

THE THOMAS YALOW COMPANY INC.

1970

Jan

THE VALLEY FLYER



VOL. 1

VALLEY R/C FLYERS

FIRST CLASS MAIL



SAN FERNANDO VALLEY R/C FLYERS, INC.

The San Fernando Valley R/C Flyers, Inc., meet on the 2nd Tuesday of each month at 8 pm in the Encino woman's club, at Ventura Blvd. and Paso Robles Ave. in Encino. Permission to reprint is granted, credit the Valley Flyers and the Author (s).

OFFICERS OF THE VALLEY FLYERS - 1970

President	Dick Sonheim		
Vice President	Les Kesner		
Secretary	Bob Davidson	Editor	Gayle Smith
Treasurer	Bob Smith		

EDITORIAL

HAPPY NEW YEAR !!!!!

I hope you all had a Happy Holiday season. Now it is time to get back to our task at hand - a working club, not a club in name only!!!

The newsletter will have some new features. There will be a classified ad section, letters to the editor section, and a new 1970 look.

If you have anything for sale please have the copy in by the first of the month. All letters to the editor will be answered in the following newsletter by a person who is capable of giving a correct answer.

I would appreciate any suggestions of other features you might like to see in your newsletter.

Let us give 100% backing and help to the new officers of the club this year. If I might parody a quote, "let us see what we can do for our club, so that our club can do for us."

This month's chuckle!!!!!!!

(from readers digest)

Pointing to a pan of chicken wings and legs disguised in the classic mess hall manner, a young airman asked the mess sergeant, "what's for chow?" "Air Force chicken," replied the sergeant. "You want wings or landing gear?"

From all indications our hobby should increase in size many times in the new decade ahead. We have seen the state of the art change during during the 1960's from single channel, to reeds, to miniature proportional radios; from slow flying rudder only, to high performance stunt and high speed racing models; from crude unflyable scale models to highly detailed, scale performing model aircraft.

What about the next decade-----the 1970's; will the new ideas come the builders, the flyers and the experimenters? Most important of all-- will the many manufacturers continue to improve upon their products to make our hobby an even more interesting sport? YOU BET THEY WILL !!!

The VALLEY FLYERS must also move ahead. We need active members. We need new members with new ideas to help us grow and improve our past successes. This is the year we plan to have all our members "GET INVOLVED". Our new officers have set some goals for the year that require every member's active participation.

The chairmen of about 15 different committees have some BIG plans for the year that will need the active support of the members on their committees.

We have a very enthusiastic contest board making plans that should have something of interest for all flyers.

The program committee is planning an interesting series of programs for the coming year. In addition to the program, the best model award, and raffle, we will have a new monthly feature.

In order that we may avoid some of the financial problems of the past year, there are several very interesting fund raising projects planned. Just to make one thing clear ----- I guarantee that everyone who participates in these projects will have a most enjoyable year with the VALLEY FLYERS, and will get recognition and profit from it in many ways.

We saw our goal was to get more people "INVOLVED". The wives of several of our members have a few ideas. So ----- your wife may get a call one day to assist in some program. (Don't forget your wife is always welcome as a guest at the VALLEY FLYERS meetings.)

As you can see the newsletter has started off the 1970's with a fresh new look and a new editor. Gayle Smith has taken on the job as editor with a great deal enthusiasm. She may call you call you someday to assist in getting out the newsletter, and who can turn a pretty gal down? (Thank you, Dick, the editor) Also a reminder that the 1970 dues will be collected at the January and February meetings. The dues are \$ 10.00 for the year and includes the AMA charter club insurance and as an extra bonus a VALLEY FLYER patch for your shirt or cap.

REMEMBER THE NEXT MEETING ON JANUARY 13, 1970 (TUESDAY) at 8 o' clock. PLEASE BE PROMPT!!!!!!!!!!!!

DUES FOR 1970-----\$ 10.00 !!!!!!!!!!!!!!!

...the following page is dedicated to all presidents, now and future, who are truly flying in the "hot seat": | | |

