

NEWS LETTER

OCT 1968



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

1st class



TO

NEWS LETTER

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

NEWSLETTER STAFF

- EDITOR.....Don Butnar
- 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

Well, only two more 'til the Christmas Party!! Be certain to attend this Social Function come 30 Nov. 1968! Because, just because, there will be fun n' games n' something ESPECIAL for ONLY those in attendance!!

As you know because you attended the last meeting (well you did, didn't you?), the Valley R/C Flyers, Inc., have pledged the sum of \$5000.00 as good Faith towards the relocation of our flying site in Sepulveda Basin! This means approx. \$50.00 per member MAY someday be assessed. But remember this is a pledge that in most probability will not be required. However.....

So be in attendance at this next meeting to defend yourselves (or...?) in the nominations for 1969 officers!

Don't forget the Formula I contest at the Basin on 19 & 20 Oct. that is being sponsored by the Valley Flyers. Bob Upton is the CD for this event and will appreciate all the help that is offered. Bob will have all the details at the next meeting and will be asking for your help at that time.

There is also the case for the Scale Rallye to be held on 3 Nov. at the Basin. All Scale type aircraft will be welcomed and the Valley Flyers Scale Rules will be used.

See all of you at the next meeting! So be there!!

PICTURE PAGES..... Read Packard

The photos were taken at the West Coast Championships, 1968.

This Side: Top left - Jerry Nelson assembling his glider with Frank Capan helping. Joe Bridi & Woody Woodward lending moral support.

Top right - The Scale Winners: Granger Williams (1), Jack Stafford (2), Dick Adams (3).

Bottom left - Jerry Nelson, Mooney and quite a ground Crew! Charlene (Charlie Brown) Weirick holding the transmitter and(?) holding the model.

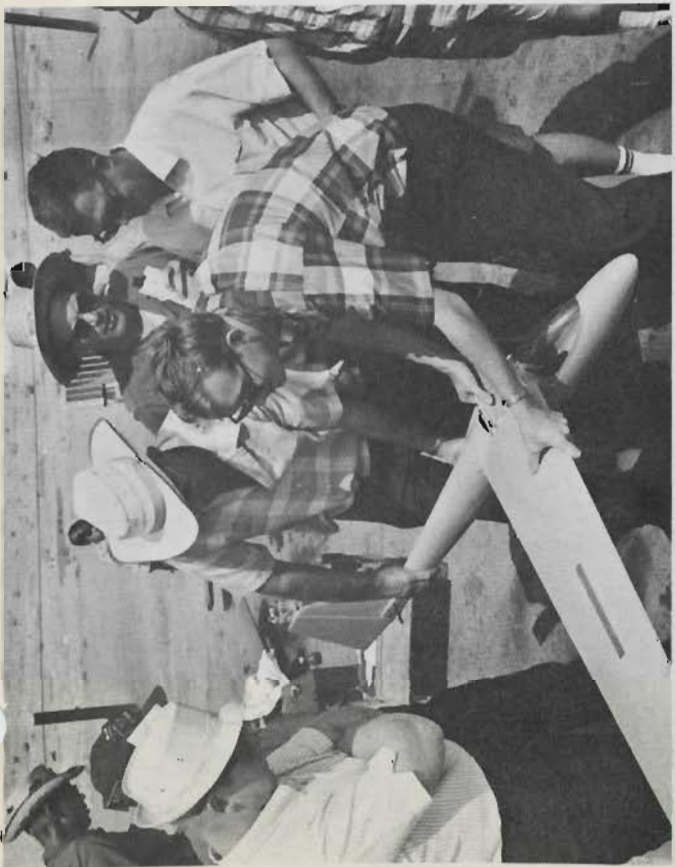
Bottomright - Joe Bridi is really scowling at his Sun Fli or maybe at Frank Capan who is holding it. Bob Palmer is patiently waiting to judge and Sam (?) the other judge seems to have something to say.

