

NEWS LETTER

MAR 1969



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.

Meetings on 2nd Tuesday at the Encino Women's Club, Encino, Calif. Permission to reprint articles granted, credit the Valley Flyers.

<u>President</u>	- <u>Dick Adams</u>	<u>Safety Committee</u>
<u>V-Pres.</u>	- <u>Bud Anders</u>	Bud Anders
<u>Secretary</u>	- <u>Roger Owens</u>	Earl Harting
<u>Treasurer</u>	- <u>Randy Mytar</u>	Herb Korth
<u>Editor</u>	- <u>Don Butman</u>	Larry Leonard

PRESIDENT'S CORNER.....Dick Adams

Good grief Charley Brown!!! I know how records are the thing now-a-days but this is silly. It is almost bad enough to make a couple of smoggy days look good.

In spite of it all, we are as the politicians say, moving ahead. The first contest (?) of the season is now history. According to the first reports I received, the Valley Flyers almost took the whole ball of wax. There should be a complete report elsewhere in the Newsletter. The Flying Field, if we still have one, is or was getting back in shape. The cable around the pit area has been replaced thanks to Elliot Lane. So---it is not complete yet. When they get through it will be much better than it was before, rest assured.

Incidentally, we have made contact with a gentleman whose business it is to deep parking lots neat and clean. He is going to have a look and tell us if it is within our pocket book to have our pit area and the runway made neat and clean on a regular basis - say once a month. How about that.

Couple of more small improvements to the field are being kicked around. Nothing major. Just something to make it more enjoyable to participate in our avocation. I just do not feel we should undertake anything of a major nature as I said at the last meeting because of the uncertainty of our position in the Basin Plan.

Before I shut this off, I do want to urge all members - paid up members that is - to be sure to come to the next meeting. The Schlitz Brewing Co. is supplying the Hall and the Beer too, and Zeno Klinker is supplying the entertainment. What more could you want!

gyrator

Published Weekly by The Rotary Club of Chicago

THE FIRST ROTARY CLUB IN THE WORLD



ZENO ZEROES IN ON A BULLSEYE!

KLINKER HAS CAPACITY AUDIENCE FLYING HIGHER 'N A KITE!

Today's program was very unusual in many respects. We not only had a great number of visitors from American clubs but the foreign contingent was exceptionally large—14 in all! Judging from the program announcement, we expected frivolity from the speaker, Mr. Zeno Klinker, a top Hollywood comedy writer, but few were prepared for the double barreled program of laughter and an excellent movie!

The picture named "Higher 'N A Kite"

was a remarkable collection of film. It began with the early flying efforts, of 65 years ago!

The ingenuity of early flying enthusiasts was both incredible and ridiculous. Some inventors expected to become airborne by flapping wings attached to their arms, while others hoped to gain altitude by attaching wings to bicycles.

Mr. Klinker provided many facts about the early history of aviation. We learned that President T. Roosevelt, who was the first President to fly, created the United States Air Force by the purchase of one plane which carried two persons for forty miles in one hour.

To bring us up to date, Mr. Klinker did not neglect present day equipment and we saw many of the modern commercial and military airliners, some of which are capable of speeds up to 2,000 miles per hour. Oddly enough, we laughed at the antics of early inventors in their efforts to fly without benefit of a vehicle, yet we did see a present day flyer flying through the air with the greatest of ease wearing a suit equipped with a rocket belt. It was the consensus of those who commented that this was one of the finest programs of the year, which goes to prove that you just cannot afford to miss a meeting. ■

PHOENIX CONTEST.....Nate Rambo

It was the morning of 22 February and the place was Buckeye, Arizona. Bob Upton and Bob Palmer came stumbling onto the field. I interrogated our intrepid airmen over a cup of coffee. It seems that with all the activity in Phoenix including the National horse show there were no motels for the two Bobs and they were feeling alittle on the raunchy side!

