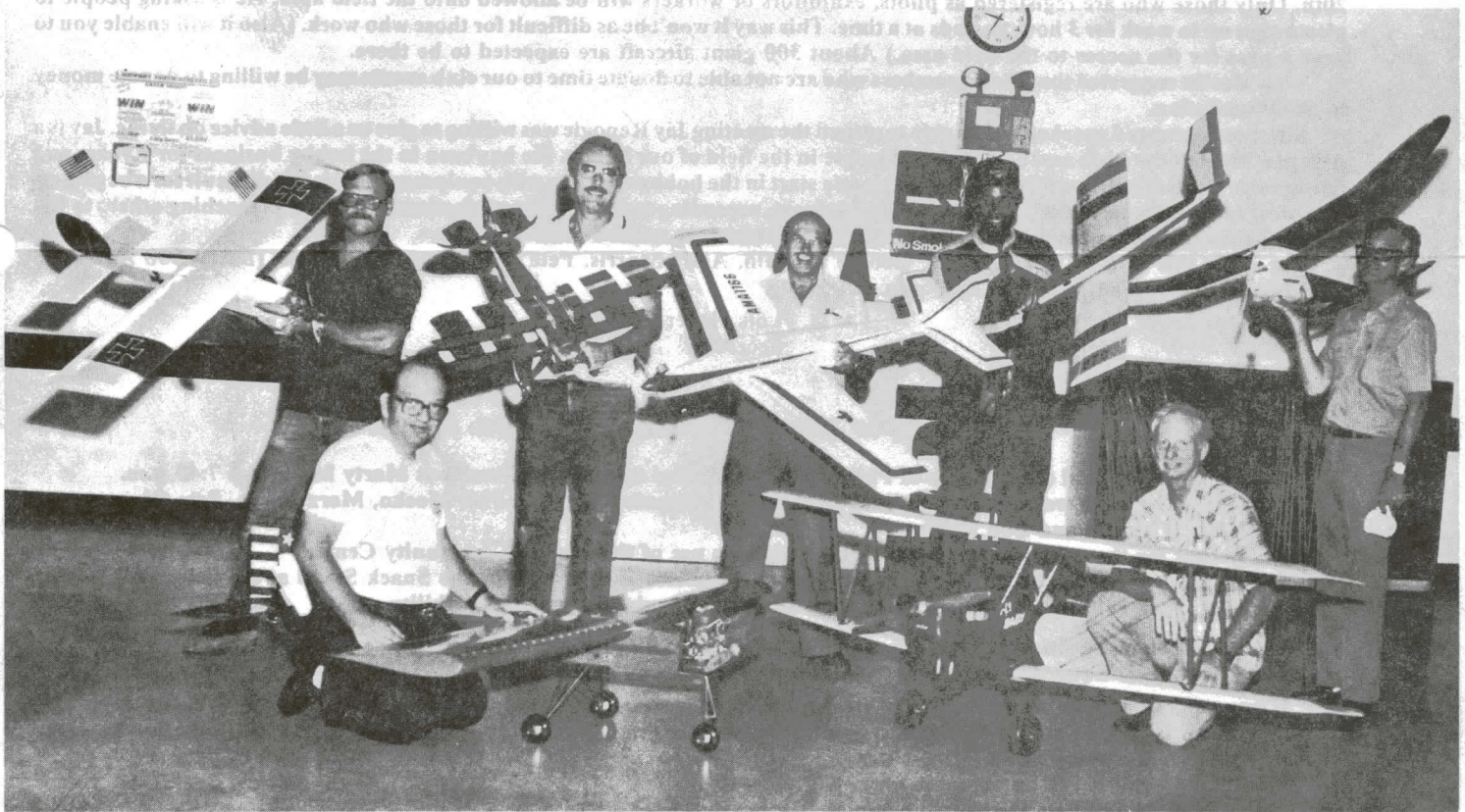


THE VALLEY FLYER

AUGUST

1984



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786-0029

Vice President: Mel Giffs
705-2628

Secretary: Lois Hager
893-0221

Treasurer: Pete Olson
767-0522

News Editor: Dick Hager
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Event Director: Bob Neithart
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BURBANK

Public Relations: Dennis Hargrove
(213) 399-3583

Membership Chairman: Ken Tyler
886-0203

Field Manager: Phil Mosko
645-2957

VALLEY FLYERS REGULAR MEETING:

4TH TUES. OF EVERY MONTH - 7:30 P.M.
ENCINO COMMUNITY CENTER
4935 BALBOA BLVD., ENCINO, CA

PRESIDENTS CORNER

Well by the time you read this the IMAA Giant Scale Fly In will be history. Those of us who volunteered to support the program will probably be aware that we were part of a "FIRST" and we hope that all who participated had a good time.