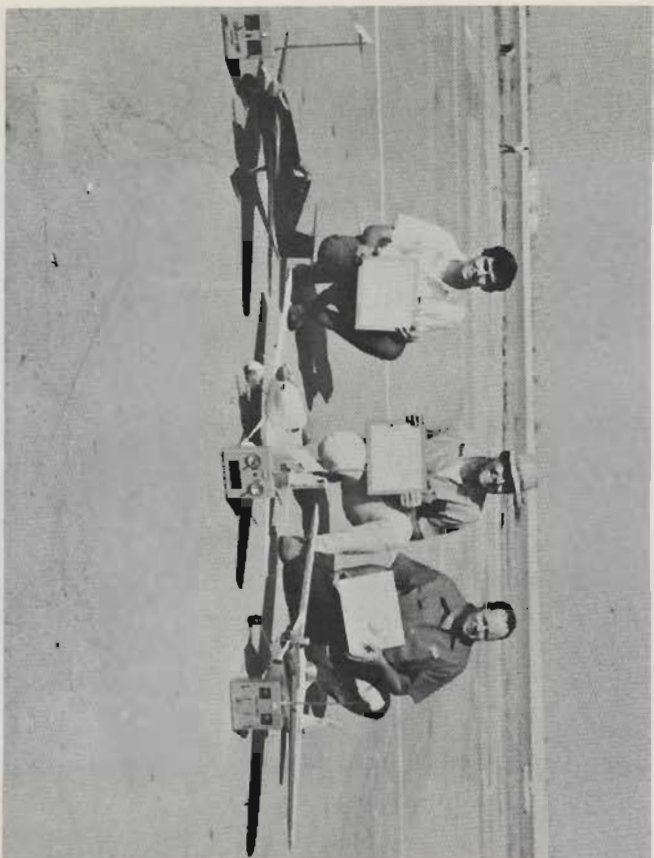
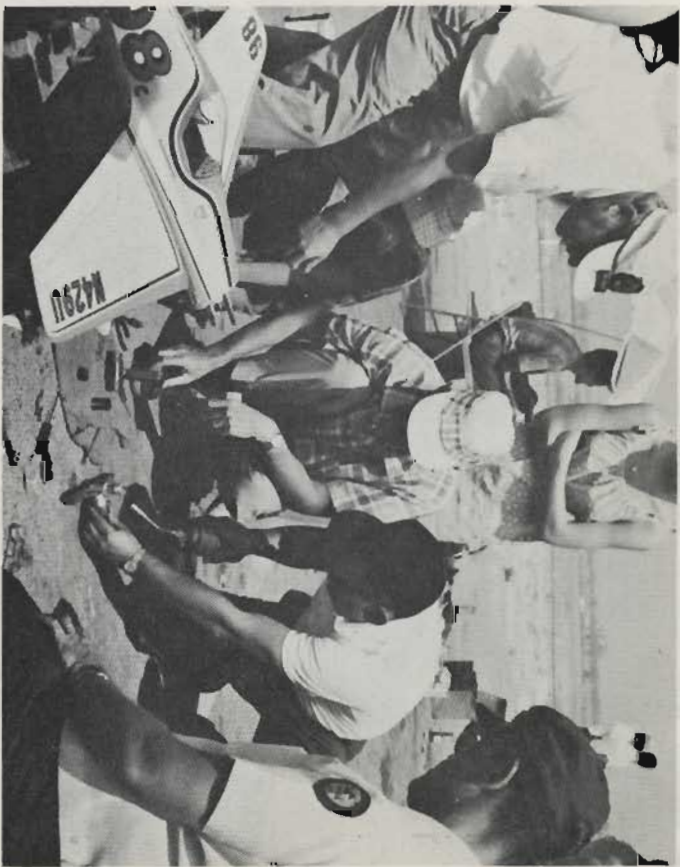
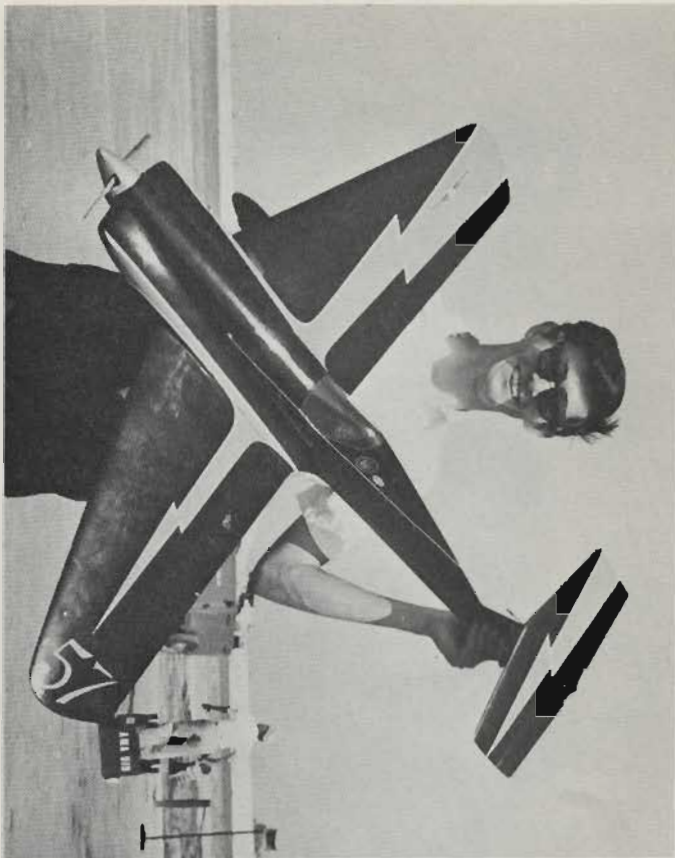
Other side: Top left - Wayne Wainwright and Formula I racer. Wayne lost in the flyoff for 1st place only after the cowl came off, and yes it do make a difference!!!

