

NEWS LETTER



SAN FERNANDO VALLEY R/C FLYERS, INC. LOS ANGELES, CALIFORNIA

VALLEY R/C FLYERS

c/o Don Butman, Editor
6161 Platt Ave.
Woodland Hills, Calif.
91364



TO

SAN FERNANDO VALLEY R/C FLYERS, INC. LOS ANGELES, CALIFORNIA

PRESIDENT.....Frank Capan
VICE PRESIDENT.....Jim Oddino
SECRETARY.....Pat Leonard
TREASURER.....Larry Leonard
CONTEST DIRFCTORS.....Dick Adams
.....Willie Gardner

NEWSLETTER STAFF

EDITOR.....Don Butman
STAFF.....Loretta Hall
.....Earl Harting
.....Nate Rambo
.....Woody Woodward
.....Bob Upton

Permission to reprint granted, credit the Valley Flyers.

Meetings held on the 2nd Tuesday of the month at the Encino
Women's Club, 4924 Paso Robles Ave,, Encino, California, at 8pm

PRESIDENT'S CORNER.....Frank Capan

There comes a time in everyone's life when they seemingly become proficient in something or so it appears in someone else's eyes who then take it upon themselves to take advantage of this so called proficiency. Along comes a Scale contest and a SHRIEK is heard resounding over the roar of engines, groan of servos and creak of control surfaces --- "I BEAT YOU FRANK CAPAN!" --- Gee, how far can you slink down in a hard chair? Now all through life you go with head hanging down, unable to look your friends in the eye, or eyes as the case may be. The whispers that die down when you walk up -- the knowing stares. What price Glory? It makes all the sacrifices and hardships go for naught. Practice makes perfect or so they say, but I'm beginning to have my doubts. Only nine (9) more until the Christmas Party time!! Perhaps I'll be able to hang on.

It really wouldn't be so bad -- but beaten by a _____ Girl, of all things! Even if her name is Loretta!

Judging by all the cards and letters and calls I have received (NONE) it appears that all are satisfied with the way the Club is running. In that case we will carry on.

Let us all be ready to participate in Our Fun Contest on the 24th of this month. We want all of you out and come ready to enjoy yourselves. The Club needs YOU!