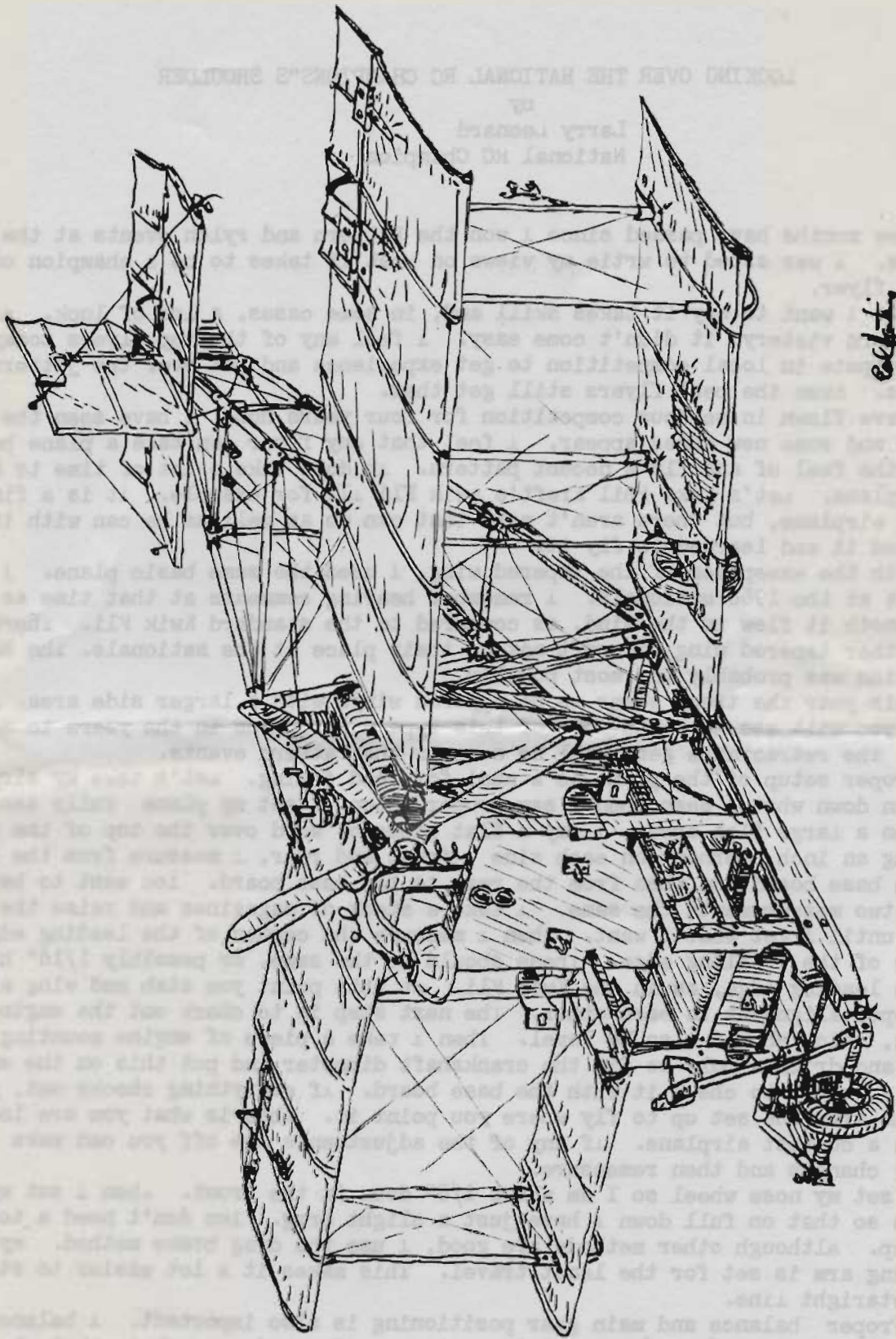
THE FOLLOWING PAGE IS DEDICATED TO ALL PRESIDENTS, NOW AND FUTURE, WHO ARE TRULY FLYING IN THE "HOT SEAT": | | |

...the following page is dedicated to all presidents, now and future, who are truly flying in the "hot seat": | | |

THE EDITOR

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ect.

LOOKING OVER THE NATIONAL RC CHAMPIONS'S SHOULDER

by

Larry Leonard
National RC Champion

Three months have passed since I won the Pattern and Nylon events at the Nationals. I was asked to write my views on what it takes to be a champion competition flyer.

First I want to say it takes skill and, in some cases, a lot of luck. As for my Pattern victory, it didn't come easy. I feel any of the top flyers today must compete in local competition to get experience and get over the jitters--yes, jitters. Even the best flyers still get them.

I have flown in serious competition for four years now. I have seen the trends change and some new names appear. I feel that any flyer can take a plane he likes the feel of and fly a decent pattern. It does take a lot of time to know an airplane. Let's take Phil Kraft's Kwik Fly III for example. It is a fine flying airplane, but there aren't many that can do as well as he can with it. He liked it and learned to fly it.

With the exception of the tapered wing, I used the same basic plane. I also flew it at the 1968 Nationals. I remember hearing comments at that time as to how smooth it flew in the wind, as compared to the standard Kwik Fly. There were other tapered wing aircraft making their place at the Nationals. The New Orleanian was probably the most popular.

This year the trend seems to be tapered wings with a larger side area. I think you will see more and more of this type of airplane in the years to come. Also, the retractable gear will be seen in the Pattern events.

Proper setup of the plane is a must for good flying. Let's take my airplane and run down what I mean when I say proper setup. I set my plane fully assembled on a large flat area. I lay a flat piece of wood over the top of the stab. Leaving an inch overhang on each side, front and rear, I measure from the front to the base board and then from the rear to the base board. You want to have these two measurements the same. I take a stack of magazines and raise the nose wheel until I get what I want. Then I measure the center of the leading edge and the center of the trailing edge. These should be the same, or possibly 1/16" higher, on the leading edge, as in the Kwik Fly. At this point you stab and wing are at proper alignment to each other. The next step is to check out the engine thrust, which should also be level. Then I take a piece of engine mounting block and drill a hole to fit the crankshaft diameter and put this on the engine, using a square to check it with the base board. If everything checks out, you have an airplane set up to fly where you point it. This is what you are looking for in a contest airplane. If any of the adjustments are off you can make proper changes and then remeasure.

