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THE VALLEY FLYER



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VALLEY R/C FLYERS



SAN FERNANDO VALLEY R/C FLYERS, INC.

The San Fernando Valley R/C Flyers, Inc. meet on the 2nd Tuesday of each month at 8pm in the Encino Women'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	Editor	Gayle Smith
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EDITORIAL

My soap box oration this month consists of a great big thank you to all those of you in the club who have taken time from your everyday busy life to write an article for your newsletter. Without all of your help the past few months that I have been editor would not have been so easy for me to be editor nor would the newsletter been so full of interesting articles. I hope that all the club members will be interested enough to keep the newsletter really alive.

Remember our Swap and Shop. Be Early and get the goodies! ! ! ! !

Our next meeting will be on May 12th at 8pm at the Encino Women's Club. Be prompt.

This month's chuckle is from the April DCRC Newsletter. It also causes one to think a little about his flying comrades.

DAYDREAMING!

Oh how I wish that I could be there
And have my plane up in the air
To watch it sail through the sky so blue
And say to myself, "What a lovely view".
To look at the glint in the judges eyes
As they think to themselves, "He will get the prize".
To bask in the warmth of the last sun's ray
As I get the award at the end of the day
But then I get to look around
At all of the work here on the ground
And suddenly my dream fades

Fred E. Koenig



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THE PRESIDENTS CORNER

Its wonderful to see our membership grow every month. In order to be a successful organization we must continue to get new members with new ideas. Every member should take it upon himself to encourage the flyers at the Basin to attend our meetings and to join THE CLUB.

Whit Stockwell has made about a dozen signs telling about the Valley Flyers. Bud Anders will distribute the signs to all the Hobby Shops in the area.

Here is some advance notice of upcoming events that should be of interest to all. The program for the June 9th meeting will be Clarence Lee with his engine clinic. This will be an open discussion. Please bring your questions and your engine problem to the expert.

The July 14th meeting will be flying and fun at the Basin. Starting at 5:30 pm, we will have a fly for fun spot landing contest with prizes. After the short contest we will have a special THRILL show that will be different than anything you have ever seen performed on our flying site. You will want to be sure to bring all your friends that evening.

Don't miss the Scale Rallye and Contest May 16th and 17th at Sepulveda Basin. This is the one big scale event hosted by your club this year.

Mick Sonheim

DONT'T FORGET OUR FABULOUS CHRISTMAS PARTY ON DEC.12th. MARK THE DATE ! ! ! ! ! ! !

CONTEST NOTES

You may be interested to hear some of the details of the plans for the coming events sponsored by YOU, since we trust you will want to work at these events and/or fly at them: they will be a success only by virtue of your participation, or a failure only by virtue of your non-participation.

I don't have any details (other than the ones that have already been announced and published) of the SCALE contest on the 16-17 of ~~June~~^{MAY}. Frank Capan and Woody Woodward have that one well in hand and will no doubt have something to say about it at this meeting. The only problem with scale is to get enough entries. If you have a scale or even semiscale airplane, COME AND FLY. At the Nats, by far the biggest spectator appeal is in the scale event; we ought to be able to attract a substantial group here, too.

As for Formula I racing on June 27-28, the C/D, Bob Upton, has ambitious and well-considered plans, some of which you should know about well in advance. For one thing, if you're a member of this club and intend to fly in the races, YOU MUST SUPPLY A WORKER -- someone to help out on the desk, the flags, the flight-line. That is, you either work, or you fly and someone works as a stand-in for you, or you forget it. We hope mighty few will forget it. It takes AT LEAST ELEVEN WORKERS AT ALL TIMES to man this event, in addition to the C/D, the starter (Glen Spickler, the Nats starter, will be doing it for us), and the heat controller (Jack Fabrey, who did this very exacting job at the Nats and several times at Whittier Narrows, will be doing it for us). None of the jobs are jobs that you want to sweat through for two solid days: so the more workers we have, the more relief they can provide for each other. The club will supply cold drinks and hamburgers to the workers, so it will not be the thankless task altogether that it often is. And, under the expert carpentry direction of Nate Rambo and our President, we will have a barricade (more or less impenetrable) down at the scatter pylon to protect at least the lower four feet of the flagmen (they may have to duck to protect the upper one-or-two feet -- we haven't figured out how to protect them from unintended vertically-oriented maneuvers by the Formula I pilots).