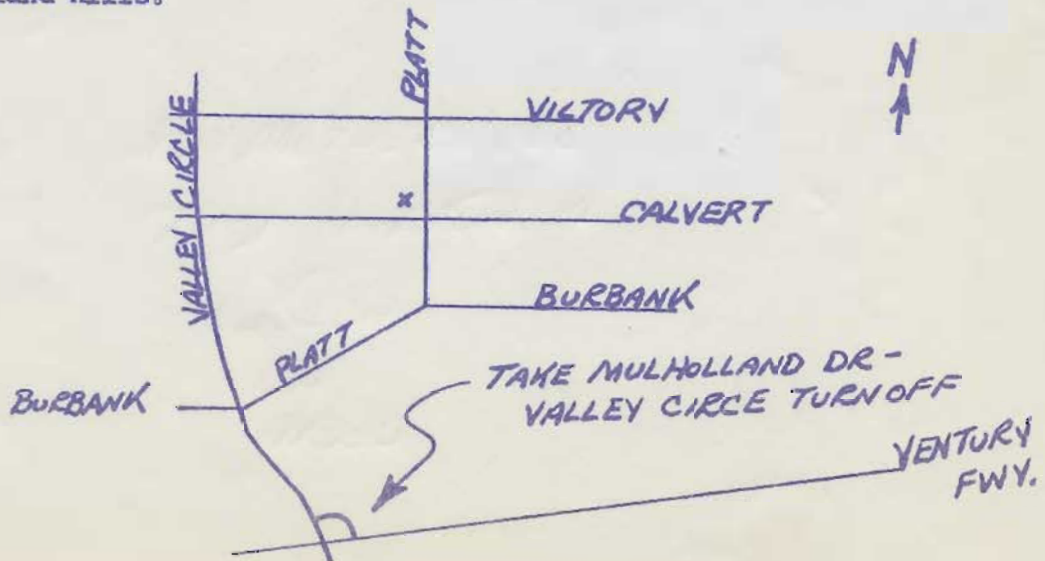
So until the next time

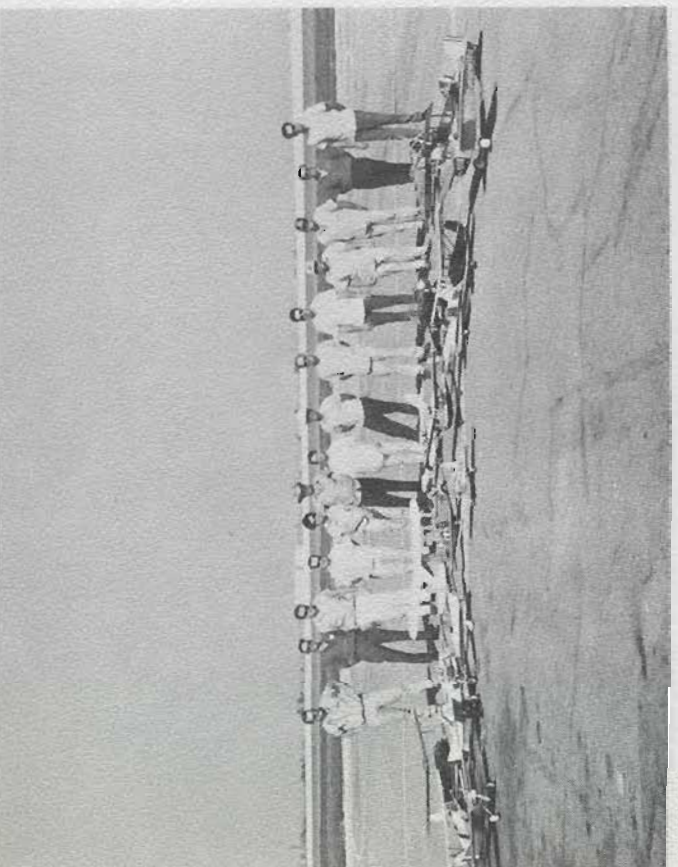
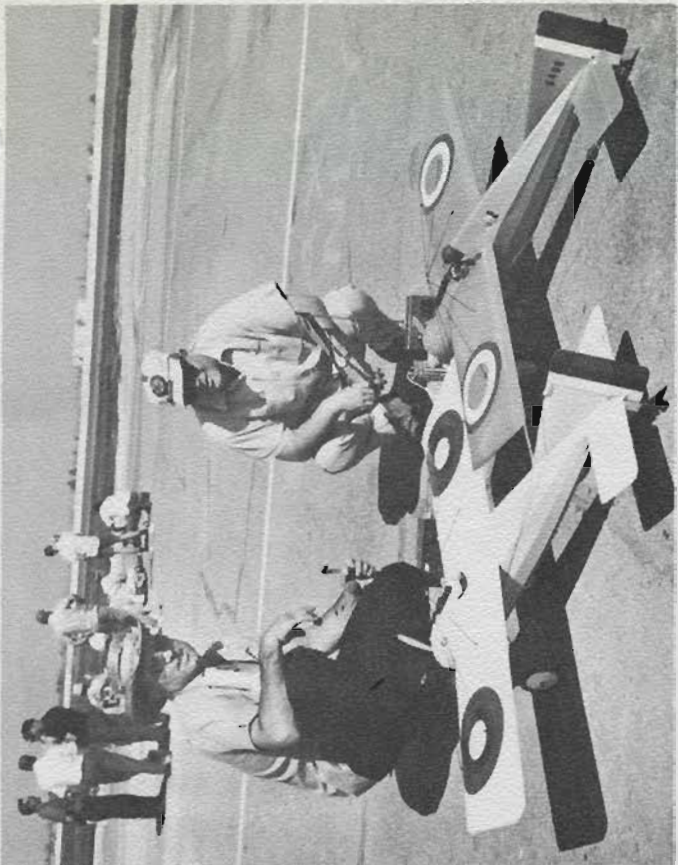