As the cold morning slipped on,,other Valley Flyers startedto show for a try in the Southwestern Regional Maet. My next stop was to watch Bob & Whit Stockwell put together no less than one pattern ship and two scale jobs. The pattern ship was a Pagen II with conventional retract gears; the scale jobs were a P-39 and Cessna. By 10 am the VF boys were really there in strength. I remember seeing Larry Leonard, Bob Smith, Dave Espinoza, Bill Salkowski, Jim Oddino, Roger the Owens and John Perry. I'm sure there were more but I can't remember everyone.

It seemed that everybody really enjoyed this contest. However, rain stopped RC cold prior to noon Saturday and didn't permit continuation until Sunday morning. The judging was done by German National Officer-pilots from nearby Luke AFB.

The results were as follows:

CLASS A

- 1st. Henry
- 2nd. Roseberry
- 3rd. ROGER OWENS (VF)

CLASS B

- 1st. Humminghoff
- 2nd. Elliot
- 3rd. DAVE ESPINOZA (VF)

CLASS C NOVICE

- 1st. Udell
- 2nd. BOB SMITH (VF)
- 3rd. WHIT STOCKWELL (VF)

CLASS C EXPERT

- 1st. JIM ODDINO (VF)
- 2nd. BILL SALKOWSKI (VF)
- 3rd. Kraft
- 4th. LARRY LEONARD (VF)
- 5th. Joe Bridi

SCALE
 1st. Lewis Newport (by Proctor)
 2nd. Bridi P-17 Thunderbolt
 3rd. NATE RAMBO (VF) Messerfokker BF 109

TECHNICAL NOTES AND COMMENT

Bob and Whit StockwellContributing (?) Editors

When Don Butman asked us to take on this column, we thought he'd flipped his lid. We still do, but the overall quality of our newsletter is not so much a work of literary or technical quality that a little more junk will make it worse. Anyway, if things work out right, we'll just edit what you send us in the way of technical notes: that's the way Don said to do it -- readily and easily done, just get other guys to write up their best technical gimmicks and then we don't have to do any work. On that improbable theory, you are hereby invited to write up, with appropriate rough sketches, any tricks in model building you've picked up that others might learn from -- we'll type it up (maybe with a little editing) and pass it on to Don.

We first offer fair warning, though: having me and Whit as technical editors is like having an English teacher do your tax accounts, or a tax accountant build your house, or a building contractor counsel your investments. It's not what you'd call a good bet on the score of reliability, and we won't be surprised to get a lot of flack from some of you really competent modelers on what nutty ideas we have about building. In fact, if we can say something idiotic enough to get you to write in and correct us vigorously, we automatically will get from one month to the next with a minimum of effort.

So here's a suggestion that has worked well for us: it came originally from Bob Palmer, and while it is easiest to do in one of his beautiful fiberglass fuselages, it turns out to be fairly easy in almost any fuselage. If you use Tatone (or similar) engine mounts, you're pretty sure to have done a certain amount of cussing while you tried to get your hand or some tool into the inside front of the fuselage to hold the nuts while you bolted the Tatone from the front. And if you had a minor accident that forced you to get into there after the ship was all done, you did a lot more cussing than you did the first time around. So we followed Palmer's suggestion and put in an aluminum firewall, which we threaded for the bolts that hold the Tatone to it. You can get scrap aluminum at Art's Surplus very cheaply, in different hardnesses and thicknesses. It is not, as you might expect, heavier than the usual hardwood firewall because it doesn't need to be as thick. It absorbs vibration better and you never have to get into the back side. There are several ways to put it in: with Palmer-type fuselages you just lay it in on a thin coat of epoxy to the inside of his fiberglass firewall frame. With open front ends, you position it and then strip fiberglass and epoxy around the inside edges, the way you would a hardwood firewall. Just be sure you clean the aluminum good with a detergent so there's no grease left on it.