Fliers who intend to enter should note the following: THERE WILL BE QUALIFYING HEATS RUN ON SATURDAY UNTIL 2:00 P.M. This is not a matter for debate or preference after the contest starts. Everyone will get two attempts to post a best time. Then the entry list will be split into two groups: HIGH QUALIFIERS and LOW QUALIFIERS. For the rest of the day Saturday, the HIGH QUALIFIERS WILL MAN THE FLAGS AND FLIGHT-LINE while the LOW QUALIFIERS RACE. These consolation races will continue into Sunday morning, with the slower airplanes, the low qualifiers, racing against each other while the finalists provide the labor force. Then, around mid-morning Sunday, the high and low qualifiers will trade roles, and participants in the consolation races will become the labor force for the FINALS flown by the high qualifiers. In this way everyone will get plenty of racing in, but the fast guys will fly against the fast guys, and conversely: the races will be much more evenly matched and interesting for both participants and spectators.

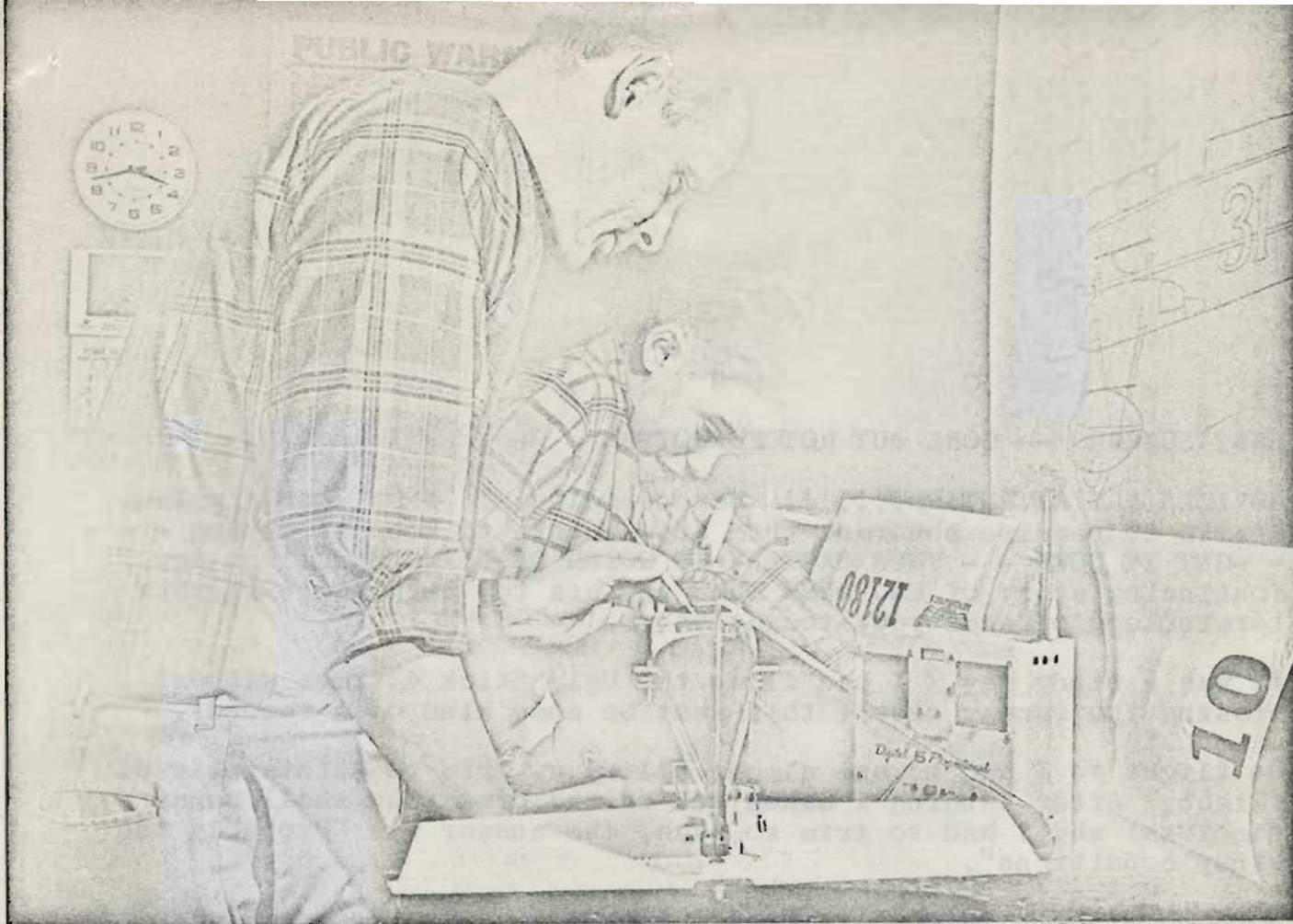
THERE WILL BE TROPHIES FOR THE WINNERS IN BOTH THE CONSOLATION EVENT AND THE FINALS. I think the Valley Flyers are once again, as they have in both stunt and scale, taking the bull of leadership by the horns and showing how these contests can be improved. If it works as well as we think, we hope it will set a pattern for others to follow.