Top right - The Upton-Graham Racing Team had an engine failure and were in the process of "hotting-up" a replacement. Marc Graham leans down to tell Clarence Lee where to nail it in following the torch job by Alex Chisolm. Guess Bob Upton was out seeking solace while the pit crew "straightened" things out!

Bottom left - The Formula I winners: Wayne Wainwright (2), George Killeen (1), John Greenshields (3).

Bottom right - The Scale models ready for ground judging.





CLUB TOPICS.....Loretta Hall

It has been quite some time since I have written a column for the Newsletter. (Welcome back, Ed!) I have many excuses none of which I will bore you with, besides none of them are good enough anyway.

I wanted to write this one because I would like to tell you about our forthcoming year end banquet. (It is sometimes referred to as the Xmas party but since it will be held on November 30th this year I think that would be stretching it a bit.)

Len Adams (Mrs. Dick Adams) is handling the arrangements for the whole shooting match and from what I understand from her we will have devine food. We are holding it at Francois' on Ventura Blvd. in Tarzana and their reputation for good food is widely knwn.

We are going to be entertained by live music. We have engaged Randy Mytar and his Group to play for us so there will be dancing after dinner. I'm sure most of you know Randy, he is a Modeler and a Valley Flyer. He has assured us that his group plays all kinds of music, ie. swing, rock, slow, fast, etc., so there will be sometime during the evening when your wife absolutely will not let you sit out one more number because they will be playing your kind of music.

In view of past turnouts recently, we have decided to have an advance ticket sale for this banquet. The tickets should be printed and available for purchase very soon. It is very important that we have a good turnout at this year end bash since quite a lot of time and money have gone into the planning of it and if we don't have enough people the treasury will suffer. It appears from where I sit that this may be the best party you will ever attend. There is even a floor show in the offing and you won't want to miss that!!

