

NEWS LETTER

JUL 1968



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

VALLEY R/C FLYERS

c/o Don Butman, Editor
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SAN FERNANDO VALLEY R/C FLYERS, INC. LOS ANGELES, CALIFORNIA

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.....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

FRANK TAPPA
Its almost Christmas Party time!! This gala affair will be held on November 30, 1968 at the FRANCOIS Restaurant in Tarzana. Dick Adams will have more details at the next meeting.

So at the next meeting bring your models and fly since it will be at the Basin. See all of you there and keep thoseand coming! they are great!!

TECHNICAL TOPICS.....Bob Upton - Editor

CONTEST FLYING IS FUN.....Larry Leonard - Contributing Editor

For all you new com ers to the flying field, you are good enough to fly in Contests. All you have to do is TRY! At the last 3 contests that I've attended I have been amazed at the number of new faces all flying Class A or B. The common comment has been "Gee, it isn't that hard!" So lets get in there and try, OK ?

Here for example is the simple Class A pattern which is designed for the newcom er. You start with the Take Off (unassisted ROG) - now anyone who is flying can do that. Then you do what is called a straight flight - that's what it means. You bring the plane about 75 - 100 feet above your head and fly straight for 500 feet (that's about the length of our runway) pick a point on the horizon and aim for it. When you reach 500feet, make a 90° turn to the left. Follow this with a 270° turn to the right. Try to cross over the same spot from where you started your left turn. This was a Procedure Turn.

At this point you fly back over your head (straight return flight) and start your figure eight. This is started with a 180° turn to the right followed by a 360° turn (circle) to the left and another 180°turn to the right coming back over your head. Thing you want to watch in contest flying is to stay at approx. the same altitude through all your level maneuvers. This includes appearing to lose altitude when flying away from you and gaining altitude when flying back towards you.

You have just finished the hard part, only 3 more maneuvers to go!

Your next maneuver will be the traffic pattern approach - Start of this is to be flying over your transmitter, parallel to the runway, in a straight line for approx. 250 feet, make a clean 90° turn to the left and level off. Fly straight and level for approx. 500 feet and make another 90° turn down wind. At approx. 1/2 of the way start a GRADUAL descent - not too steep. Make your base 90° turn and your final 90° turn trying not to lose too much altitude. As the model comes toward you lose altitude and call "Landing Perfection & Spot". Try to flare-out and land in the circle which will give you double landing points. (A lot of contests are won on landing points so take your time and make a clean job of it.) Coast to a stop in a straight line then turn for your taxi back - make this as straight as possible to the hanger. Thank the judges and let the next contestant get started.

You should CALL all your maneuvers. This is telling the judges where you are doing the pattern maneuver and what that maneuver is to be.

Positioning of the maneuver is important, specially when you start to fly Class B or C. You want to position your pattern maneuvers so the judges can see them, not into the sun or so far away they can't recognize them. Take your time and get set up. Don't get flustered if you goof a maneuver, just call "maneuver complete" and go on to the next one. In order to become a top notch flyer you have to be a consistant flyer. What I mean there is doing all the maneuvers. It takes work but when you get that trophy its worth all the work you had to put in it!

I hope to see you newcomers out there - its a lot of fun and enjoyment. If anyone needs help all you have to do is ask - there are many people willing to talk you through the maneuvers and give helpful pointers.