Being rank beginners, we always had trouble getting a wing lined up to bolt on, until we discovered a neat way with aluminum. You epoxy a strip of aluminum (braced on the sides) about half an inch wide right across the inside of the fuselage toward the trailing edge, and deep enough that it won't interfere with aileron linkages (if they're of the strip variety), close to the saddle if the ailerons are barn-doors. Mark the position, fit the wing to the saddle, and then drill straight through the wing into the aluminum with a 6-32 tap drill. Still holding the wing in place, tap the aluminum for 6-32, and then everything is necessarily perfectly aligned so you never have to fish around to find the hole for the bolt. Then be sure the wing itself has something for the head of the bolt to pull against. We generally epoxy two small pieces of aluminum into the outer surface of a foam wing, and it holds so well that when Whit and Cliff Weirick had their Minnow midair, our wing broke in several places but the section in the center was still held solidly in the saddle. An equally good device is a half-inch dowel, but you have to line it up with the aluminum before you drill. The leading edge of the wing is held by a dowel or two, cut from fiberglass pushrod material.

With the new plastic mounts for the Kraft and similar servos, you can put the switch inside in the place made for it on the plastic mount, if you can figure out a neat extension through the side of the fuselage to enable you to activate the switch. The best way we've found is simply to tap the plastic switch button from the edge (i.e. parallel with the length of the switch) for 2-56 and then just screw in a DuBro quik-link wire, which has a 2-56 thread, and clip the wire to length outside the fuselage.

One final technical note, based on reliable information garnered through extensive personal research: open racing in a heavy rain storm is not real good for your constitution, your airplane, or your radio gear. Most people would be smart enough to figure that out without driving up to Santa Barbara in the worst rain of the year; but about sixteen eternal optimists, including us, had to learn it the hard way. Technical information acquired at that expense certainly has to be passed on to everyone. After all, human civilization depends on the ability of people to learn via language and not have to actually try everything out themselves -- you know all that bit about each generation standing on the shoulders of its predecessors. So we wouldn't want to keep any secrets about the problems of racing in a rain storm. And it's fairly important to pass along non-obvious technical information like this.

Next time it's your turn: let's have some "technical" contributions, or controversies, or manias, or quirks, or whatever you like. As you can see, we're not what you'd call real discriminating.

HEADS UP.....Bud Anders

The flying conditions have not been too good during this past month here in Southern California. However, these Safety items are nearing completion:

- 1- The cable is in place, thanks to Elliot Lane.
- 2- The signs are ready for painting as soon as the wording is finalized by the Board members.
- 3- The R/C Safety Committee name plates are ready -- so don't be surprized if you find yourself appointed a Safety Committee member at the Basin!

This Safety at the flying site is being watched by all members of the R/C Society. To quote from the MARKS Newsletter (San Bernadino):

"The purpose of this organization shall be the promotion of SAFE, convenient and COOPERATIVE pursuit of the Hobby of Radio Control."

TO THIS END, LET'S WATCH IT!!

*

*

*

VALLEY R/C FLYERS CLUB MEETINGS

March 11, 1969 --- This meeting will be held at the Schlitz Brewery, 7521 Woodman, Van Nuys. Featured will be Zeno Klinker and his hysterical historical movies and commentary. This affair is FREE to paid up members (dues will be accepted at the door) plus one (1) guest each.

The schedule for the evening:

7:30 pm	Doors open (get there early!)
8 - 8:30	Brief business meeting
8:30 - 9	Raffle and plane presentation, bring money and planes!
9 - 10	Klinker Hour
10 - 11	Beer n' pretzles (ALL FREE), cokes for Juniors and teetotalers.

SEE ALL OF YOU THERE!!

April 8, 1969 --- Back to Encino Women's Club. This meeting will be full of surprises!

This meeting will be directed towards Goodyear Racing. The featured speaker, Art Will... flies full size Goodyear Racers. He is the Designer-Builder of an all new Goodyear racer, "all current ones are 10 years behind the times!". The new racer should be ready for the Reno Air Races, with the pilot to be John Paul Jones.