Our field looks great now that the stripes are down and a vote of thanks to Phil Mosko for his effort on our behalf.

It sure gets hot in my garage, but that Sig Kommander is almost ready to take to the field. It will feel good to have something to "crash" again.

Hey people, if there's an event you would like to see, lets hear from you. Maybe you would like to see a "4 cycle flyin" or a ".40 fun fly race" or anything else you may want. Let's hear it!!

Marty Mallow

GENERAL MEETING - JULY 24, 1984

The meeting was called to order by our president Marty Mallow, followed by the Pledge of Allegiance.

Visitors were introduced.

One of the trees at the field has been cut down (evidently by vandals). Since we have spent so much money for improving the field we feel there should be some way to have more security out there to prevent this type thing from happening again.

A report from the Quickee 500 that was held on July 22, showed that there were 34 entires - 21 expert and 13 standard. The Boy Scouts that have been introduced to our hobby recently (through the efforts of Marv Zauss) were a great help at this contest, according to Bob Scheurman, CD. Thanks to everyone who helped!

Goof Ball nominations were: Jay Repogle for using the wrong frequency after changing his radio and Walt Clark who took off with the Stearman tail heavy. Jay won the award. Congrats Jay!!

Show and Tell: There were alot of entrants encluding: Marv Zauss, Fly Baby; Tony McClane & Vick Martin, Learn E; Ken Turner, Phoenix 8; Robert Adamar, Sweet Stick; Bob Loftin, Quickee; Larry Laulom, 1/2A Racer; Jim Hall, Playboy Elect; and Tony McClane, Marks Model Pits. The winners were: Jim Hall, Sport; Ken Turner, Competition and Marv Zauss, Scale.

Walt Clark, president of San Fernando Giant Scale, announced the IMAA Fun Fly Festival to be held at the basin Aug. 16th - 20th. Only those who are registered as pilots, exhibitors or workers will be allowed onto the field area. He is asking people to please sign up to work for 3 hour periods at a time. This way it won't be as difficult for those who work. (Also it will enable you to have a pass for the access to the field area.) About 300 giant aircraft are expected to be there.

Vick Martin suggested that those members who are not able to donate time to our club events may be willing to donate money to the Foundation.

Since our arranged speaker was unable to attend the meeting Jay Repogle was willing to give us a little advice on flying. Jay is a past president of our club and very knowledgable in the field of our hobby. He has been in the hobby business for 9 years and flying since 1961. He stressed that too many people start in the hobby of flying with equipment that is too difficult for a beginner. The most rewarding part of being in the hobby business, according to Jay, is the satisfaction he gets out of teaching others to fly. Many thanks to Jay for his advice and for "filling in" when we needed him.

The raffle was won by Bob Adamar, George Romain, Andy Morris, Pete Olson and Dick Burns. (Sorry Bob Adams!)
The meeting was adjourned at 9:30 p.m.

Lois Hager
Secretary

BOARD OF DIRECTORS MEETING - AUG. 14, 1984

The meeting was held at the home of Phil Mosko and called to order by President Marty Mallow at 7:45 p.m.

Those in attendance were: Marty Mallow, Dick Hager, Dennis Hargrove, Phil Mosko, Marv Zauss, Pete Olson, Mel Gifis, Vick Martin and Bob Neithart.

The permit for the next year has been obtained for the use of the Encino Community Center.

A suggestion was made that we look into a permanent enclosed structure for the Snack Stand at the field. Phil Mosko is to check with the Parks and Recreation Dept. for requirements and possibility.

Marty will be on vacation in October, so Vice-President Mel Gifis will be in charge.

The Giant Scale Squardon has made their first payment on their portion to the city for the maintenance of the field.

It was suggested to the board that Betty Stream's name be written in for AMA District 10 Vice President for the year 1985. Protection is needed for the timers and pylon judges during racing events. Mel Gifis will check on chain link fence construction for this purpose.

Vick Martin will check on scanners for new frequencies.

Marty Mallow and Pete Olson will complete the tax forms for IRS.

