see sketch). I use blocks between the tape and the fuselage to keep the tape away from the edge of the canopy at its base so that you have room to work under the tape. A small diameter, length of wire makes a handy epoxy applicator. Apply epoxy around the canopy base sparingly and carefully to avoid any unwanted runs.

You can either stop here with a clean looking job or, if you are a purist, you can take it a few steps further.

Applying a fillet to blend in the fuselage to the canopy is a very nice touch indeed. After the epoxy dries, remove the tape or rubber bands and mask off the canopy. From $3/16$ to $1/4$ of an inch above the base of the canopy, run a line with $1/4$ width masking tape around the canopy. This is your demarcation line. Next, cover the canopy completely with masking tape to protect it. Try not to overlap the base line ($1/4$ tape) too much. The reason will become apparent later. Now use a piece of 320 sandpaper and rough up the canopy between the base and the demarcation line so that the filler material will adhere. You will now need some cabasil (white, fluffy epoxy filler). Mix up a batch of epoxy (Sig. 2 part works fine) and add cabasil to it until the batch will "stand" on its own such like soft butter. You are going to have to work fairly fast now (10 to 20 minutes depending upon the room temperature). The next important "tool" you will need before starting is either a "finger bowl" full of alcohol or acetone to smooth the fillet. Apply the fillet with your finger, alternately using the alcohol to shape and smooth the fillet as you go until you are completely around the canopy. The alcohol retards the filler material slightly which is a plus factor since this gives you more time to work. Run the epoxy up over the demarcation line (tape) but keep it as thin as you can. The reason you don't want layers of tape on or near the demarcation line is because you don't want a thick ledge between the fillet and the canopy when you are finished. Don't use the filler material and don't put it where you don't want it, because it is very difficult to remove. Ordinary soap and hot water will remove uncured epoxy from "infected" areas. Let the whole mess cure overnight. Now comes the hard part. Use 250 to 350 wet or dry sandpaper and take the epoxy all the way down into but not through the top layer of the tape at the demarcation line. You can tell when you sand through when the tape starts to "fuzz." If you have done a good job with the initial application of filler, the sanding is that much easier. I usually don't remove the tape until the model is completely painted including trim.

Now comes the unveiling. The tape comes off very easily when all epoxy is separated from it. It will leave just a slight ridge between the fillet and the canopy, no more than a trim ridge. The finished product is well worth the effort and will elevate your model a touch above the average.



CONTEST RESULTS

LAS VEGAS:

CLASS III E

- 1- T. White
- 2- L. Leonard
- 3- Whitt
- 4- Brady
- 5- B. Salkowski
- 6- C. Weirick
- 7- J. Oddino

CLASS II

- 1- Willie Gardner

CLASS I

- 1- ?
- 2- Willie Gardner

PYLON RACING:

- 1- Ray Downs
- 2- Howard Reed
- 3- Ted White

SEPULVEDA BASIN FLIGHTMASTERS SCALE CONTEST:

- | | |
|-------------------|------------------------------------|
| 1- Frank Capan | COIN Fighter |
| 2- Woody Woodward | Rearwin Speedster (from MAN plans) |
| 3- Don Baker | P26A |
- also flew: Hal Dally P51

HAPPENINGS AT THE LAST MEETING:

Airplane of the month was a Midget Mustang by the Graham/Upton team. I wasn't at the meeting, but I understand that it is a beautiful ship. Also shown was Al Radin's original design shoulder wing ship. It is Al's first attempt at designing his own airplane and, after flying it myself, I can honestly say that it is a very decent flying machine. Supertigre .35 powered and PCS guided.

THE FIRST AWARDING OF THE PERPETUAL "BONER BOWL" WENT TO RON SCHORR. I UNDERSTAND THAT HE ACTUALLY SPLIT HIS VECO IN HALF. HE WILL PASS IT ON AT THE NEXT MEETING.

The LAHMA planning for the Basin was discussed at the meeting and in the last newsletter. I trust that member reactions were favorable.

I understand that our newsletter is to undergo a complete facelift next year under the very capable directorship of Loretta Hall. She informs me that it will be handled on a committee basis with the following people to be involved:

| | |
|--------------|-------------------------------|
| Don Butnam | Editor in chief and publisher |
| Bob Upton | Tech editor |
| Nate Rambo | Contest editor |
| Earl Harting | Field happenings editor (?) |

Sounds like a good way to go.

There will be a fun type contest with the BIRDS on January 14th, at the Basin. More information will be available at the November meeting and Larry Leonard will be our club rep to the BIRDS on this one.

Don Baker may have some flight movies of his P-26A at the meeting. These should be interesting to see, to say the least.

The following people were nominated for office at the October meeting. Since I have not received acceptance or declination statements from all, I am unable to print a short statement as promised. Therefore, I am listing those nominated for office plus the statement from those that supplied them. All other statements, such as declinations, will have to be made from the floor at the November meeting.

FOR PRESIDENT:

Jim Oddino: I have been an active RC'er for the past 12 years, and a member of the Valley Flyers for the past 6 years. I have been flying in contests for the past 4 years and I am interested in all phases of RC. I have held, in the past, the offices of Vice President, Secretary Treasurer, and Contest Director.

Campaign promises: More modeling and flying, less business. Delegate responsibilities(That means EVERYONE WORKS)!!!!.

Frank Capan: NO STATEMENT

Les Kesner: NO STATEMENT

FOR VICE PRESIDENT:

Hans Weiss: Owner and operator of the Wilshire Model Center in Santa Monica. Born 42 years ago in New Jersey. Started model building at the age of 10, built all of the usual control line and free flights and 16 years ago became involved with RC flying.

