

THE

# VALLEY FLYER

AUGUST

1986



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**Program Chairman: Pete Chagares**  
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**Membership Chairman: Bob Adams**  
818/345-7223

**Field Manager: Pat Baner**  
818/705-2546

**VALLEY FLYERS REGULAR MEETING:**

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

Club President, Ken Tyler, called the meeting to order at 7:15pm at the home of Gene Sidwell. Those in attendance were: Ken Tyler, Art Pelka, Grace Pelka, Ron McClave, Gene Sidwell, Bob Adams, Pat Baner, J.W. Hedden, Pete Chagares, Vic Martin, and Marve Zauss.

The Treasurer, Ron McClave, opened the meeting with the Treasurers report.

Old Business:

The secretary read the minutes of the past board meeting as a reminder of the unfinished business.

Unfinished business is as follows:

1. Fliers were to be sent out announcing the fun-fly at the Veterans Administration Hospital on August 10th.
2. The Membership Director was to contact all club members who have not joined the AMA to inform them that they must do so.
3. Membership ads were to be placed in all the local newspaper.
4. A meeting was to be held to determine awards for the people who work the flying events.

New Business:

Pat Baner reports that the City Parks Commission had denied the Club the use of their storage yard to store our air race pylons.

Gene Sidwell announced that he knows a gentleman that will give a talk on the topic of "Star Wars," at one of our future club meetings.

A motion was made that the club spend a maximum of \$250.00 to have the weeds cut down at the south end of the runway. The motion was seconded and passed.

A discussion was held on the requirement that all model flyers have a city license to fly at the field. A requirement for a city license would be that the applicant be a member of the AMA or provide proof that the flyer has a liability insurance policy with a coverage of up to \$1,000,000.00.

Pat Baner will inquire about renting the Variety Art Theater banquet hall, for the clubs Christmas party.

Vic Martin suggested that we start contacting potential speakers for next years club meetings.

Gene Sidwell will be in charge of the October 11th club barbecue. A working force will be needed for this event. Ron McClave volunteered to get the meat and the barbecue.

A motion was made, seconded and passed to name the modeler of the year award, after Reed Packard. Reed passed away this year and is dearly missed by the club.

The meeting was closed at 9:30pm.

CLUB MEETING -- July 22, 1986

The meeting was called to order at 7:40pm, followed by the Pledge of Allegiance lead by the President Ken Tyler.

The introduction of guests followed. The new members are: Larry Thompson, Tom Payne, Ken Kronick, Lowell Wexler, Robert Upton, David Swartz, and Dale Utterback.

Treasurers report by Ron McClave was positive.

Field report by Pat Baner indicated that the city is deferring their plans to pave the entrance driveway and parking area to a later date than the original plans.

Vic Martin announced that tickets went from 25¢ to \$1.00 for the raffle. Members will have the opportunity to disapprove, if they wish. Odds are the same for all.

Herb Hoyer then made his presentation. He started by giving a history of his experiences, then went into an explanation of the advantages of the kits he represents. His presentation was well received. Question and answer session followed.

The goof ball nominations: Larry Laulom, Mort Rosenthal, Mark Swartz, Oscar Kane, George Romaine. Oscar Kane won the Goof Ball for not cementing any of his control surfaces into the plane.

The fly-in at the Veterans Administration was announced by J.W. Hedden. The date is August 10. Marv Zauss announced that the veterans enjoyed the buddy box, when given the opportunity. Pete Chagaris, asked for the winners of the last show and tell to come and get their winners cups.

Show and Tell: Bob Adams spoke about his Corsair, a Royal Kit, took him nine months to build, weighs 27 pounds.

Mark Swartz spoke about his Rearwin Speedster. He wanted to show it before he flew it, as he feared for its life.

Jerry Dyer spoke about his Sweet Stick. It was a yellow model, and is ideal for a "knock around."

Dolby Evett discussed a "jet" type non scale model. A unique approach to jets.

Winners of Show and Tell: Colby Evett, Jerry Dyer.

Raffle winners: Mort Rosenthal (won twice), Bob Smith, David Lurie, and Candy Adams

The meeting adjourned at 9:30pm.

Art Pelka (Secretary)

The meeting was called to order at 7:45pm, followed by the Pledge of Allegiance led by the President Ken Tyler. The introduction of guests followed. The new members are: Larry Thompson, Tom Payne, Ken Kromick, Lowell Wexler, Robert Upson, David Swartz, and Dale Usterback. Treasurer's report by Ron McClave was positive.

Field report by Pat Bauer indicated that the city is delaying their plans to pave the entrance driveway and parking area to a later date than the original plans.

Vic Novick announced that tickets went from 25 to \$1.00 for the rally. Members will have the opportunity to disapprove, if they wish. Odds are the same for all.

Hello!

Next Hovey then made his presentation. He started by giving a history of the club. The guest speaker at our August meeting will be Gene Sidwell. Gene will talk about his exploits in a P-38 during the war.