The Department of Parks and Recreation is going to replace the tree that was cut down at the field.

A motion was made by Bob Neithart and seconded by Phil Mosko that Dick Hager be allowed to purchase the press by monthly payments consisting of out of pocket expenses for printing the monthly newsletter. (In other words there will be no charge for printing the newsletter except for postage until the value of the press is reached.) Thereafter Dick will print the newsletter for cost of material only. Motion was passed by the board.

The meeting was adjourned at 9:30 p.m.

ENTERTAINMENT

In August John Loupperger from Hobby Shack in Fountain Valley will give a presentation on new kits available. Don't forget our Swap Meet in October. Start getting your saleable items ready. It's always a good event.

NEWSWORTHY NOTES

SHEETING FOAM CORE WINGS

For a fast, easy method of sheeting foam core wings or stabs, I have found this method works very well.

First, find a flat surface large enough for one set of wing sheeting. Then spray some 3M #77 adhesive evenly over it. After about 30-60 seconds, lay a sheet of waxed paper down and smooth it out. Next spray another coat of #77 adhesive on the waxed paper, and wait five minutes.

You may now lay the balsa sheets down on the waxed paper and they will be securely held. Make sure the edges are butted against each other with no gaps. Once you're satisfied with the joints, run some regular (thin type) CA along the joints. Immediately sand the sheeting with 150 grit sandpaper wrapped around a straight piece of 1 x 2 x 12" wood. Now thoroughly vacuum the sanded surface and finish off by lightly wiping with a tack rag.

Prepare the core by sanding with 320 grit sandpaper wrapped around the 1 x 2 x 12". Thoroughly vacuum the core and wipe with the tack rag. Now, using Hi Johnson's double sided tape, cover the entire side of one surface of the core. (I used the 3" width.) The core should be supported in the foam nest supplied with the cores. Then peel off the backing paper. If any bubbles appear in the tape, simply lay the backing paper back down and run your hand over it. This should firmly adhere the tape to the core.

Next, lift the sheeting from the waxed paper and position it carefully (sanded side towards the core), above the core, then press into place. Using firm pressure, run your palm over the whole surface. This surface is complete.

Do the other sides in a like manner. Trim the edges, add leading, trailing edges and tips, and sand using 150 followed by 320 grit paper. The wing is now complete, ready for covering or painting.

I have found that an entire wing can be sheeted in one evening using this method, and is very securely held. My Double Eagle was done this way, and after a vertical crash not one portion of the sheeting came loose.

Ken Turner

A version of this article first appeared some 25 years ago. Strangely, it hasn't aged!!

Submitted by Rodney Joffe

I attended my first Valley Fliers meeting in 8 months in July, Mel Gifis, bless his heart, gave me a hard time because of my R/C inactivity. It was very difficult to coherently explain the reason for my absence. After some thought, I think I've found a way. As many of you already know, besides my interest in R/C, I am an avid amateur radio operator (to the uninformed, a 'ham').

The letter below is self-explanatory, and should serve as a lesson to one and all.

"To the National Insurance Company, Boston;

Dear Sirs,

I am writing this letter in response to your request for additional information for block No 3 of the accident reporting form I submitted recently. I put "poor planning" as the cause of my accident. You said in your letter that I should explain more fully, and I trust that the following details will be sufficient;

I am an amateur radio operator, and on the day of the accident I was working on the top section of my 80-ft tower. When I had completed my work I discovered that I had, over the course of trips up the tower, carried up about 300 lbs of tools and spare hardware. Rather than carry the now un-needed tools and materials down by hand, I decided to lower the items down in a small barrel by using a pulley, which fortunately was already attached to the gin pole at the top of the tower.

Securing the tope at ground level, I climbed to the top of the tower and loaded the tools and materials into the barrel. Then I went back to the ground and untied the rope, holding it tightly to insure a slow descent of the 300 lbs of tools and hardware. You will note in block 11 of the accident reporting form that I weigh 185 lbs.

Due to my surprise at being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say I proceeded up the side of the tower at a rather rapid rate. In the vicinity of the 40-ft level I met the barrel coming down. This explains my factured skull and broken collarbone. Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two nuckles deep into the pulley.

Fortunately, by this time, I had regained my presence of mind and was able to hold onto the rope in spite of my pain. At approximately the same time, however, the barrel of bolts hit the ground and the bottom fell out of the barrel. Devoid of the tools, the barrel now weighed 20 lbs. I again refer you to my weight in block 11. As you might imagine, I began a rapid descent down the side of the tower. In the vicinity of the 40-ft level I met the remains of the barrel coming up. This accounts for the two fractured ankles and the lacerations of my legs and lower body.

