

FEBRUARY 1968



FROM

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

Return Requested



TO

THE SAN FERNANDO VALLEY R/C FLYERS, INC.
Los Angeles, California

PRESIDENT	Frank Capan
Vice President	Jim Oddino
Secretary	Pat Leonard
Treasurer	Larry Leonard
Contest Directors	Dick Adams, Willie Gardner
Editor & Staff	Don Butman, Lori Hall, Earl Harting, Nate Rambo, Bob Upton, Woody Woodward

Newsletter circulation this issue -- 138 copies

PRESIDENT'S CORNER.....Frank Capan

Due to circumstances beyond my control the column this month will have to be written by me!! Perish the thought! So here we are again, almost meeting time and of course I'm fully prepared. HA! That will be the day!

We started the contest season last week (Jan 28) right in shape! We lost! But we had fun and our turn will come. Had a nice visit with Dennis Hunt from Rhodesia during this fun contest. He was quite impressed with our flying site since there are no elephants to have to chase off the field! Dennis was in town inspecting model and hobby equipment for his hobby shop, the Southern Cross Hobby House. Starting with this issue we will be exchanging newsletters with his Club, the Mashonaland Model Club, Salisbury, Rhodesia.

Our next Fun Contest will be held in March. You can check the contest calendar. Lets have a Club turnout!! Let the CD's know what you would like to have in these fun contests. These get together are real fun and you will all enjoy yourselves.

I see that the Crescent Gang has struck again. It looks like they have started to use a torch. Must be night work. I wonder how much schooling it takes to do things like this. Keep it up Children and we will be looking for a place to fly! Ah, well, back to the tube.

Don't forget the Scale Rallye to be held on the 25th of this month. Even Loretta said she was going to fly. Sure wish I could charge admission. She'll do real well, for a girl that is.

I would like to hear from all the members as to what they would like to have both at the meetings and at the field. We are having the fun sessions for all and there shouldn't be any reason why all of you flyers can't get the best of help from all of our experts. With our weather here we should be able to develop the BEST! B.I.R.D.S. indeed!!

So remember, only 10 more to go you fools you. I can hardly wait for the Christmas Party time. Boy!

On a recent business trip to Honolulu I found that I had some time on my hands, so I did what any red blooded modeler would do, I went to the nearest hobby shop to find out where the action was! I was very fortunate because when I introduced myself to the owner and mentioned the Valley Flyers he told me that the editor of the Hawaii R.C. Club was in the shop right then. I met a very nice gentlemen whose first name is Harry and I regret that I have forgotten his last name, so for this column, we will have to resort to first names only.

Harry was most kind and made me feel very welcome. Over coffee, for about an hour, we swapped club news, gossip and tall tales. In the tall tale department here's a doozy:

The Hawaii R.C. Club was putting on a flying demonstration for the local Ham Radio operators and for the Navy to promote good relations. Things were going along real good and now it was time for a demo flight by a member who has built up quite a reputation flying reed equipment. He made an excellent take off followed by several well executed standard maneuvers, all good flying but nothing spectacular. He called his next maneuver "Three Outside Loops". The flyers in the crowd noticed that his first loop was made a little lower than was usual but they weren't too concerned since they knew he was a good flyer. The second loop was even closer to the ground and even the other flyers gasped. As he started into his third and final loop they were all sure that he would raise it up and sacrifice semetry for safety, or abort the last loop or crash. He did none of these things, what he did was a perfect touch and go from the bottom of the loop! The crowd went wild, the club members went wild. As soon as he landed, which he did immediately, they all converged on him yelling and clapping and begging him to do it again. When he refused they asked him to explain exactly how he had accomplished such a fantastic feat. He replied, "I haven't the slightest idea, and if you'll excuse me I have to go somewhere and be sick!" (The quote may not be exact, but the meaning is.)

I wanted to see the Hawaiian flying site, but I didn't get to because they fly at Barbour's Point which is a Naval Installation, which is constantly in use and they are only allowed to fly on weekends and holidays when the air traffic is light. The stories that Harry told me about their flying site made me grateful for the "good old Sepulveda Basin". For instance, the Navy allows them one little corner of a runway which they have agreed to maintain. This may not sound like very tough duty, but according to Harry vegetation grows very fast and very profusely in the tropics, so it's about a

twice a month club project to keep the weeds down that grow through the runway.