CONTESTS CON'D

The plans for our stunt event are not yet so far along, since we have plenty of time (August 8-9), but the C/D, Larry Leonard, intends to maintain the best of the innovations that he instituted last year and have ABC judged by the experts. For the experts, we hope to have four top judges with Nats experience working for us. We would hope to persuade Jack Stafford, Sam Crawford, Dave Lane, Bill Northrup, or others of their calibre (if there are such) to do the job for us, because they have the experience and know-how. We'll fly three rounds Saturday and two rounds Sunday, with a fly-off by the top five experts. The question of keeping the scores under cover, as we did last year, is still under discussion: if you have opinions, make them known.

By the time you read this the first Formula I race of the Season will be history. We'll report on it next issue. Meanwhile, don't forget the Turlock race (which unfortunately conflicts with our Scale event), the Whittier Narrows race (May 23-24), and the Madera Pattern event (May 30-31). Also before our next meeting the Bakersfield race will have occurred (June 6-7), so there'll be ample to report on.

--Bob Stockwell



The article below is through the courtesy of The WRAMS HORN, thanks.

The Joys of R/C Modeling by Art Byers

Our hobby is, perhaps, one of the most enjoyable because of its many facets.

First of all, it is creative. We start with some sheets and sticks of balsa wood, glue, silk, and end up with a beautiful aircraft--looking about you at our show you see hundreds of such models. Many were not built from kits, rather they are original designs, first put onto paper and then built, piece by piece. Then, unlike many static types of model building, we actually sail our boats and fly our aircrafts. Over the years most of us become quite skilled--both in the building or creative aspect and the flying or control aspect.

...t, even though most of us are far from experts in radio, we do gain much interesting and valuable knowledge about radio and radio control. Many of us build our equipment from kits, learning how to sol-

der and wire radio components, and in varying degrees, what makes the systems work.

Another equally pleasant side of the hobby is that it gets us out into the fresh air and sunshine, away from the crowds and tensions of the cities. Our field is located on a pleasant hilltop--there is always a cooling breeze, even on the hottest summer day, and most of us have nice suntans before the end of June. Many hobbyists bring their families for picnics to the field, and it is not unusual to see a proud father teaching his son how to fly the model aircraft. It can be a very relaxing sport.

For those who enjoy competitive sports, R/C has some of the fastest and most exciting racing anywhere on earth. Both hydroplanes and ski boats are raced by radio control in head to head thrillers on many lakes and reservoirs throughout the nation. And of course, the miniature goodyear racing, known as

formula I, achieves speeds of almost 150mph; those who have seen or taken part in the aircraft racing will tell you it is "out of this world" the most exciting competitive sport ever invented. Another competitive side is the airobatic contests, another and perhaps even more difficult facet.

Of course in every bed of roses there are some thorns. We all have lost models or crashed them due to lack of skill (and occasionally to equipment failure,) and any Summer's outing can be ruined by an unexpected rainstorm; for each winner in a race or airobatic competition, there must be several more who did not win. Still, it is the challenge that contributes to the interest of the hobby.

And perhaps best of all, we share our interest with cinvivial, friendly club members--adding a social pleasure that is missing in many other more solitary hobbies...All in all, R/C is the greatest.

LAST SUMMER -- GONE BUT NOT FORGOTTEN.

NOVICES PAY ATTENTION!!!!!! No one told me! When your airplane starts to require abnormal trim adjustments to keep it flying - - -
- GET IT DOWN - - YOUR BATTERY IS GOING DEAD! And now for the continuing story of MR. DUMB DUMB and his toy airplane (if this terminology offends you, tough, baby).