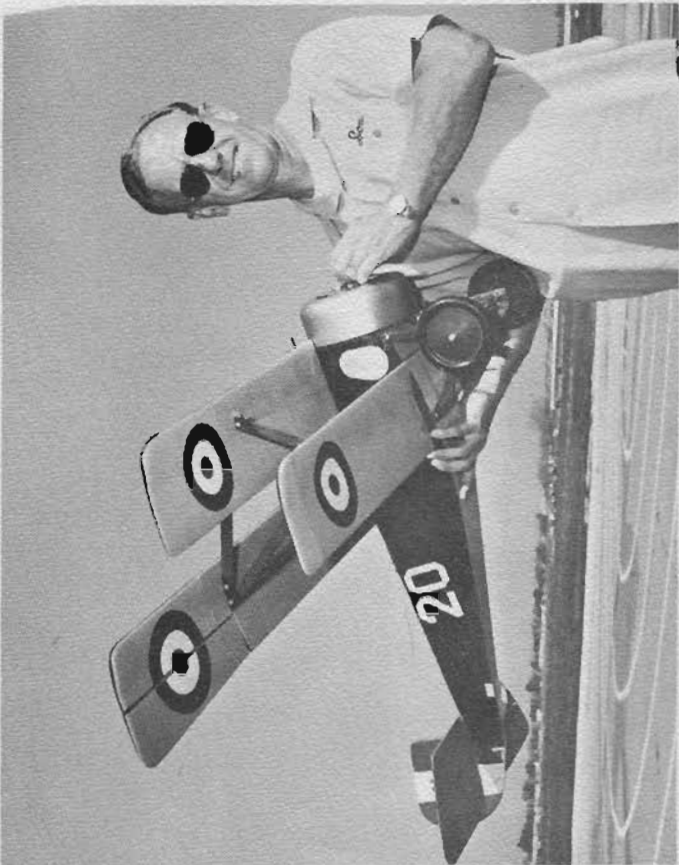
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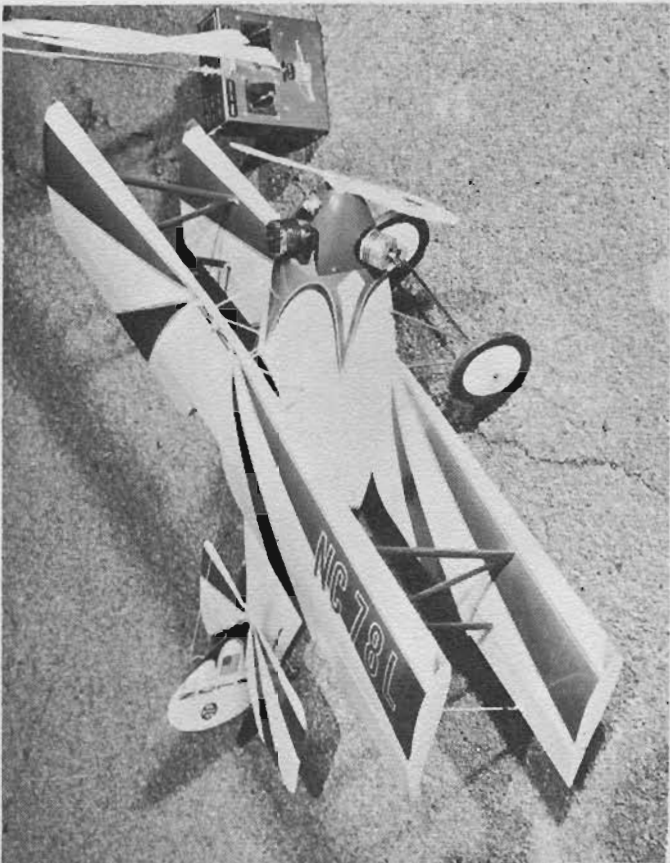
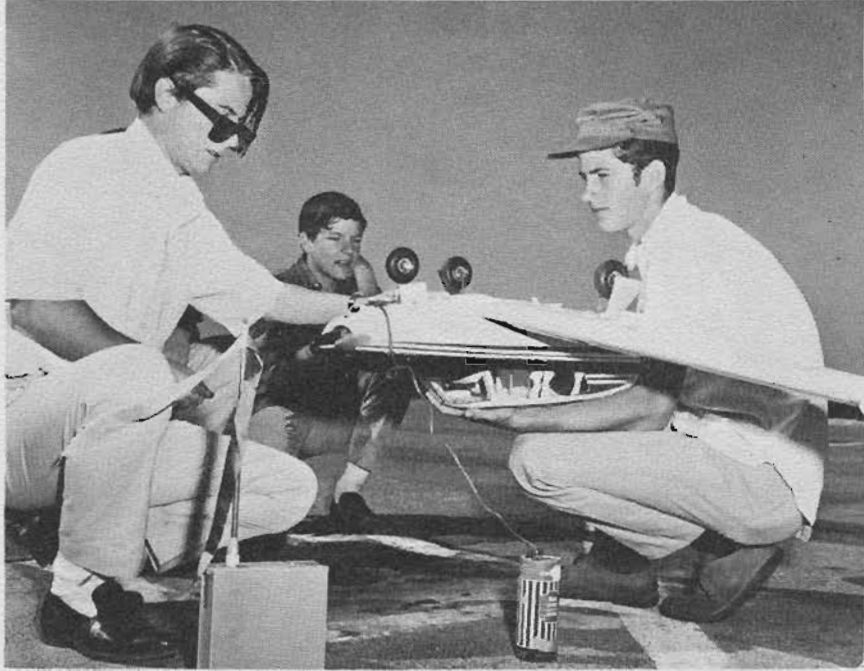
MEETINGS