The 4th Annual RCM/SC²RC² Scale Contest came off on schedule inspite of problems like the change of flying sites and contest directors. The Attendance was not as high as previous years (no doubt due to confusion about the site). However the overall quality of flying was definately higher than in the past. The results are as follows:

AMA SCALE EVENT

1. Granger Williams - Nieuport 28
2. Jack Stafford - Chipmonk
3. Frank Capan - North American COIN Fighter
4. Randy Mytar - Piper Cherokee
5. Loretta Hall/Frank Capan - Piper Cub

VF SCALE RALLIE EVENT

1. Dick Adams - Stearman
2. Colby Evetts - Stearman
3. Don Baker - Hawker Fury
4. Dave Lane - Sperry Messenger
5. Jack Stafford - Chipmonk

BIPLANE EVENT

- 1.. Al Messer
2. Don Baker
3. Jay Replogle

There was a small mixup in the outcome of the AMA Event. Originally Mytar was awarded the third place trophy, with Capan fourth. However, a careful review of the paper work disclosed the fact that somehow the Judges had neglected to give Capan points for multi-engine. Consequently, the scores were re-figured and Capan and Mytar's positions were switched (Sorry, Randy!).

Talked to RCM Editor Don Dewey next day and reported all -- a plessant and unexpected surprise was that the money raised by the contest goes into the VF treasury! Dewey says many thanks to the Valley Flyers afor taking over this contest when problems arose - with special thanks to Frank Capan.

Visited Lou Proctor in San Diego recently and had the pleasure of seeing him box the very first of the Nieuport kits. This kit is complete beyond belief! All kinds of goodies. Every rib is precut (and finished) with lightning holes and cap strips yet! Even if you have no intention of investing on this \$100 marvel, you must make an effort to see one - you'll want to run bare-foot through the box! First batch of ten will deliver about the time you read this. What a fantastic item to use as a raffle or door prize!

Was in New York City last week and had lunch with MAN Editor Walt Schroder. What a nice guy! Also talked to Bill Northrop for quite a while - he was telling me about the Scale Internats and its many problems. We'll hear more about this later. Incidentally, the September issue of MAN will feature Capan's GROIN Fighter, plans, pictures and feature article included. To make matters worse, the following issue, October, has me (in glorious color) smiling down from the cover whilst clutching my fabulous Fairchild 24. Inside there's even more of me and it. HAD ENOUGH!

"The Flight of the Infernal Machine"

Now I don't suppose that if I told you that I'M not much of a contest flyer it would surprise you. It's true, but this has not affected my interest in "toy airplanes" or the flying of same. I keep thinking of an old slogan that went something like, "Smile, it's only a hobby!". That is what I try to do, but; every twice in a while that smile turns into a leer, the leer to a frown, frown to blank stare, to thought, to problem, to idea, to garage, to build.

And so to the "Infernal Machine"

Ken Hall and I had been out hobbying and at brunch he commented about a newsletter that mentioned a "flying seat". This conjured up all kinds of mental pictures but finally boiled down to some kind of a device that, if you had the necessary machinery to do it, you could fly the toy like a real one, Joy Stick, Rudder Pedals and throttle quadrant. The whole ball of wax!

To the garage!

A table saw, hack saw, nails, hammer, anvil, forge, jack, drill and crowbar later I had the start of the Infernal Machine. Then off to Eric Tomas' house for counciling on sheet metal problems. Solutions to some of the problems forth coming and away to the garage again.

Drills, taps, dies, epoxy, Gin (Gin ?), mace, and "Alexander's Guide to Appropriate Swear Words" later it was done.

June 19, 1968 --- evening -- Sepulveda Basin--- Ken -- Eric -- Son -- Son's friend -- Me -- The Infernal Machine.. (M-1 model)

First a flight on the plastic bomber to get it in trim. All'S well. Hook the transmitter to the Machine. Sit down, feet on rudder pedals, right hand on stick, left hand on throttle. Ken starts the engine. Eric gives a nervous laugh (him nervous?). Taxi around to get used to steering with feet and adjusting power with left hand. Not to bad. Lets get it over with! Power, keep it straight, pull back, airborne!!!

Gently now, turn---aaah! It's coming around, a bit ragged but it'S coming around, right over head now, where did all those heads come from, can 't see the airplane, have pit crew shoo them away. So I fly around a bit to get used to it. Got to land some time! About 10 minutes later the landing. Made it!! Didn't break a prop either!! Taxi back, Ken shuts the engine down and I spit UP!