I set my nose wheel so I am about 1/8" down in the front. Then I set my brakes so that on full down I have just a slight drag. You don't need a total lock up. Although other methods are good, I use the drag brake method. My steering arm is set for the least travel. This makes it a lot easier to steer in a straight line.

Proper balance and main gear positioning is also important. I balance my ship at about 40% -45% and set the main gear forward, enough so that when the tank is empty I can push the tail down and it will just stay there. It makes it much easier to rotate for your takeoff.

Now that the plane is set up properly and ready to go, get out and give it a try. If there are any top flyers in your area, go ahead and ask them for assistance in running through your pattern. But on the other hand, don't overdo

HOBBY DEALER DIRECTORY

This newsletter is brought to you the VALLEY FLYER MODELER through the courtesy of the listed Hobby Shops and their interested owners.

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Larry's Hobby Center
8960 Reseda Blvd.
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344-3105

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The Hobby House
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Van Nuys
786-0701

SANTA SUSANA/
SIMI

Irv @

Tapo Pharmacy
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Santa Susana
340-2542
805-526-4224

SANTA MONICA

Hans @

Wilshire Model Center
1304 Wilshire Blvd.
Santa Monica
395-0633

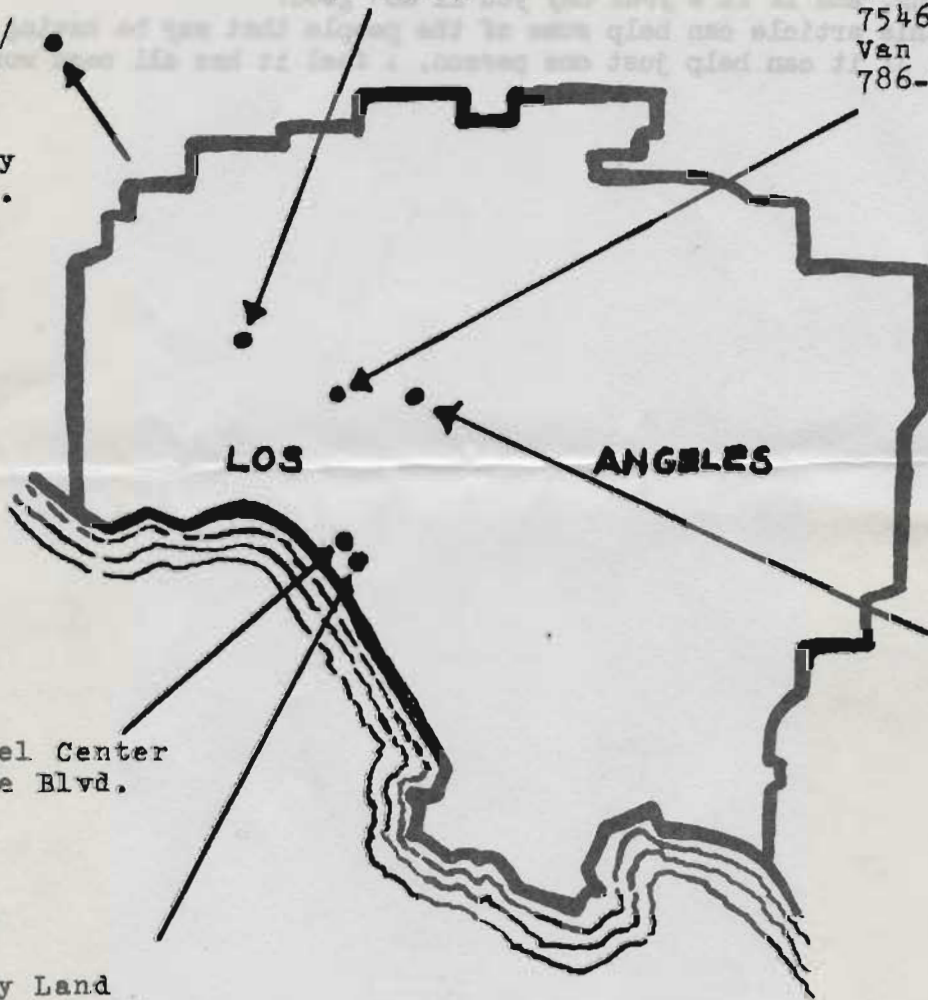
Colby @

Evetts Hobby Land
1636 Ocean Park Blvd.
Santa Monica
EX 6-0280

BURBANK

Tony & Addie @

T & A Hobby Lobby
3512 W. Victory Blvd.
Burbank
842-5062



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 expectations.