This program will also have films of the Cleveland Air Races presented by Rod Nimmo.

LAST MEETING (FEB).....Ed

The February meeting was well attended and those that stayed past the business portion were well rewarded. Jack Fabbri, of Jack Stafford Models, gave a talk concerning the cutting of foam cores for wings. This was followed by a wing covering with wet silk by Larry Leonard.

The best model award of a gallon of fuel went to Nate Rambo and his "Messerfokker Bf109E (2"= 1' scale). Rumor has it that he had the most flight points at the Phoenix contest!

* * * *

EXCERPTS FROM THE AMA COMPETITION NEWSLETTER.....Ed

1 - The R/C Scale Team has been selected as follows: Joe Bridi (BIJDS), Maxey Hester (Iowa) and Claude McCullough (Iowa). This team will represent the United States in the first International R/C Scale Contest in Germany, July 23 - 27, 1969. This team was selected by a committee appointed last year by AMA President Clinton Weirick: Bill Northrop (Chairman), Bob Noll and Woody Woodward. This selection was made on the basis of R/C abilities AND ability to pay their own way!!

2 - The FAI Scale rules will be used at the NATS this year.

3 - Thoughts by Granger Williams: "Keep it 'Flying Scale' by placing emphasis on both aspects, flying ability & fidelity to Scale. But do not not emphasize 'scale speed', since maneuverability is greatly deteriorated by lack of sufficient flying speed. This should be within reason of course, but 'floundering around' leaves something to be desired in the flying dept.!!"

4 - Sport Pylon is the new name for the old Open Pylon. The model & engine size is governed by the following:

<u>Maximum engine size</u>	<u>Minimum wing area</u>
.61	610
.56	590
.51	575
.49	550
.40	500
.35	475
.29	450
.23	425
.19	400
.15	375
.10	350
.049	200

Delta airplanes require 50% more wing area; wing thickness shall not be less than 15% of the chord at any given point.

5 - Pylon Racing - only single barrel R/C carbs are allowed

6 - R/C Aerobatic Team for 1969: Phil Kraft, Jim Kirkland and Jim Whitney, with Team Manager Ron Chidgey.

* * *

We never seem to tire of going to our local Hobby Shop and spending many hours looking at all the wonderful things that delight the heart of any modeler. Whether he be a newcomer to the Hobby or an oldtimer, they all seem to derive that special enjoyment which only comes when in the company of other modelers that frequent our favorite Hobby Shop.

At these Shops, you will find all the goodies your heart desires. Older kits that you have built, flown and remember with nostalgia, new ones that you're just itching to build and try with great expectation.

Here the newcomer can ask for and receive the tried and true basic and advanced fundamentals that would save him many dollars and hours of building time and tremendously increase his enjoyment of model flying.

Your local Shop Owners are dedicated to you, the Modeler, in every way, shape and form. We need them as much as they need us. By supporting your Favorite Shop, you will benefit many times over in the long run.

This page is dedicated to you the Modeler, and is brought to you the Valley Flyer Modeler, through the courtesy of the following Hobby Shops:

VAN NUYS

Art @

The Hobby House
7516 Balboa Blvd.
Van Nuys

SANTA SUSANA * SIMI

Irv @

Tapo Pharmacy
2267 Tapo St.
Santa Susana

SANTA MONICA

Colby @

Evetts' Hobby Land
1636 Ocean Park Blvd.
Santa Monica

NORTHRIDGE

Larry @

Larry's Hobby Center
8960 Reseda Blvd.
Northridge

BURBANK

Tony & Addie @

T & A Hobby Lobby
3512 W. Victory Blvd.
Burbank

Hans @

Willshire Model Center
1301 Willshire Blvd.
Santa Monica

PALOMAR R/C FLYERS
PRESENTS - - -

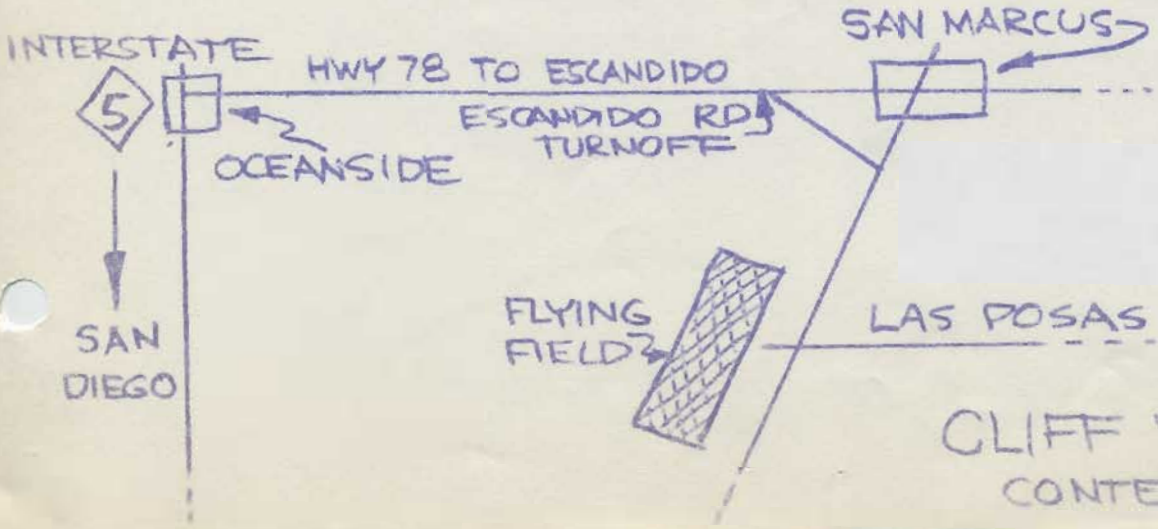
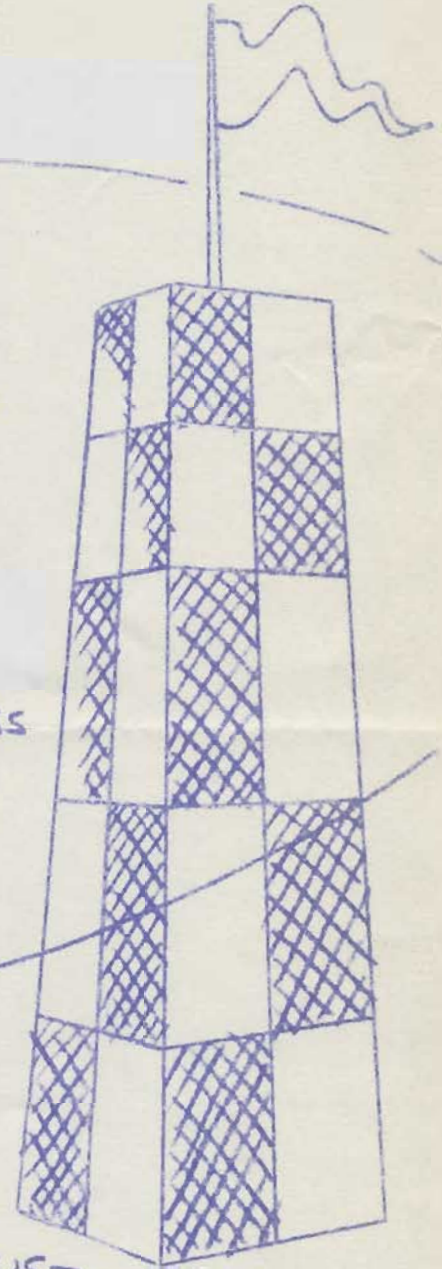


FORMULA 1 RACING

450 GO FAST CLASS

MARCH 22, 1969
START 0900 AM TIL ?

SAN MARCUS AIRPORT
SAN MARCUS, CALIF.



CLIFF WEIRICK
CONTEST DIRECTOR