A nervous cigaret later we try it again. Not so ragged this time. Aileron is sloppy, rudder bar to stiff. I'm getting picky now. None the less, it's sure different! Landing again, succesful, still got a prop!

Back to the garage.

Wrench, fly cutter, Dremel Tool, chisel, Scotch (Gad, what a boezer), sextant (no comment), Laser and the wifes manicure set later I have the M-1a model ready.

It's still to be flown a this writ ing. Just as soon as my wife un- does these damned silly locks on the sleeves of this jacket, I'm going to build a

CONTEST CALCULATIONS.....Nate Rambo

Pattern stunt is the oldest R/C event that I know....at least since I first entered a contest in the late 40's. This year I think we have the best set of rules in a long time. The only question now is can the rules be improved?

Looking at my own class (C Expert), I feel a slight change is in order. Maneuvers 2, 3, and 4straight flight out, procedure turn, and straight flight backwere in our pattern years ago. Would you believe since the days of the Drone diesels and Good Brothers radio units. No kidding its stupid! The next thing in the pattern is the touch and go. Now I know even an expert can goof up on this but we already have a take-off and landing in the pattern. Let's get rid of the stupid touch and go. What is saved in time in deleting the above will permit flying all 15 of those optional maneuvers.

Now if I can find possible improvements in my class maybe a number of you contest types can also suggest changes. Frankly, I'm going to put in a formal proposal to my contest board representative. What about you?

I'll be glad to discuss rules changes at the next meeting. Maybe we can consolidate our ideas.

COMING CONTESTS

July 13, 14	Turlock Airport	Stunt (FAI Team Qual.)	Pioneers
July 14	Sepulveda Basin	Fun type contest	Valley Flyers
Aug 10, 11	Wave Master Field, San Jose	Stunt & Scale	Wavemasters
Aug 18	Sepulveda Basin	WW I Scale, Antique (prior to 1940), & Scale Biplanes	Valley Flyers
Aug 31 & Sept 1 & 2	Sepulveda Basin	WEST COAST CHAMPIONSHIPS - Stunt, Scale, Goodyear & 600 Pylon	NCRCS & SC ² RC ² & BIRDS
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THE NEXT MEETING OF THE VALLEY FLYERS WILL BE A FLY-IN @ SEPULVEDA BASIN ON TUESDAY 9 JULY 1968 !! THIS AFFAIR WILL START WHEN YOU ARRIVE! THE EARLIER THE BETTER. OH SAY ANYTIME AFTER 4 OR 5 PM. PRIZES, FUN & GAMES & ??????????????????????

PICTURE PAGE Reed Parkard

LAST RITES ---- Fellow Valley Flyers pay last respects with Loretta Hall as she bemoans the passing of her FLAT TOP STORMER. Anybody have a dry hankie?

MODEL LINEUP -- Everyone is in high spirits after Zeno Klinker's showing of his history of aircraft films and his hysterical....er historical narration of the happenings. Lt. to rt. -- Ken Hall, Zeno Klinker & Dick Sonheim; Kneeling -- Roger Owens & Woody Woodward.

THE BIG WINNERS -- Class C Expert winners at the CAL WESTERN Contest -- Lt. to rt. - Jim Oddino 3rd., Larry Leonard 2nd., & Bill Salkowski 1st. (FAI).

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JUNIOR MODELER CLUBS....."Doc" Meacham

Model Airplane Clubs for juniors are being formed at the:

1. Mid Valley YMCA
2. First Baptist Church, Van Nuys.

They need qualified modelers of all kinds who would be interested in serving our youth as counselors and directors.

Anyone interested should contact:

1. Mid Valley YMCA
2. First Baptist Church, Van Nuys
3. Doc Meacham
4. Larry's Hobby Shop
5. George's Flite Hanger.

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