Club The next Valley Flyers Club Meeting will be on the 12th of March at 8pm in the Encino Women's Club, Encino, Calif.

Scale Group The Valley Flyers Scale Group will meet on the 15th of March at about 8pm at Don Butman's place, 6161 Platt Ave., Woodland Hills.







PICTURE PAGE.....Reed Packard

These photos were taken at the Valley Flyers Scale Rallye at Sepulveda Basin on Feb. 25, 1968.

FACING PAGE

Top.....The Pilots and their Aircraft
.....The Morane-Saulnier twins, "Sam" (left) and "Morris" with their Pilots, Frank Capan and Marc Graham

Bottom....The Winners, in order left to right: Joe Bridi (P-47), Nate Rambo (Chipmunk), Dick Hamilton (P-51), Randy Mytar (Commanche), Jack Stafford (Chipmunk)

- DON BAKER & NIEUPOORT TRIPLANE
FLIP SIDE

Top.....Sperry Messenger by Jack Stafford

Bottom.....Nate Rambo and Chipmunk with Randy Kempf assisting

Right.....Randy Mytar and Commanche with Randy Kempf assisting

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STOLEN.....Editor

Larry's Hobby Center in Sylmar was recently the victim of some "midnite hobby supply" artists (?). Please advise the authorities if anyone tries to sell you "something for nothing" and it happens to be on the following list:

Super tiger engines - rear rotor, r/c .71, rear rotor R/C .40 (boat),
front rotor R/C .56 and .51 (both single ring)
White Ski boat, new, with Mahogany deck
3 Orbit style Kraft Servos.

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FOR SALE OR SWAP

Sterling PT-17 kit.....Ed Churney 892-6114

ELECTRIC AIRPLANES.....Woody Woodward

Several weeks before our Scale Rallye, Model Airplane News' Bill Northrup, called us, interested in knowing more about our "Scale Rallye" concept. He indicated that if it was as good as it looked, we could expect editorial support from MAN! I agreed to send him a report. This month's column is that report exactly as written for Bill Northrup.....

'Dear Bill,

I'm happy to report that our Valley Flyer R/C Scale Rallye was a resounding success! With 17 entries actually flown it was by far the largest Scale event ever held in Los Angeles' famous Sepulveda Basin. While there are several minor judging problems yet to be solved, the consensus was that everyone there enjoyed themselves and felt that the new rules were both valid and workable.

The event was scheduled to begin at 9:00 AM Sunday morning (Feb.25) and run to about 3:00 PM depending on the number of entries. Only one flight line was planned in order to give each participant full access to the spotlight and be as free as possible from distractions of other planes in the air. Actually it was nearly 9:30 before I was able to get the first plane in the air. Processing of the entries and the handling of scores was taken care of by my wife, Dotty, with help later by Pat Leonard (Larry's wife) and Donna Harting (wife of our immediate past president). Our current Club President, Frank Capan, contributed a considerable amount of useful advise both before and during the Rallye, and was largely responsible for "talking it up". Both of our regular Contest Directors, Willie Gardner and Dick Adams were on hand from beginning to end.

Flight judges were chosen for their past experience in Class III. Although the Scale Pattern was modified, I still wanted the regular AMA rules to be the basis for judgement. I advised the judges not to be overly tough and to pay special attention to the "realism" of each flight. We waived the mandatory zero for a nose-over (which I have always felt unfair in Scale). Also, we modified the taxi maneuvers. However, I'm still not satisfied with it as there is still an advantage for one type of plane over another (having nothing to do with skill). I'm going to give it more thought. At the moment I think I tend to favor disregarding taxing altogether. I'm going to kick it around and when I have further thoughts on this I'll get back to you. I'm enclosing a couple of our Score Sheets so that you can see exactly what the pattern was. Note that we did use the 0 - 10 scoring system that you suggested. The "360" there takes the place of the "Figure 8" and of course is executed away from the pits. There is also "One Loop" instead of "three consecutive loops". Notice, too, the "Low Pass". This is judged for the maintenance of heading and altitude. It should be at least 200 feet in length. It may be fast or slow depending on the type of aircraft and should be as low as possible, consistent with aircraft safety. Certainly no higher than 15 feet, and occurring directly ahead of the "Touch and Go" maneuver. I think it is useful in orienting the flyer to the upcoming "Touch and Go" maneuver (a maneuver frequently blown by Scale Flyers). Notice also that under Flight Judging there is an entry called "Realism". This to reward a realistic flight or conversly to penalize the guy who darts all over the sky showing little regard of the comfort of an imaginary pilot and passengers. My instructions to the judges here were, "remember, these are scaled down versions of real planes and inside them are scaled down versions of real people. If the plane executes any maneuvers that are overly abrupt, the people aboard are subjected to great discomfort. No good pilot would ever fly in that manner". Our main flight judges were Don Butman and Willie Gardner, with help from a half dozen others. The judging was quite consistent. Two complete rounds were flown with the event ending at 2:00PM.