PLEASE!!! When you are asked to buy a ticket or asked to take some tickets to sell don't refuse. A few of us just enjoy our Club and do nough nothing all year long and it is left to the "working few" to carry the whole ball of wax. This is your chance to redeem yourself and get behind your Club so Buy Buy Buy and Sell Sell Sell.....



FOR SALE

New Quik er Kwik er somethin' Fli I with sorta tapered wing er wings

n' some wing warpers n' Tatone mount n'.....

musta been somethin' else

all for \$70.00

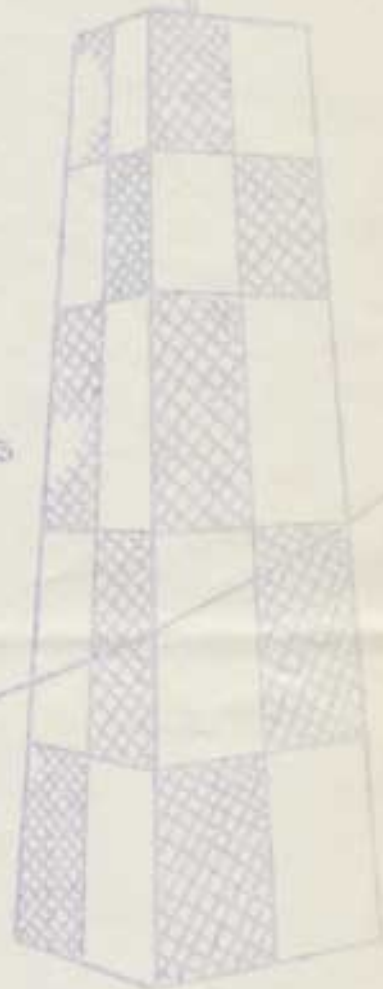
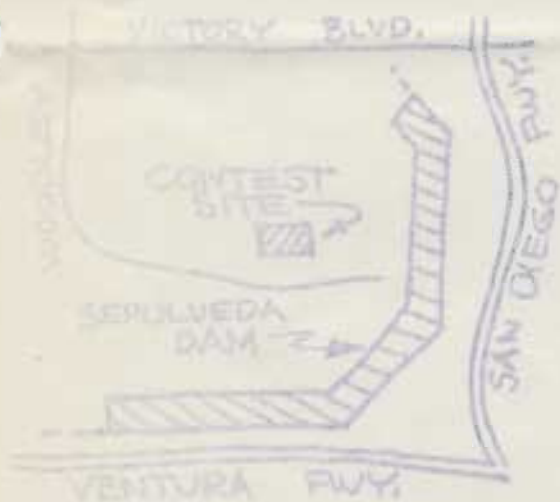
Contact Don Butman DiO-2563



FORMULA 1 RACING

450 $\frac{1}{32}$ SQ. IN.
60 FAST CLASS

OCTOBER 19 & 20



- * AMA SANCTION
- * 400 ENTRY FEE
NMPRA (AMA) RULES WILL BE STRICTLY ENFORCED
- * AMA-FCC AND NMPRA LICENCE REQUIRED
- * TROPHIES AND CASH TO THIRD
TROPHIES TO FIFTH
- * CONTEST DIRECTOR - BOB UPTON
2179 MAY COURT, SANTA SUSANA
PHONE 213-884-0847

SOME NOTES ON JUDGING

We owe a vote of thanks to the volunteers who undertook the judging at our Pre-NATS Warm-up on June 8-9, and again at the West Coast Championships on September 2-3. In helping to organize the judging at both events, I learned something about the problems involved, and I'm not too well satisfied with the results. I also watched the judging at the NATS closely, and it wasn't as much better as I had expected. The critical remarks made below are intended to be entirely general: in no instance are they directed at anyone in the excellent and cooperative group who scored the contestants, either time. But it may be useful to our future standing as an active group of R/C sportsmen if we consider some of the problems now that we should eliminate from future events which we sponsor.