In order to fly in Hawaii if you live in or near Honolulu, you must drive 40 miles one way to the field and then it is only possible to fly until about 1:00 or 2: PM since that is when the trade winds usually come up.

The Navy pilots try to turn sharply immediately after lift-off in order to avoid the modelers using the field on weekends but this is not always possible so it is not unusual for the R/C flyers to have to land their planes and hit the deck in a helluva hurry in order to avoid a low flying jet.

They don't seem to mind though, in fact they are thankful for the chance to fly at all. Only goes to show ya that modelers are a special breed of cat, huh?

I covered the MATS show at Orange County Fair Grounds recently and was very impressed by the turn out of both exhibitors and spectators. If it keeps growing like it has Toledo had better watch out.

Practically all of the Radio Mfgs. were represented and they were all showing their new models. I'm glad I don't have to make up my own mind about what kind of gear to buy right now, it would be a tough choice. It would be impossible to describe all of the new and exciting products that were on display this year, there were too many. I will just have to sum it all up for you by saying that if you missed this show, don't miss it again next year because there are more new products on the market that you don't know about than you can possibly imagine. New covering materials, new accessories for building scale airplanes, new finishes, different type epoxy compounds, new hardware by the ton, and on and on into the night. Sorry I didn't get a chance to do a long story on the show, but time and paper don't permit it.

Stuff & Junk!

By Earl

It had been a good airplane. It flew. What else is needed? It would roll, loop, dive (and pull out), spin, and a few things that have not been named yet. But, alas and alack, time passes! Fuel and oil will have their way and soak the wood. Glue will not stick to the slimy stuff.

It is time to retire our noble beast! It is given a place in the garage to observe the new generation under construction.

Again, time passes.

A buddy and fellow modeler drops over with an airplane to check out the balance. It was a bit off and the Vacu-Vise affixed to the engine was not quite enough weight. We were stripping the Naugahide off the tail and the fuselage to lighten it up a bit (couldn't get it tight anyway) when the honorable wife joins us in the garage. She observes the action and allows as how it would be nice if she could "wreck" one.

Well sir, I'm not one that thinks a great deal of "sacrifice" but I considered that it might be to my interest to permit her to have her way with the aforementioned "senior citizen" of the garage.

Without further ado we got it down and handed it to her. Now here is the fascinating part of the whole thing. Some sort of a mutation took place. A regular jeckle and hyde thing. The good woman was transformed into some sort of a wild, red-eyed, snorting, kicking monster! I think to myself, "Perhaps it's for the best". "This will clear the wires". But the more Freudian it became, the more difficult it was for us to watch. An experience like that is rather personal, after all!

After what seemed to be an eternity, we lead her back to the house to regain herself and we swept up the mess.

All the while I'm wondering if she will ever be the same.

The next morning she was all sweetness and light. Would you believe she spoke? She even fixed my breakfast for me! Really did it up fancy.

I recommend this action by all modelers!

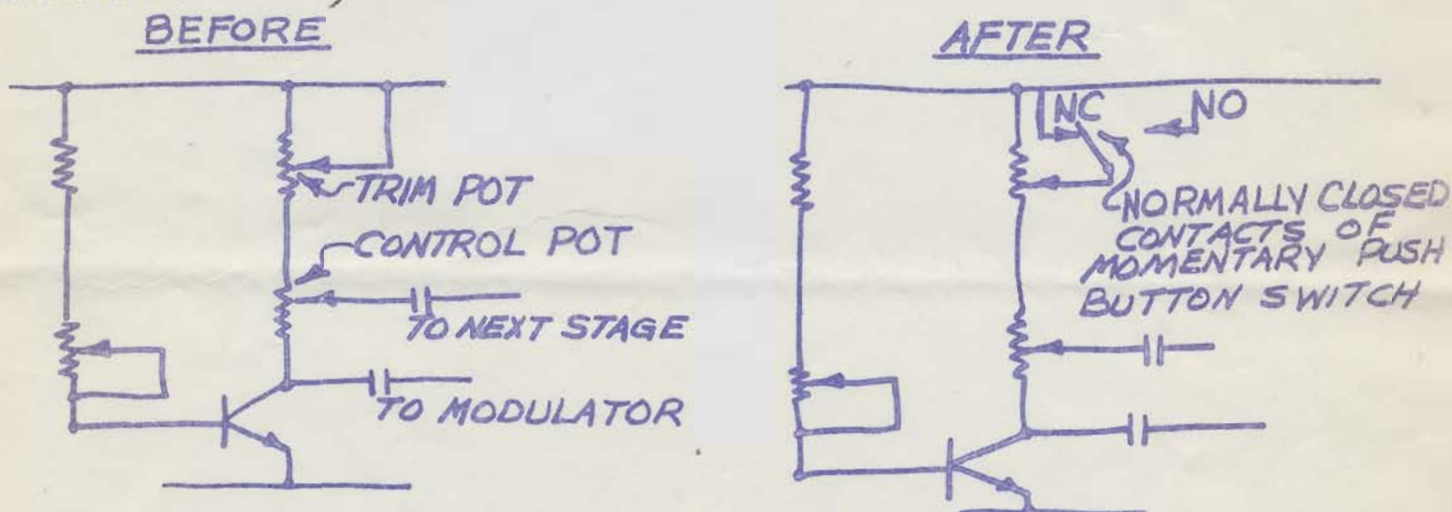
Especially if they like instant oatmeal!!!