Ground Judging still presents some problems. In spite of this, the 17 planes were successfully judged taking an average of 12 minutes per plane. When you consider that it has been taking one-half hour to forty-five minutes per plane under regular AMA rules, this represents a major breakthrough! Under regular AMA rules,

we simply could not have handled the 17 entries on the field. The capacity to process and Ground Judge a large number of Scale entries is an extremely important consideration for the staging of an R/C Scale Event, and it was this problem more than any other that worried me. Three Ground Judges were used, Bill Hannan, Ken Hall and Larry Williams. Hannan is a well-known Scale Modeler with much Scale Judging experience as an active member of the NAAFlightmasters. Williams, of course, is the other member of The Williams Brothers and also possesses an extensive background in Scale. Hall is a member of the Valley Flyers' Scale Club and is relatively speaking, a novice at Scale Judging. However, he represents "the new interest in R/C Scale Group" and has shown an unusual and quick grasp of judging techniques.

It is in the area of Ground Judging that the really revolutionary changes are. My main goal was to devise a means of judging that would be fast and, ideally, produce roughly the same result as the AMA judging. In other words a really practical system that could be applied at the average medium size contest presided over by something other than real Scale Experts. The first thing was to get rid of all the "gingerbread": cockpit detail, proof of markings, the presentation of pictures and literature...all items that are time consuming to consider. Instead, we made the Factory type 3-views all important. The judges were instructed to evaluate each plane strictly on the basis of the 3-views as provided by the entrant. The Side View was worth a maximum of 40 points, the Top View 30 points, and the Front View 20 points. Workmanship was not broken down into areas...the idea here is to evaluate the plane in general in terms of how well it is made and finished. Workmanship carried a maximum of 40 points. The final consideration was Realism (worth 20 pts). There's that word again, Realism. After you're finished judging, walk away from the plane twenty feet or so, turn and look back at it. Does it really look like an airplane? Is it believable? Walk all the way around it now. This is the place to note the flying wires, air scoops, realistic markings, etc. The point is that all this has to be able to be done quickly and with a minimum of references and committee meetings. It has some flaws at this point, but it did work and incredibly produced no complaints from the entrants!

The point system was set up so that the Ground Judging and the Flight Judging would be as nearly equal as possible. The maximum number of points in both cases were 150, which are Added together to produce a maximum of 300 points. All Bonus type points were eliminated. However, we added 10 points if the modeler pilot built his own plane. This, of course, was to enable people to enter with other than their own planes, yet provide an incentive for the "Builder-of-the-Model". We are committed to produce at least two more events this year of exactly the same kind. I'm sure that we will learn much from them. Additionally, with your interest and reporting on this sort of thing, I would expect other parts of the country to follow. Thanks for your encouragement, Bill!

Incidentally, our Club Photographer, Reed Packard, took quite a few excellent pictures which I understand he sent directly to Walt Schroder. You might check with Walt.

There were trophies to the first five places and cans of fuel (provided by K & B) to the first 12 places. Each entrant received merchandise prizes. The results:

- | | | |
|----|-----------|---------------|
| 1. | P-47N | JOE BRIDI |
| 2. | CHIPMUNK | NATE RAMBO |
| 3. | P-51C | DICK HAMILTON |
| 4. | CO-MANCHE | RANDY MYTAR |
| 5. | CHIPMUNK | JACK STAFFORD |

Woody.....

CLUB TOPICS.....Loretta Hall

Wanna know how it feels to fly in your very first contest? Well it feels great! That's how it feels! You are suddenly a part of something exciting and a little bit scary and not really as all fired competitive as you thought. You find that all the contestants are rooting like crazy for the guy who is up to have a good flight. They cheer when he does something good and they groan for him when he's in trouble. You cheer a little louder and groan a little more painfully than the spectators do because you know that pretty soon its going to be your turn.

Your palms are a little sweaty and your knees are a little knocky and when they call your name to come to the starting line you have a fleeting hope that your engine won't start and you can escape. This is a very fleeting hope as your engine starts immediately. Then suddenly you are no longer aware of the crowd. You are just aware of your airplane and your caller and the judges. You are also aware of a very strange phenomenon taking place between your transmitter and your plane. Your plane suddenly develops a mind of its own and simple maneuvers like Straight Flight Out becomes very squizely and looks like S'es. If you are lucky enough to have a caller who is also your teacher and if you're doubly lucky, as I am, and he is Frank Capan, then he scāds you a little for over controlling and tells you to settle down. This helps because you now find your plane is again doing what its told to do!