Judging just has to be taken seriously: there is no point at all in having contests where the judging is non-serious. To say that even under the worst of conditions (where the judges are inconsistent, where a contestant may have the chance to fly before some judges but not others, where the fliers judge each other randomly, etc) still the best fliers win consistently is probably true, but it misses the point. If we are sure in advance who the best fliers are, we may as well put the trophies in the mail and spend the weekend sport-flying. The point is that under able and conscientious judging a flier who has practiced hard may, though he enters without reputation, win over an acknowledged top flier. That is virtually impossible if the judges are so insecure that they would not presume to find errors in the flights of a Phil Kraft or a Ted White: or, on the other hand, if they are so insecure that they assume an unknown is incapable of scoring a 9 or 10. So our first step toward adequacy must be simply to acknowledge that judging is an important task which must be taken seriously, and that to do less can only be grossly damaging to the reputation of a club. To take it seriously means, among other things, that the task cannot be left to the week before a contest and hope that by some miracle a single ad hoc meeting of members who just happened to be available (and who might or might not be available on the weekend) will be sufficient to guarantee adequacy.

The main reason it is so difficult to get judges is that no one enjoys the prospect of endless hours of concentrated observation and critical decision-making. But the hours would not be endless if there were a sizable group of interested members who regularly compared their views and matched their standards so that they could participate actively in judging. Another reason it's hard to get judges is that contestants are never happy with the judging, and they make their dissatisfaction known in ways that are sometimes unpleasant. Also, disgracefully, the judges sit there hour after hour and no one brings them even a beer. A part of the contestants' entry fees should go to providing refreshments and even lunch for the judges, if the judges are going to work for the entire day.

Assuming we can get an interested group willing to work actively and seriously at the task of judging (this may be a contrary-to-fact assumption, in which case I have a different proposal later), we might begin by correcting one or two widespread misconceptions. It has been argued that so long as a judge is consistent, and gets a chance to judge every contestant, it does not make much difference whether he judges consistently high or consistently low. In fact, however, it makes a crucial difference. Consider the following situation: there are two flight lines, six sets of judges (two sets working at a time, one on each flight line), and there are to be six flights for each contestant. Under these conditions,

(Some notes on judging, continued)

each set of judges will score two full rounds, and in that way every contestant will be scored once by each judge. Now suppose that two sets out of the six sets of judges are scoring consistently higher than the other four sets. This, in fact, did happen at two contests of my own recent experience. When it happens, the other judges may as well stay home, since only the two best flights are counted: and barring engine failure or the like, the two best flights will nearly always turn out to be the flights scored by the judges who are consistent, but too generous. There is a way to avoid this -- the way the FAI does it, with one slight modification -- namely, add up all scores, throw away the lowest, and let the decision rest on that total. This is the only way I can see, given the usual inconsistencies in judging, to avoid what might be called "The fallacy of the two best flights".

Perhaps this proposal also has flaws in it: but either it, or other suggestions of the same general sort, ought to be discussed and tested before our next contest. The present system is clearly unsatisfactory as it stands, and no amount of practice in judging or advance briefing of judges will rectify it adequately. Our club has taken significant leadership, thanks to Woody, in modifying the procedure for the judging of scale events; we ought to take similar experimental steps in the judging of pattern events:

Let us consider another alternative. Suppose we decide that the present system is really unworkable: that there is no way we can ever get a group of people actively interested in judging regularly, so that there is simply no way to patch up the present system. I think this is a realistic view. Even at the NATS, where judges had every incentive to do a great job (special transportation, put up at the BOQ, etc), some horrors occasionally occurred -- e.g. that familiar horror where one judge gives a 7 and another a 0 on the same maneuver, or where one flight line gets behind the others so some fliers on that line are moved to another one and so fail to be judged comparably by the different set of judges. But the generally excellent judging at the NATS cannot be duplicated locally under the present system: what alternative can be suggested?