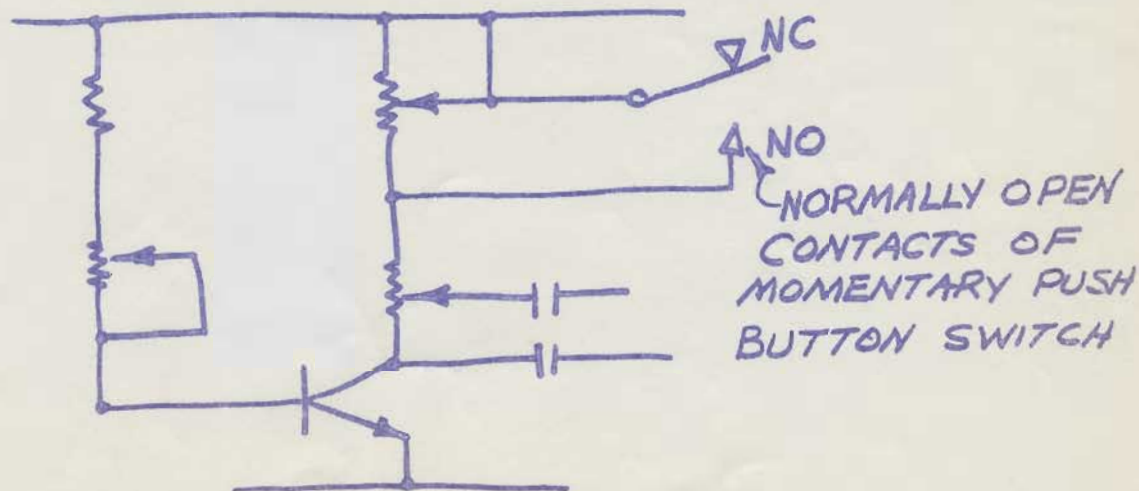
TECHNICAL TOPICS

This article is only for the very few people who have the same problem I had. The problem was to set up an airplane so the aileron stick gives a nice roll rate (the Judges like to see fairly slow rolls) and still have a fast enough roll rate on immelmann's, rolling eights, cuban eights, etc. If you fly with elevator on the left hand stick, this is no problem because you can hold any amount of aileron for rolls and still apply elevator corrections without changing the roll rate. I imagine many of the good "one stick" flyers have learned to do the same, but I chose the lazy way. By the addition of one switch I was able to have a roll button which gives me the right amount of roll rate for the horizontal roll maneuver when the stick is set up for a higher roll rate which is useful on the other maneuvers previously mentioned.