You complete your flight and even though you know that you didn't fly well you are so happy that you did it at all and that you didn't crash that you don't really care what your score was. This feeling lasts about as long as it takes you to carry your airplane back and clean it up and then you find yourself at the score keepers table begging for a look at your score sheets. I really think that this is the moment of truth. This is when you become an incurable, irrevocably hooked contest flyer! You look at your scores and the first thing that amazes you is that you didn't get all zeros! Then you start analyzing your points and muttering to yourself about how you could improve this score and turn that 6 into an 8 if you did this next time. Suddenly you are looking forward to your next flight and then to the next contest!

All I want to say to all of you who have considered contest flying but are still sideliners is: "Come on in, the water's great!"

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TECHNICAL TOPICS

FUEL TANKS AND THEIR INSTALLATION

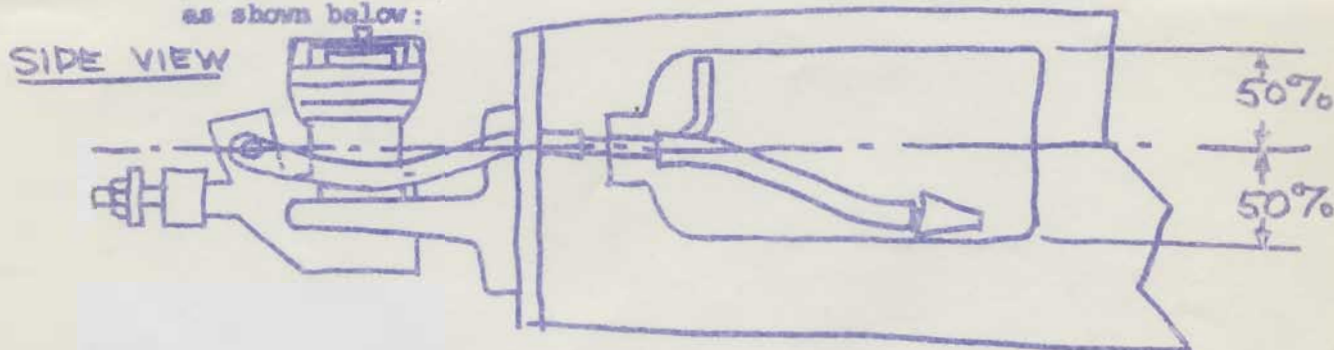
A good tank installation leads to trouble free engine operation. Much of what I will go into will be "old hat" to most of you, so these comments are directed to the neophytes in our club.

Before installing a tank, the following precautions should be taken:

1. Make sure the weighted pick-up tube doesn't touch the bottom of the tank when held in a vertical position. When using black tubing as a pick-up tube, allow about 1/2 inch of clearance because this type of tubing will swell and grow with use. Surgical tubing will deteriorate with extended use so you should visually check the tubing from time to time.
2. Check the air vent tube and be sure that the end of the tube is close to the top, but does not touch the top surface of the tank.
3. Test the tank for leaks prior to installation. The fact that you have a new tank doesn't guarantee that it is leak proof.

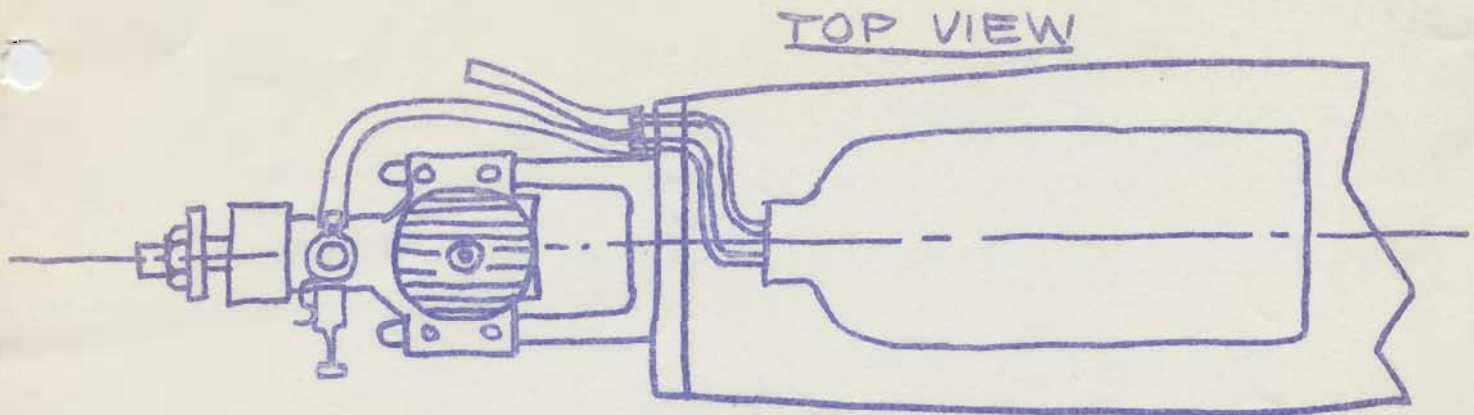
Installing the Tank:

1. Tank positioning is relatively important. The tank should be 50% above and 50% below the fuel inlet tube of the carburetor as shown below:



Any deviation will cause a slight change in engine run in the air. If the tank is high, it will run rich and if it is low, it will tend to lean out.

2. Position the tank as close to the engine as you can get it.
3. Pack foam around the tank so that it will not rotate or vibrate, the latter will cause air bubbles in the pick-up line causing lean or erratic engine runs.
4. When installing the tank in a model without a convenient top hatch, it is much easier to bend hard lines and extend these through a hole in the firewall as illustrated below:



If you have ever tried to "fish" a pair of rubber tubes through a firewall from the rear, you know how difficult it is. More importantly, the chance that the rubber tube can get crimped is excellent. The hard tube concept not only eliminates the chance of crimped tubes, it also prevents tank rotation and is simple to install, therefore, the extra work does pay dividends in reliability.

5. Last but not least, filter your fuel before you put it in the tank. I've seen filters both in the tank and between the tank and the engine. To me, this doesn't make much sense because filters eventually clog and your engine quits. If your tank never "sees" dirt etc. then you can hardly get into trouble.

Bob Upton



Stuff & Junk by Earl.

I am a model airplane builder. See me build. Look, look, look. See the mess. I understand messes.

I was a little boy. I make solid models. See me carve. Carve, carve, carve. See the mess. The models have metal propellers. They turn in the wind. Hold the model out the car window. See the propellers go around. Around, around, around. See my father go crazy! Mad, mad, mad! The model is a mess. I understand messes.

I build rubber powered models. They will fly. Fly, fly, fly! Look, see, spat! I build some more. They are easy. Build, build, build. See the mess. See mother scream! Holler, holler, holler! She does not like messes!

I get a gas engine. See the engine. It makes noise. Lots and lots of noise. See the neighbors. See my father. Fight, fight, fight! He is a mess!

I fly my gas model. Start the engine. See the propeller go. Fast, fast, fast. You cannot see the propeller because it goes so fast. I cut my finger. Bleed, bleed, blood! I am a mess!

I build a control line airplane model. They are nice. They go up and down. Down, down, down. They go around too. See it go. See me go. Around, around, around. See me get sick. See me throw up. Up, up, up! What a mess!!

I get married. Married, married, married! She does not know I build models. She will, will, will!

I see a radio controlled model. It is nice. I want, want, want!
Watch them fly. Boy, boy, boy! I want, want, want!! I find out
how much. See me throw up, up, up! See me save, save, save. It is
not enough. I work second job. I get a ulcer. I lose my hair. I have
enough! I get a radio. See me happy. Happy, happy, happy. I take it
home to let the wife see the radio. Look, look, look. She sees the
bill instead. See wife go home to mother. I have my radio.
I open the box. I do not understand radio. It is a mess!

I get a model for radio control. I build the model. I try the
radio. It works, works, works!! Hot digity dog!!

I go fly the airplane. See it go. Siss, boom, bang!! I take
home the pieces. See me cry. See wife cry. See wife pack her
suitcases. She does not understand. I do not understand. We are
a mess!

Here comes the doctor. See his white coat. He is a nice man.
He sees my mess. He likes my mess. Mess, mess, mess.
He sells my baskets.

* * *

FUN FOR ALL CONTEST.....Willie Gardner

- March 24, 1968 @ Sepulveda Basin @ 9 am
- Events: Expect The Unexpected
- Merchandise for all entries
- Special Prizes:
 - Worst Crash
 - Youngest entry
 - Oldest entry
- 1st to 5th place - cash prizes
- Prizes will be given according to the accumulation of points
- Difficult for the expert and easy for the unexperienced
- Luck and circumstance will determine the winner
- Open to everyone with an AMA license
- \$1.00 per plane entry fee

SEE Y'ALL THERE!!!

CONTEST CALCULATIONS.....Nate Rambo

Phoenix

The big winter contest at Phoenix was held on February 17 - 18. The exact site of the flying was Buckeye Airport and the weather couldn't have been better.