The most feasible proposal is that the fliers themselves should do the judging, BUT IN SOME NON-RANDOM DISTRIBUTION. How might this be achieved? Suppose we have two flight lines, with a fixed rotation of contestants on each line (with rotation fixed as at the NATS, and at the West Coast Championships, not in the helter-skelter way it is usually done with some poor guy going out of his mind trying to keep the frequencies compatible). If there is a fixed rotation, then at any given time we always know who the next several fliers will be. All the others are just sitting around awaiting their turns. Why shouldn't they be set up in rotation also on the judging line? Thus:



(-Some Notes on Judging, end)

With 5 judges, we could throw out the highest and lowest scores, total the other three. After each round of flying, the rotation would be randomly re-ordered, so the fliers would get a different 5 judges on each round of flying. Final scores should be the total of all flights except the lowest (thus allowing one engine failure not to count against the contestant).

Provided that everyone knows in advance what the automatic zeroes are (they can be distributed in a list), the chances are pretty good that the scoring will be highly meaningful under this system. Intelligent self-interest will keep any contestant-judge from being too generous; but at the same time, the fact that he will be judged by those he is judging, sooner or later, will also keep him from being too harsh. No one will be on the judging line for more than 5 flights in a round; and the wasted time between flights will be productively utilized in judging, though with ample time for refueling and readying the aircraft for its next flight.

Why don't we have some discussion, and experimentation, with respect to these suggestions? Some people have lost interest in pattern contests, but there appears to be a revival of interest brought about by the new categories and the greater variety of maneuvers in the top category. (The greater variety should be substantially increased, and Class B should be considerably enriched; but this year's rules are surely a long step in the right direction.) Judging has always been the most vulnerable aspect of such contests: it doesn't need to be, if we give it some thought.



Robert P. Stockwell
Encino, Sept 7, 1968

VALLEY FLYERS CHRISTMAS PARTY.....Dick Adams

This gala event will be held Saturday night, 30 November, 1968 at
Francis Lee Leary's, 18373 Ventura Blvd., Tarzana.

The Social Hour will be from 7:30 pm with the Dinner served at
8:30pm. The menu features an 8 oz. New York steak with all the trimmings.

The cost is \$5.00 per person and reservations must be made by 12 Nov.
in order that the restaurant can plan on the room that we will be using.

Door prizes will be awarded and a SPECIAL "SUMPTIN'" (\$\$  )
will be available to only those in attendance!

Contact Frank Capan or Dick Adams for reservations.

I feel I must apologize for not putting out more effort last month but, of late, my time has been very cramped. What with various family obligations, some overtime at the "Fuzzery" and a rather complicated and rushed building project for design test I've come up short.

Sooooo allow me to reminisce a bit about modeling in general. I have not been out to the field enough lately to report on any "happenings".

How many remember their first engine? Mine was an O&R .23 ignition.

First "gas" model? "Miss Tiny. How many remember "Whip Control"?

Sounds sadistic, but it wasn't. The idea here was to take a pole (a good bamboo fishing pole was great) and some light line and a profile type model with elevator control and fly it a la U/C of today except you provided the trust by whipping the pole. 25 foot lines were possible (I heard of longer) with practice. Did touch and wents too! I remember knocking a cat senseless once when he jumped up to catch the "bird". At the time I was using a horse shoe clipping for weight.

Did you try C/L ? So did I. My first ship was a "Tethered Trainer" built from magazine plans. I also remember, but wish I could forget, the 1st flight. There I was, control handle in the famous "white knuckle grip", a buddy starts the engine, switches to flight battery, looks out at me knowingly (he didn't have the faintest idea of how to fly the damned thing either so what was he to lose) and nods. I nod back (2nd mistake) and he released the big gas bird.