I am an ardent supporter of the RC clubs, being a firm believer in organized events and meetings. I have been a member of the Valley Flyers for several years and I have thoroughly enjoyed the intimate relationships that I have formed within its ranks.

If elected VP I will do my utmost to increase the membership, to assist in all club activities, and to help the Club retain its number 1 position. Like Avis We Try Harder. Thanks.

CLUB TOPICSLoretta Hall

After attending the Christmas Party at the Tahitian the other night, I am considering a motion to the membership to change the Club name to "Valley Swingers", a far more appropriate title. The banquet room, which Don Butman arranged for was beautiful and fortunately large. I say fortunately because we had the largest turn-out that we have ever had, Somewhere near 74 people at the last count.

The music was supplied by our new President, Frank Capan, via tape recorder.

We can thank Dotty Woodward for the lovely Santa Clause candles that adorned each table. Dotty, with her usual good taste, answered a last minute call for help and as she always has, came through for us.

The evening was a many faceted one --

Earl Harting presented the special awards of the year to:

1) Willie Gardner - Member of the year, for his constant work and dedication to the betterment of our Club.

2) Randy and Doug Kempf - Special Service Awards, for their work at the Valley Flyers booth at the Van Nuys Air Show and for our Valley Flyers signs that they worked long and hard to make and which we have used many times and will continue to use for years to come.

Earl then introduced our new officers for 1968:

President.....Frank Capan

Vice President.....Jim Oddino

Secretary/Treasurer.....Pat and Larry Leonard

Contest Directors.....Dick Adams and Willie Gardner

Editor-in-chief.....Don Butman

And Staff.....Nate Rambo - Contest Editor

Bob Upton - Technical Editor

Earl Harting - Field Editor

Woody Woodward - Scale Editor

Loretta Hall - Club Editor

Frank took over the balance of the meeting and his first act was to present a plaque and gavel to Earl in appreciation of a fine year as our President. We would have to search a long time to find a more totally involved and dedicated officer than Earl Harting.

Other facets of the evening included:

The rainbow of lovely colors that the girls made in their Party dresses. A few stick in my mind and had it not been for the cocktail hour I'm sure I would remember more. These were Don Butman's Wife, Adele, in a lovely white formal with red carnations on her shoulder; Dorothy Packard a symphony in silver; Dotty Woodward, a vision in orange lace; Pat Leonard, looking too beautiful in black; Donna Harting, looking cool, chic and sophisticated in champagne brocade; (And Loretta in shimmering silver over something or other...Ed.). The men all looked handsome, stylish and uncomfortable as men usually do when they have to dress up.

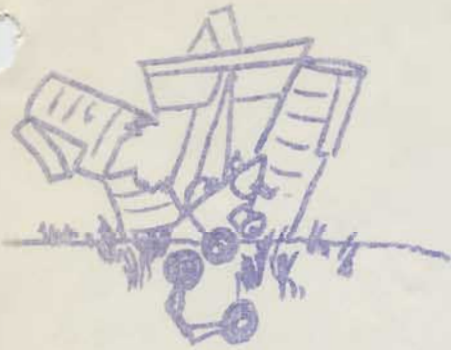
I discovered an interesting new game called "Categories" which, if you want to play, Marc Graham can teach you! 'Nuff said! We even had a smattering of mystery to round out the evening - the mystery of the pretty little (?) Blonde in the pretty green coat and why they couldn't be separated..... All things considered, the Party can definitely be called a success. In parting I would like to leave you with just one thought.....All of you girls that My Husband made dates with ----- Forget it!!

JUNK

&

STUFF

BY EARL



Some how or other I have been pressed, cajoled, asked and conscripted to write something for the news letter this year regarding field happenings etc. No doubt it will end up being the etc!!

I cannot start this business out without first taking this opportunity to thank the board members for their services last year.

Ken Hall for his advice and temperment.

Frank Kagele for his juggling of the "Royal Treasury".

Larry Leonard for his work on the contests and the entertainment he provided for us by getting married.

Larry Rosenberg for his virtual single handed work on the newsletter.

Pick up your magazines for the year and count the times "The Club" was mentioned then try to think of a way you could have done better. When you do-- Do it!!

Reed Packard for his photography work. Between Reed and Larry we got excellent coverage in the model press.

Thanks to Less Kesner and Carl Van Court for representing us in LAIMA and SC2-RC2 respectively.

And last but not least, thanks to all those who gave of their time and talents in some way to help.

Now, to the junk part.

I have a truism for you. On my days off, the wind blows so hard you can't stand up, or it rains, or it gets foggy, or something in my house blows up, or my day off is cancelled, because of wind, rain, fog, or some house blows up!

Those of you with well used Enyas (20 gals. or so) check the rings and ring separator. Mine was throwing more fuel out around the front crank bearing than a #5 would use. Check those symptoms before it come unstuck all over the basin.

I finally got the 5th servo for my Micro and have been having a ball dropping a chute. Try it. Drop it, land and be ready when the chute lands to reload. You may have to fight off a few kids but thats the price of fame.

Reed Packard has been doing something different by dropping a roll of tissue, then the fight is on to try and hit the paper before it hits the ground. What a mess !!

Speaking of messes. Eric Thomas' Cherokee went down. "Went down" really leaves some to be desired in this case. Like a rocket propelled oil soaked crow bar it went down. It took three of us just to extract the engine from terra ferma. Back to the forge!

If any of you guys come up with some caper, scandal or other bit of stuff and junk that you think would fit in this format I'm just nuts enough to type it out. So let me know.

Till next month-----LOOK OUT!!!!