It was a windy day. I had flown the Ugly Stick 4 times without missing the runway once (this must be some kind of a record).

On flight #4 I had to use almost all my up trim to maintain level flight. After landing I asked one of the pros (who shall remain nameless) why I had to trim so much, the answer was "Probably the windy conditions".

Some 20 minutes later I initiated flight #5. It was quickly apparent that trim had returned to normal*. Within 2 or 3 minutes, trim started to go, the controls became very soft and slow. I hollered for help but it was too late. The Stick peeled off in a wingover and hurtled toward the spectator area with the Enya 60 snarling wide open. On its way through a tree it shucked its flying surfaces and took a large limb with it. The fuse hit just in front of Hal Beckham's car ... WHAM instant rekitting. Someone was heard to murmur, "Das es no Ugly Stick das es liddle liddle sticks"

I was sorry to lose a plane but I thanked God no one was in the way! The spectators really enjoyed the show, bless their hearts....

*Battery voltage had temporarily bounced back to normal during the 20 minute rest.

Don Henry, Jr.

The two articles below were in the March Newsletter of DCRC, thanks. We should all read both and realize what our public image must be in order that the hobby create good will.

the Editor

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PUBLIC RELATIONS

We need a good public image to get and keep flying space.

When we mention our hobby we are often met with varying degrees of incredulity, and extensive ignorance of the sport. We also run into people who have already formed some very strong opinions about R/C model aircraft as a hobby. We can inform the ignorant and incredulous but how can we convince people that this is a legitimate sport and hobby?

Our fellow citizens have long memories of undesirable, unfavorable, painful or disagreeable incidents. A person who last saw model aircraft a few years ago when either there was no flight at all or a crash wrote radio control off as an unsuccessful way to have a good time. He also remembered that it could be dangerous. The experimental flyer may also have been a wild-eyed nut who just didn't look like the sort of guy he wanted to be associated with. He also had to conclude that anyone who would spend that much money on crashes had to be crazy! In each case, another bad impression! After these years of dangerous, uncontrolled, unsuccessful flights, often conducted by the short-time in-and-out of the hobby or the flamboyant showoff, the image is not exactly the sort of image which get us land, space, or public support.

A public image is hard enough to create. But, years of careful buildup with a well-run public information and publicity program can be destroyed by one willful, careless or just plain unlucky incident. Nevertheless, the long-term development program is necessary. The public has to hear about our hobby. They must always hear of it in a positive, pleasant association. If something has gone wrong, the incorrect impressions must be corrected carefully and promptly.

Publicity and public relations programs, release of news items, demonstrations, appearances at public displays and events, and assistance in youth programs must be coordinated and guided by a central authority of the very best and most knowledgeable people. The wild-eyed, odd-looking, and exotic must be eliminated. Then things may get better and better if some RCer does not destroy the image. Loud aircraft disturbing the peace, the disorderly or eccentric behavior of RC/ers, flagrant display of excessive funds, trespass, or improper use of public lands and any of a dozen other things can casually and almost unnoticeable cancel all the careful buildup!

Let us face it. We are a rather different group of people. If we weren't, we would spend our weekends watching baseball or football on the boob tube while drinking beer and kicking our wife and kids. We don't do these things very much because we are too involved in our hobby. That makes us odd-ball right off the bat! We are suspect! So, let's be extra careful. A little thought now may save a lot of trouble later. Keep a low silhouette, follow the rules, and keep an eye out for trouble!

HOW TO WRECK A FLYING SITE

A couple weeks ago, on a Saturday, I heard a model plane buzzing in the vicinity of one of my flying sites - the local Intermediate School grounds. It sounded a little loud, and as soon as I could, I zipped over there to see what was happening. By the time I got there two planes were wreckage. Another (a pylon racer with .40 P engine) was being flown. The antenna had an orange flag up. So, I went over to tell the flyer that we have intermittent interference in the 27 MHz band at the school yard and much airplane wreckage to prove it. The flyer's reply: "I'm not having any trouble." I then went on to point out that those of us who have been flying there have been keeping unmuffled engines below .19 cu. in, as the area is surrounded by houses. His reply: "Well, I have to test this and I don't have a muffler." His reply to an invitation to fly with DCRC at the WEST FIELD was the same: "No muffler." Now, I hear from one of my children attending the school, having seen the wreckage, having been appalled by the noise of the pylon engine, and quite perturbed by the crowd that turned up to walk back and forth across the field being used is getting ready to ban model airplanes. Is that enough for you selfish guys?