The contest really started Friday night when the Valley Flyers ranch hands met with the B.I.R.D.S. wranglers in the bar at the Sundowner Motel. It seems there was one of those movie-type Juke boxes which played the greatest pictures. Just ask any of the boys about "Batgirl"!

Well at any rate, Saturday morning found a sprinkling of the VF Crew on the field. Bill Salkowski, Larry Leonard, Al Cox, the two Randys (Mytar and Kempf), Whit Stockwell and his Dad, and yours truly. As everybody grouped up the first thing they noticed was a homebuilt airplane being assembled in the R/C area. Remember the guy with the gigantic R/C jobs last year? Well this year he outdid himself. Believe it or not the "Thing" was so big you had to stand on your tippy toes to look over the fuselage top! And honest injun.....up front was an Enya 60! The owner didn't try to fly it so we never did find out if that little Enya did the job.

To make a long story short, Phoenix was great. And thank goodness the younger guys brought home some trophies for the VF Crew! Randy Kempf took first in Class A and Whit Stockwell got 2nd in Class C Novice.

In Class C Expert Ted White, Phil Kraft, Cliff Weirick and Larry Leonard placed in that order. Scale was dominated by Bridi (P-47), Hollenbeck (Hawker Hunter), Rambo (Chipmunk) and Mytar (Cherokee) in that order.

-(At the coming meeting Nate will discuss the equipment used and the models flown at the Phoenix meet -- Ed.)-

COMING CONTESTS

Lets try to get all the VF Gang, Beginners and Experts, to go to the B.I.R.D.S. contest March 9 & 10. There will be Class A, B, C Novice, C Expert, and Scale. Turn off the San Diego Freeway at Avalon to get to the field.

On March 24 there will be a Fun Contest at the Basin. Bring your airplane and be as unprepared as everyone.

OTHER CONTESTS

March 24 & 25	Whittier Narrows	Goodyear Open Pylon
April 6 & 7	Palm Springs Airport	Goodyear Open Pylon
April 21	Sepulveda Basin (VF)	Goodyear (AMA)

1968 CALIFORNIA R/C CONTEST DATES

<u>DATE</u>	<u>LOCATION</u>	<u>EVENTS</u>	<u>SPONSER</u>
Mar 24 23,24	Sepulveda Basin Whittier Narrows	Fun type contest Goodyear & Open pylon, AMA	Valley Flyers San Gabriel Valley
Apr 6,7 21 27,28 27,28	Palm Springs Airport Sepulveda Basin Sunset Beach (Santa Cruz) Buckeye Airport, Ariz.	Goodyear & Open pylon Goodyear AMA Sanctioned Glider Goodyear	MARKS Valley Flyers R/C Bees ARCS
May 4,5 12 18,19 25,26	Turlock Airport Santa Rosa Sepulveda Basin Madera Airport	Goodyear, 600 & Open Stunt CAL WESTERN, Stunt, Scale, Goodyear Stunt (FAI Team Eliminations)	Pioneers Redwood Modelers LAMHA & BIRDS Fresno Radio Modelers
Jun 1,2 8,9 16 22,23	Whittier Narrows Sepulveda Basin Mile Square BIRDS Field	100 Lap Open Pylon Race Stunt (PreNats Warmup (FAI Elim.)) Scale, Special Biplane Event Goodyear, 600 & Open Pylon	San Gabriel Valley Valley Flyers SCRC ² & RCM BIRDS
July 7 13,14 14	Whittier Narrows Turlock Airport Sepulveda Basin	Goodyear Stunt (FAI Team Eliminations) Fun type contest	San Gabriel Valley Pioneers Valley Flyers
Aug 10,11 18 (?) 31 &	Wave Master Field, San Jose Sepulveda Basin	Stunt & Scale World War I Scale	San Jose Wavemasters Valley Flyers
Sept 1 & 2 21,22 28,29	Sepulveda Basin Madera Airport Sepulveda Basin	WEST COAST CHAMPIONSHIPS Stunt, Scale, Goodyear & 600 Pylon Goodyear, 600 & Open Pylon Scale	NCRCS & SC ² RC ² & BIRDS Fresno Radio Modelers Flightmasters
Oct 5,6 5,6 13 19,20 27	Las Vegas Sunnyvale Pioneers Field Sepulveda Basin Santa Rosa Whittier Narrows	Stunt, Goodyear, Special Events Fly-In Goodyear Stunt Goodyear	LVRC Pioneers Valley Flyers Redwood Modelers San Gabriel Valley
Nov 3	Sepulveda Basin	Scale Rallye	Valley Flyers