The encounter with the barrel slowed me enough to lessen my injuries when I fell onto the pile of tools, and fortunately only 3 vertebrae were cracked. I am sorry to report, however, that as I lay in pain on the pile of tools, unable to stand, and watching the empty barrel 80-ft above me, I again lost my presence of mind. I let go of the rope."

Thanks to TWO-FOUR et al

(Editor's note: Thanks to Rodney Joffe for "making our day" with this article.)

AND FINALLY (Daily News 7-18-84)

NORTH ADAMS, Mass. — A man apparently upset by noise from radio-controlled model airplanes circling a school near his mother's home allegedly tried to shoot them out of the sky with a rifle, police said Tuesday. Terry Davine, 31, of North Adams, was to be arraigned today in Northern Berkshire District Court for allegedly firing six rounds from a .22-caliber rifle at the planes.

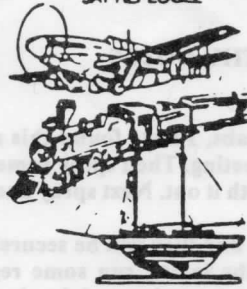
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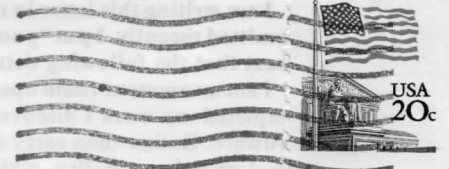
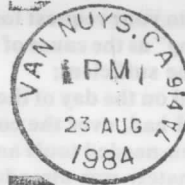
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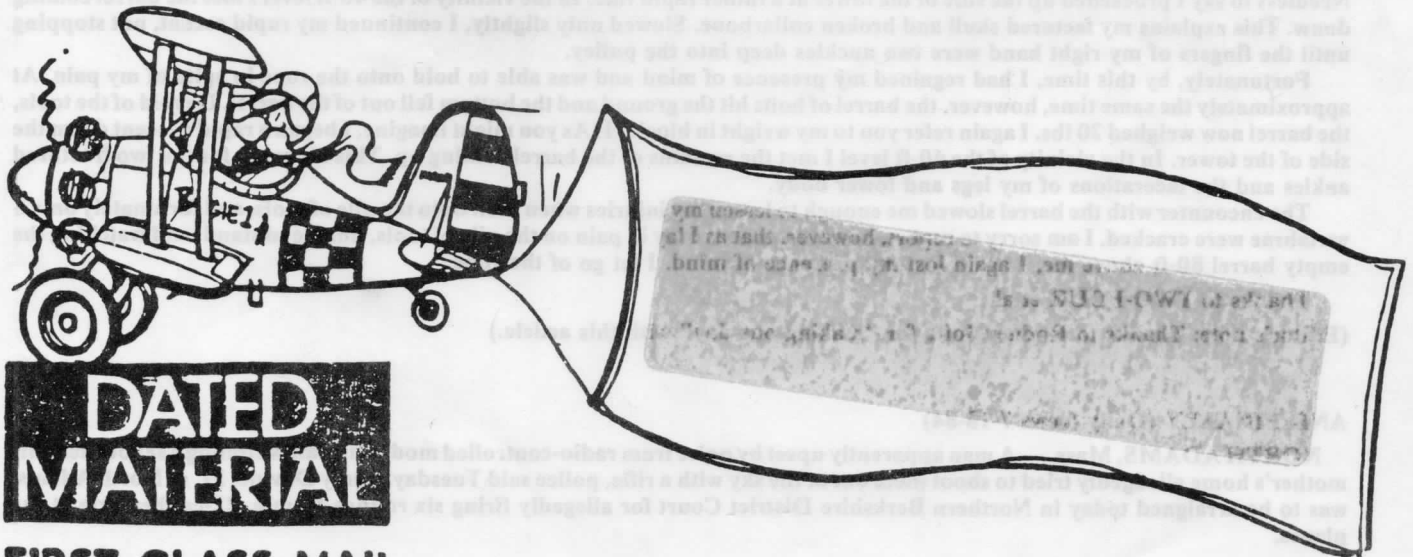
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THE VALLEY FLYER

Dick Hager
 16458 Knapp Street
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