* * * * *

Super Monokote

From bench to field in the shortest possible time is the trend in model aviation. TRCC, even though a little slower jumping on the bandwagon than other parts of the country, eventually takes a stab at the new. In light of this, TRCC discovered Super Monokote.

Every article concerning the use of S.M. stresses following the directions provided which seems to be the worthwhile suggestion. However, the directions do not thoroughly enumerate many of the pitfalls that may be encountered during application. S.M. has grown in popularity because it offers a quick, good looking, and durable finish with moderate cost. It only takes one application of S.M. to be convinced it is all the manufacturer claims.

As with any covering material, all mistakes in workmanship are magnified after finishing is complete. Therefore, care must be taken prior to covering to insure a great finish instead of a good finish. Any iron will do the job of application. However, the small type "selector" iron makes the work less tiring and is convenient in hard-to-get-at places. Iron adjustment is important but not critical. The closer the temperature is to the melting point, the easier the material is to apply.

The instructions recommend a one inch overlap chordwise when cutting the material. In an effort to be conservative, a one-half inch overlap works fine as long as care is taken to prevent burning the pinkies. The

two inch overlap spanwise is general and will vary according to the thickness of the wing and type of tips used. It cannot be overemphasized as to the importance of plenty of ~~excess~~ excess material when forming compound curves. Don't be chincy here, or that "so-so" finish will result. The ironing procedure that works quite well is as follows. Lay the material on the wing surface and tack the four corners with the iron. (Don't get upset about the nasty wrinkles that appear. They will disappear later.) The ironing process should be from leading edge to trailing edge, center section to the tip. Just four panels later and the job is complete.

Triming is done with a sharp razor blade allowing a small overlap at the joints. It is wise to do the bottom side first to get the feel of the process.

The only complaint with S.M. will be the scratches the iron makes during application. S.M. produces a good finish even with the scratches. Many modelers may be satisfied and not want to take the extra time and care required to eliminate this problem. Regardless of how light a pressure is applied initially, half way through the job the pressure invariably increases. This should be remembered and care taken to use extremely light pressure throughout the job. To eliminate the scratches entirely the iron can be held slightly above the material during ironing. This process is time consuming and tiring though. Some linen materials have been tried but generally materials that resist heat sufficiently will also scratch the surface during ironing if too much pressure is applied.

When working compound curves, such as wing tips, round fuselages, and fairings, be sure to leave enough material to work with, go very slow and use reduced heat to prevent melting. The best teacher, of course, is experience.

The trim material available is hard to work with and is really not worth the effort. S.M. seems to be the best material to use for trim and by following the instructions provided, produces good results.

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.