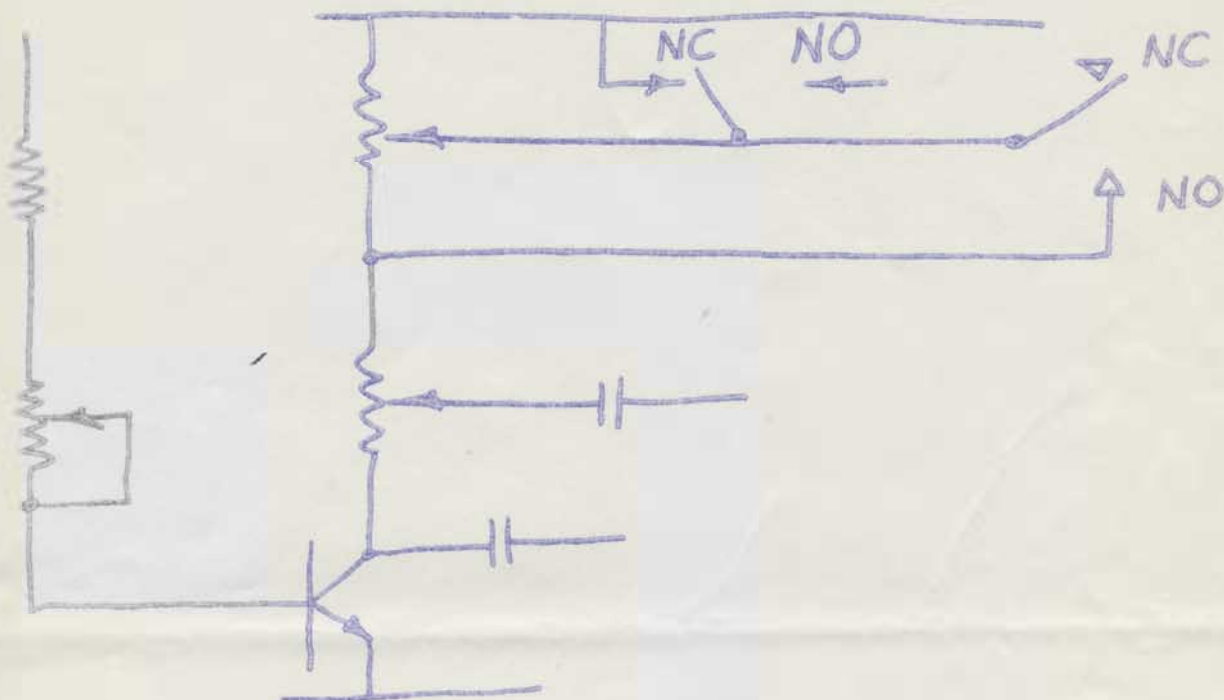
Below I have shown one stage of the Logictrol II encoder before and after the modification. Most of the other brands have similar circuits so the same technique can be used.



If that gives you the wrong direction, use the normally open contacts as shown below:



Or put both in and you can have a roll right and a roll left button*. If you hold the button down and hold the stick hard over, you will get even more control surface throw (my aileron servo will stall-out). This feature could be used on the elevator circuit, to assist spins and snaps.



* This assumes that the trim pot is somewhere close to the middle during normal trim. It may be necessary to adjust the neutral position of the trim and control pots in order to get the desired results.

CONTEST CALCULATIONS.....Nate Rambo

By this time everybody has their new Rule Books and AMA Membership Cards. This relieves me of describing the new maneuvers in stunt. (For those who may not have received their rule books the stunt maneuvers are included in this issue thanks to Bob Upton - Ed.).

Thanks to M.A.N. many of us have a wallet size maneuver card to use on the field while practicing (please note maneuvers 8 and 9 are reversed). Walt Schroder is the kind of an editor who has the modeler's interest at heart. Unlike another magazine editor who spends countless editorials in "ungentlemanly" complaint, Walt gets to the R/C Shows and contests and keeps up with what is going on!

The NATS' dates have been changed. Reserve August 3rd to 9th. This year the Air Show will be first (Sat & Sun). This means we start to fly bright and early Monday morning. Flying may be terminated on the 8th; if this is to occur, the flying hours per day will be lengthened. The AMA has a real problem with the Navy this year. I imagine one of the West Coast R/C magazine Editors may side with the AMA because everything isn't the way it should be. But if I remember correctly, the Army has completely cancelled the National Rifle Championships this year due to the War and money situation.

It is probable that the FAI stunt pattern will be used at the NATS this year. The reason for this is that our new US Team may be selected according to the NATS results. Tentatively, the top 3 NATS Flyers who have paid for their FAI Stamp and Internats selection fee will be our team to go to Germany. Incidentally, to make the finals this year you must be one of the top 15 in the first 2 to 3 days of elimination flying or be one of 15 from the regional qualifiers. It is planned that there will be 3 qualification meets in California and 1 in Arizona (Phoenix) which will be close enough for us to attend. Only one flyer will be selected at each contest, but I hope that this can be increased. Also, last year's Corsica Team will be qualified to fly in the NATS flyoffs.