It rolled. It rolled some more. Then it rolled some more and so on. Finally as the lines were about to wrap me up I remembered that I had something to say about how it flew or more accurately, when! So I yanked (All of a .001 of an inch) up. Up it went! Beautifull! Then it turned left. A lot more than it should have. I was transfixed. Pretty soon I could have touched the right wing tip. I watched it go by. Then came a suddent jerk and it was all over--- the school yard. Oh well, life must!

There were, are and will be ,characters in this hobby too. I remember a kid in Riverside who flew the kitchen bread board. His first name was Kim but his family name escapes me. He and I tried a seaplane on U/C. I don't know who or what got the wettest but we had a ball.

Gad! When I think of it all. Free flight, gas , rubber, U/C, radio, ignition, etc,etc. What a ball. I guess thats the secret. Have a ball! It is a hobby isn't it?

Want a thrill? Try designing your own. Sneak up on it. Take a proven design and change the lines a bit. Build the wing a different way but the same shape. Think it out and do it. When it flys you cann't compare the feeling. I had a bi-plane that was "copied" from a Tauri. It flew rather well till the engine jumped out. Designed my own airfoil too. Try it!

Jump in, the water is awash with "would" chips!!

NEXT MEETING

TUESDAY 8 OCT. 1968 @ USUAL TIME

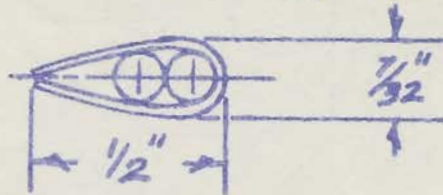
PLACE ?? NOMINATIONS FOR NEXT YEAR'S

OFFICERS WILL BE OPENED. SEE ALL OF

YOU THERE!

SCALE STRUT FAIRINGS

The problem of using music wire (round) for interplane and landing gear struts (airfoil shape) is somewhat relieved through the use of plastic, airfoil shaped loose leaf "clip-strips". These strips are usually 12 inches long and fit over music wire up to 5/32 inch diameter.



The strut may be positioned with an extra piece of wire soldered behind the main wire. Clothes pins bring the open rear edges together at which time plastic model cement (liquid - bottle) is applied. This will glue the trailing edges together as well as the wire to the plastic.

When this has set up (about an hour), the open ends of the plastic strut are filled with scrap pieces of plastic and liquid cement is again applied. After this dries fill in the openings with plastic model cement (tube). This in turn may be cut or sanded lightly to make the ends flat (or rounded, or ?).

Repeated applications of the liquid cement (bottle) will further seal the edges because it melts the plastic. CAUTION! This will also cause the strut to adhere to whatever stays in contact with it such as clothes pins, bench top, paper, etc.

The N interplane struts may be fabricated with a strip of ply or hard wood inside the vertical members for stiffness. A piece of wire, or whatever is required for connection to the wing, could be fastened into the ends of the struts even though the wood strip was not used.

These plastic "clip-strips" may be procured at some stationary stores - had to visit 4 stores before finding the correct type! They are, for the most part, a kind of semi-clear plastic and cost about a nickle each.

The plastic model paint (enamel type) is fuel proof (if it's thoroughly dry), thus any desired color scheme may be applied to the finished struts.

NEW SMALL SERVO.....Ed

John Maloney of World Engines, Inc. has given us a first run copy of their M.A.N. instructions with a sample S-4 Servo mechanics. This includes case, gears and mounting clip arrangement.

The servo is approx. the same size as the Logictrol Airborne servo. The mounting clip design features an easy removal from the mount by simply retracting or unlatching a clip on each end of the servo.

These servos are available from stock as fully assembled Controlaire Propo, M.A.N. Semi-Kits or as full kits.

This S-4 servo and the instructions will be available at the next meeting for those who wish to inspect it. The servo will then be "awarded" to the Valley Flyer who wants to send for the electronics and then use the servo.