Start putting together all your goodies for our swap meet to be held this coming October. It's time to clean out the attic and dust off those kits, planes, engines and radios that are just sitting in the corner. Put a price tag on them and bring them down to the swap meet.

See you at the meeting. Safe flying!!

Pete Chagares

<u>TRIM FEATURE</u>	<u>MANEUVERS</u>	<u>OBSERVATIONS</u>	<u>CORRECTIONS</u>
CONTROL CENTERING	Fly general circles and random maneuvers.	Try for hands off straight and level flight.	Readjust linkages so that Tx trims are centered.
CONTROL THROWS	Random maneuvers.	A. Too sensitive, jerky controls. B. Not sufficient control.	If A, change linkages to reduce throws. If B, increase throws.
ENGINE THRUST ANGLE <sup>1</sup>	From straight flight, chop throttle quickly.	A. Aircraft continues level path for short distance. B. Plane pitches nose up. C. Plane pitches nose down.	If A, trim is okay. If B, decrease downthrust. If C, increase downthrust.
CENTER OF GRAVITY LONGITUDINAL BALANCE	From level flight roll to 45-degree bank and neutralize controls.	A. Continues in bank for moderate distance. B. Nose pitches up. C. Nose drops.	If A, trim is good. If B, add nose weight. If C, remove nose weight.
SPLIT ELEVATORS (Also Yaw and C.G.)	Into wind, pull open loops, using only elevator. Repeat tests doing outside loops to inverted entry.	A. Wings are level throughout. B. Plane tends toward outside when right side up, and to inside when inverted. C. Plane goes in on regular loops, and out on inverted. D. Plane goes out on both types of loops. E. Plane goes in on both types of loops.	If A, trim is fine. If B, add weight to right wing, or add right rudder. If C, add weight to left wing, or add left rudder. If D, raise right half of elevator (or lower left). If E, raise left half of elevator (or lower right).
YAW <sup>2</sup>	Into wind, do open loops, using only elevator. Repeat tests doing outside loops from inverted entry.	A. Wings are level throughout. B. Yaws to right in both inside and outside loops. C. Yaws to left in both inside and outside loops. D. Yaws right on insides, and left on outside loops. E. Yaws left on insides, and right on outside loops.	If A, trim is correct. If B, add left rudder trim. If C, add right rudder trim. If D, add left aileron trim. If E, add right aileron trim.
LATERAL BALANCE	Into wind, do tight inside loops, or make straight up climbs into Hammerheads. Do same from inverted entry.	A. Wings are level and plane falls to either side randomly in Hammerhead. B. Falls off to left in both inside and outside loops. Worsens as loops lighten. C. Falls off to right in both loops. Worsens as loops tighten. D. Falls off in opposite directions on inside and outside loops.	If A, trim is correct. If B, add weight to right wing tip. If C, add weight to left wing tip. If D, change aileron trim. <sup>3</sup>
AILERON RIGGING	With wings level, pull to vertical climb and neutralize controls.	A. Climb continues along same path. B. Nose tends to go to inside loop. C. Nose tends to go to outside loop.	If A, trim is correct. If B, raise both ailerons very slightly. If C, lower both ailerons very slightly.
WING INCIDENCE	Knife edge flight.	A. Model tends to veer in nose up direction. B. Model veers in nose down direction.	If A, reduce wing incidence. If B, increase wing incidence.

1. Engine thrust angle and C.G. interact. Check both.

2. Yaw and lateral balance produce similar symptoms. Note that fin may be crooked. Right and left references are from the plane's vantage point.

3. Ailerons cannot always be trimmed without sealing the hinge gap.

**SUPPORT THE HOBBY SHOPS THAT SUPPORT YOUR CLUB**

<b>Hobby House</b> Jay Replogle	17721 Vanowen St, Reseda, Ca	(818) 609-1968
<b>Smith Brother's Hobby Centers</b>	<b>#1. 8941 Reseda Blvd., Northridge, CA</b> <b>#2. 16217 Victory, Van Nuys, CA</b> <b>#3. 1223 W. Avenue I, Lancaster, CA</b>	<b>(818) 885-8636</b> <b>(818) 786-6583</b> <b>(805) 942-6984</b>
<b>Chuck's Hobby Hanger</b> Chuck Siegle	21831 Sherman Way, Canoga Park, CA	(818) 347-3197
<b>Eve't's Model Shop</b> Colby Evett	1636 Ocean Park Blvd., Santa Monica, CA	(213) 452-2720
<b>Robin's Hobby Service</b> Bill Hambley	1844 West Glenoaks Blvd., Glen Dale, CA	(818) 240-2093
<b>MK Model Products</b> Dave	12420 Burbank Blvd., N. Hollywood, CA	(818) 506-7564
<b>Craftsman Hobby Shop</b> Dick & Patty Waddell	10122 Balboa Blvd., Granada Hills, CA	(818) 363-3323
<b>Montrose Hobby</b> Graig and Maury Foxgord	2623 Honolulu Ave., Montrose, CA	(818) 248-3871

**THE VALLEY FLYER**

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