Lets clearup a misunderstanding!! The AMA recommended 6-meter frequencies are not mandatory. You can fly in any contest on any legal frequency. The new color code assignments are recommended only! By the by, I was informed, very smugly the other day, that practically NOBODY on 6-meters is licensed!! I Hope I'm there when these flyers have to explain all this to the FCC representative at the field! What tis it now - - 5 years and/or \$500?

Jerry Nelson meets with his R/C coordinators this month so next issue will list all of the season's contests.

February contests

- 17-18 Feb. -- Buckeye (Phoenix) Arizona -- New rules apply
Class A, B, C, Expert; C Novice; Scale; R/C
(thermal) Glider; (NO Goodyear)
Sundowner Motel, Goodyear Arizona is HQ
- 24-25 Feb. -- Palm Springs Airport -- Goodyear; Open Pylon
(I have seen nothing in writing announcing this
contest thus far!)

1968 RC Pattern Rules

Following is a list of maneuvers for all classes of radio control for 1968. Pictorial diagrams and fundamentals procedures can be found in the AMA Rule Book for 1968.

CLASS A PATTERN:

1. Unassisted R.O.G.
2. Straight Flight Out
3. Procedure Turn
4. Straight Flight Back
5. Figure Eight
6. Traffic Pattern Approach
7. Landing Perfection
8. Spot Landing

Maximum possible score is 80 points

CLASS B PATTERN:

The maneuvers are as follows:

1. Proto Takeoff*
2. Straight Flight Out
3. Procedure Turn
4. Straight Flight Back
5. Touch and Go
6. Three Rolls
7. Three Loops
8. Immelman Turn
9. Traffic Pattern Approach
10. Landing Perfection*
11. Spot Landing

Maximum possible score is 110 points

* Model must perform proto taxi before takeoff and taxi back to hangar and stop after landing. If, in either case, the model fails to accomplish taxi requirements, the associated maneuver will be given zero points.

CLASS C PATTERN (Novice and Expert)

The maneuvers are as follows:

1. Proto Takeoff (see Class B)
2. Straight Flight Out
3. Procedure Turn
4. Straight Flight Back
5. Touch and Go
6. Three Rolls
7. Three Loops
8. Immelman Turn

Ten (10) of the maneuvers 9 through 23 shall be selected by the Contest Director just prior to the start of the day's flying. They shall be chosen in a random manner and in full view of the contestants (such as pulling from a hat). The maneuvers shall be flown in the order listed, except for those not chosen. In a contest of more than one day duration, a new list of maneuvers should be selected at the beginning of each day's flying.

9. Right Point Roll
10. Knife Edge Flight (Three seconds duration)
11. Reverse Spin
12. FAI Top Hat
13. FAI Rolling Circle
14. FAI Double Stall Turn
15. FAI Horizontal Eight
16. Three outside loops
17. Loop with 1-1/2 half swap
18. Cuban Eight
19. Inverted three turn spin
20. Slow roll (Five seconds duration)
21. Tail slide
22. Reverse Cuban Eight
23. Square Vertical Eight (Entry in middle)

The remaining maneuvers are mandatory and are as follows:

24. Traffic Pattern Approach
25. Landing Perfection (see Class B)
26. Spot Landing

Maximum possible score is 210 points.

Scale

The AMA R/C Event is in trouble....and has been for several years. This is true on the local contest level even if not at the NATS. The fact is that you can not get a good turnout on contest day inspite of the enormously increased interest in Scale Airplanes. The interest in Scale does not necessarily carry over into the Scale Event. Many modelers have rediscovered the excitement of building and "piloting" a "real Plane" without developing any real interest in participating in Scale Contests....at least, in the AMA Scale Contest (which is, with or without sanction, the kind usually offered). Therefore, there must be something wrong with the way we are conducting the contests! The trick is to POT THE FUN BACK IN SCALE R/C!!!

During the past year, I've discussed the problem with a wide variety of R/C Scale fans from here and from other parts of the country. I find very little difference of opinion. We agree that Scale is on the increase and that modelers want more opportunity to show them off and to fly them publicly. But we must devise more PRACTICAL ways than have been offered in the past. With this in mind, Frank Capan and I have come up with the following rules which will be used for the first time in the VALLEY FLYERS SCALE RALLYE on Sunday, February 25th. If you have an airplane that can readily be identified as a "real airplane" (you must have 3-views as proof of Scale...nothing else is needed) you are invited to participate in this history making event. The emphasis here is on simplicity. The Ground Judging, which under normal AMA regulations can take an hour or more per plane, is a luxury we plain-old-can't-afford, and has been totally discarded in favor of the following:

GROUND JUDGING (Total maximum points under Ground Judging is 75)

1. FIDELITY TO OUTLINE (based on 3-views presented by contestant)
 - A. Side View (max. 20pts.)
 - B. Top View (max. 15 pts.)
 - C. Front View (max. 10 pts.)
2. WORKMANSHIP (max. 20 pts.)
3. REALISM (max. 10 pts.)

FLIGHT JUDGING (Total maximum is 75 pts., maximum of 5 pts. per maneuver)

- | | |
|-----------------------------------|------------------------------|
| *1. Taxi Out | *9. Low Pass |
| 2. Take off | 10. Touch & Go |
| 3. Straight Flight Out | 11. Traffic Pattern Approach |
| 4. Procedure Turn | 12. Landing Perfection |
| 5. Straight Flight Back | 13. Spot Landing |
| *6. 360 degree Turn (no figure 8) | *14. Taxi Back |
| *7. One Loop | *15. REALISM |
| 8. Immelman Turn | |

Total maximum points 150 (Flight plus Ground points).

All maneuvers without astericks are as described in current AMA Rules Book. Ones marked with astericks are simplified or modified maneuvers and will be explained in detail at the next Valley Flyer Meeting. These maneuvers have been chosen in the interest of taking unnecessary pressure off the contestant, and at the same time giving him an opportunity to experience some of the self-discipline needed in any competitive event.

Speaking for myself and all the others in our "Scale Group", I sincerely hope that you will support this Valley Flyers sponsored Fun Event, and am absolutely certain that you will in so doing discover an entirely new and exciting side of an exciting sport.

1968 ACTIVITY CALENDAR.....Dick Adams

The flying activities to take place in Sepulveda Basin have been formulated for 1968. The field has been reserved for almost all of those events that are Valley Flyers sponsored.

January 28	Shoot-out Trophy - B.I.R.D.S.
February 25	Scale Club Ralley
March	
March 24	Fun Type Contest
April 21	Goodyear meet
May 18, 19	LAHMA Meet (Goodyear, Scale, Stunt)
June 8, 9	NATS Warmup (Stunt)
July 14	Fun Type Contest
August 13	Flying Session and Meeting
August ??	World War I Scale
September 1, 2	West Coast Championships - (Scale, Goodyear, Stunt)
September 28, 29	Flightmasters Scale
October 27	Goodyear Meet
November 3	Scale Club Ralley
December	Open

HELPFUL HINTS.....WILLIE GARDNER

HAVE YOU TRIED ZIF ????? It is the new wonderful Allpurpose Cleaner!! This New Space Age cleaning product makes cleaning soiled surfaces a pleasure to use!! It replaces all leading brands at a fraction of the shelf prices. It is water soluble and completely harmless to the skin and also acts as a lotion.

Many members are enjoying it now, as it does not leave any film after being wiped off their planes. This is 1 of 20 uses listed + other uses not listed. See Willie Gardner for the New Wonder Cleaner "Zif"!!

FOUND ***** Willie Gardner has a jacket for the owner who can describe color, etc, of the jacket that was left at the November 1967 meeting. If not contacted at this next meeting, the jacket will be given to the Goodwill. It is in very good condition.

A fun contest was held on 28 January at Sepulveda Basin with the B.I.R.D.S. Club from Long Beach. Prizes to 5th place were given in two events -- Spins and Limbo. A perpetual club trophy - the "Top Hand" Shoot-out Trophy - was awarded to the Top Club ---- B.I.R.D.S. this time!!!

The Spin event was run as follows: The timer hands the prop to the Pilot who then puts it on the model, starts the engine, takes off, climbs model straight up (if you have a .60), spins model, lands and delivers prop (or hub, as case may be!!) to the timer -- all in three (3) minutes!!! Deduct one spin for every second over 3 minutes ---- Would you believe MINUS 200 Spins??????

Needless to say, the B.I.R.D.S. must have practiced a bit for this one as they completely dominated the event with Harry Gould leading the way with 55 Spins!! This was a very spirited event with many moans of "It won't spin today"! A couple of the models entered flat spins near the ground ---- CRUNCH! Irv Weinberger's high wing model sorta shed that wing about 100 feet up, so if you have a model that needs a good wing.....!

The Limbo Event ---- Now this was sumptin' else!! Imagine two 12 foot poles with a piece o' crepe paper about 30 feet long tied to them at some 12 feet high. Object here is to fly your model between the poles, crepe paper and the ground (without striking any!). Gives one point for upright, two points for inverted and NO points for striking poles, ground, crepe paper, helpers for whatever!!

Quite a number attempted the inverted type pass and a few were unsuccessful in either - THUD!! The thought had occurred that outside loops with the bottom below the crepe paper would be the easy(????) way to accomplish the inverted pass. Sooooo, Bill Salkowski gave it a couple of attempts but decided upon the "normal" long inverted approach and made his 5 successful passes ---- But now with his nerve reinforced, Bill made 5 consecutive outside loops with the bottom of the loops between crepe paper and ground!!!

Larry Leonard's model "blundered" into the crepe paper on his second pass and flew away with some 10 - 12 feet of it as a streamer. This reduced the model's flying speed to about 15 MPH so Larry finished the remaining 3 passes with the streamer still attached and the model inverted all the time!!

Jim Witt of the B.I.R.D.S. was the out and out champion of this event. He completed 5 successful inverted passes with the 10 foot high creperpaper and 5 more with the paper about 5 feet high during the fly-off!!!

So to wind up the story, here are those who won and a final tally of Club points earned. By the way, one point was given for each Club Member who showed up and signed-in!! No flying required!!

SPINS

1. Harry Gould	55	B.I.R.D.S.
2. Jim Colvin	46	B.I.R.D.S.
3. John Greenshields	43	B.I.R.D.S.
4. Joe Howard	39	B.I.R.D.S.
5. Bill Warner	38	B.I.R.D.S.

LIMBO

1. Jim Witt	B.I.R.D.S.
2. Bill Salkowski	V.F.
3. Larry Leonard	V.F.
4. Joe Bridi	B.I.R.D.S.
5. Mel Santmeyers	B.I.R.D.S.

Shoot-out - Con't.

	<u>TOTALS</u>	
B.I.R.D.S.	45 attendees	<u>160 points total</u>
V.F.	42 attendees	<u>77 points total</u>

The B.I.R.D.S. are now in possession to the Shoot-out Trophy and the only way to regain it is to beat 'em! However, we will be able to choose the events for the next meet so how about it you guys, think up something!!!

Mean-while - - - - Congratulations to the B.I.R.D.S. !!!!

NEXT MEETING OF THE VALLEY R/C FLYERS

The next meeting will be held on Tuesday 13 February 1968, @ 8pm in the Encino Women's Club. Bring your Scale models to the meeting, even tho they may not be completed. Woody will explain the "nice-a-ties" for the up and coming SCALE RALLYE. Dues will be collected for membership for the year of 1968. Sign up and continue to receive the Newsletter.

SCALE GROUP MEETING

The next Scale Group meeting will be held at Woody's and final plans will be made for the Scale Rallye.

ANTIQUÉ FLY-IN

An Antique Aircraft Fly-in will be conducted on the 24th and 25th of February at Flabob Field near Riverside. Oh, yes! These are the REAL planes not R/C models!

VALLEY FLYERS' B/C

SCALE RALLYE

SEPULVEDA BASIN
SUNDAY FEBRUARY 25TH - 9:00 TO 3:00

NOT A CONTEST - BUT A

PRIZES

FUN FLYING

PRIZES

FOR SCALE - SEMI SCALE AIRPLANES

NO PRESENTATION NEEDED
FACTORY TYPE 3-VIEWS REQUIRED

SIMPLIFIED RULES!

FLY YOUR OWN PLANE OR SOMEONE ELSE'S!

EVERYONE IS WELCOME!! FUN!

EVENT DIRECTOR: WOODY WOODWARD - PG 2-4760
EVENT DIRECTOR: FRANK CAPAN - 786-5878
CONTEST DIRECTOR: DICK ADAMS - 344-8437
CONTEST DIRECTOR: WILLY GARDNER - 785-4736