NORTHRIDGE

Larry @

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

VAN NUYS

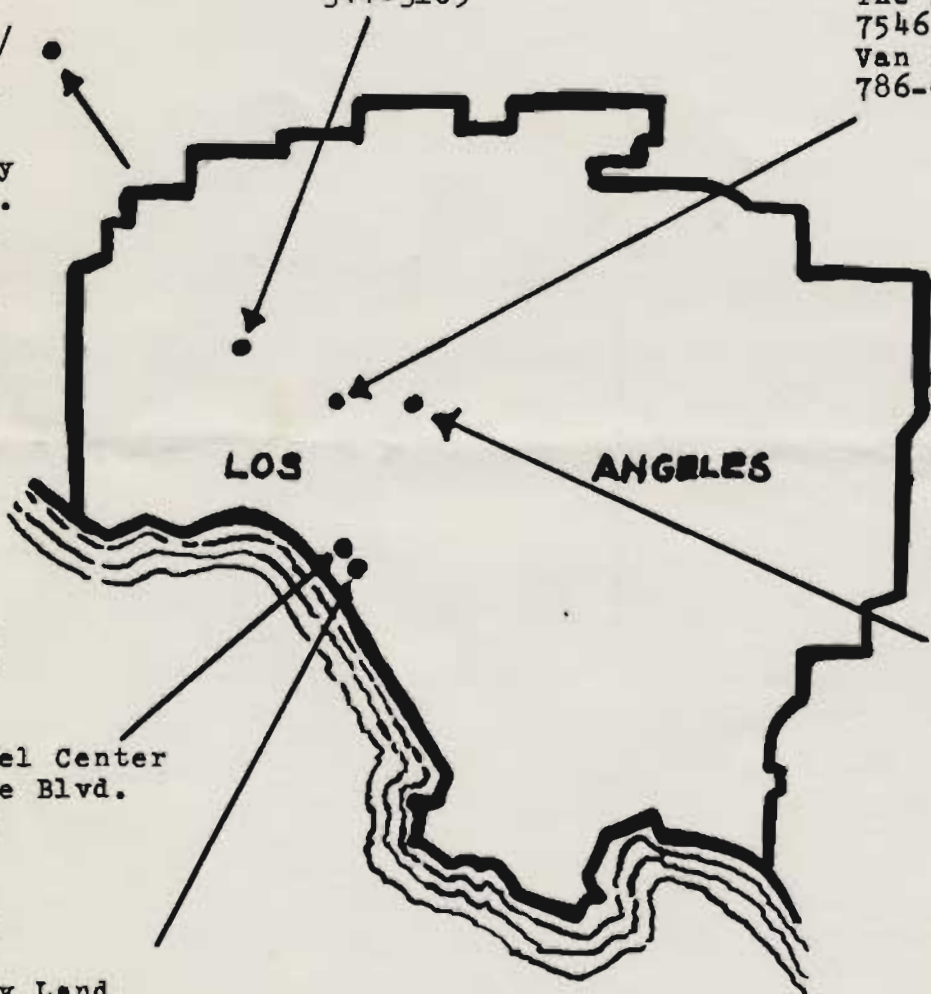
Art @

The Hobby House
7546 Balboa Blvd.
Van Nuys
786-0701

SANTA SUSANA/
SIMI

Irv @

Tapo Pharmacy
2267 Tapo St.
Santa Susana
340-2542
805-526-4224



LOS

ANGELES

BURBANK

Tony & Addie @

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

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

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.

VALLEY FLYERS SCALE RALLYE FLIGHT RULES

5/16/70
(7)

1. UNASSISTED TAKEOFF (No Taxi)

The plane is placed in take-off position on the runway by the pilot or his assistant. The pilot or assistant, when ready, must step well aside of the plane and signal the judges the pilots intention to TAKE OFF. The maneuver is judged, beginning with this signal until the plane has achieved an altitude of ten feet or more. "Take off complete" is then announced.

Downgrade if:

- A. pilot or assistant fails to step aside or assists takeoff
- B. plane changes heading
- C. plane leaves ground in awkward manner
- D. plane climbs excessively
- E. plane turns before reaching ten feet

2. PROCEDURE

This maneuver combines the three separate maneuvers identified in the AMA Rules Book as "STRAIGHT FLIGHT OUT, PROCEDURE TURN, AND STRAIGHT FLIGHT BACK". This is judged here as one continuous maneuver. "PROCEDURE" is entered into the wind positioned down the center of the runway and commencing directly in front of the judges. The plane is flown straight for a distance of 300 to 500 feet (depending on wind conditions and the speed of the plane), then turn to the left, then back around to the right, and finally straight back over the same course as before. The maneuver is completed directly in front of the judges. Flown at medium altitude.

Downgrade if:

- A. plane changes heading - going or coming
- B. plane changes altitude
- C. left turn not 90 degrees
- D. right turn not 270 degrees
- E. not flown down center of runway

3. 360

This maneuver is entered into the wind and is commenced down the middle of the runway and directly in front of the judges. With the words "commencing now" the plane enters, wings level, then banks (away from the judges) into a complete circle, completing directly in front of the judges, wings level in the same position as started. Medium altitude.

Downgrade if:

- A. not entered or completed wings level
- B. circle not round
- C. plane changes altitude
- D. not completed where entered

4. CROSSWIND EIGHT

This manuever is entered with the wind and is commenced down the middle of the runway and directly in front of the judges. With the words "commencing now", the plane enters, wings level, then banks (away from the judges) into a figure eight the size of which is consistant with the plane's speed. The crossover point should be directly in front of the judges. This manuever is completed directly in front of the judges, wings level in the same position as started. Medium altitude.

Downgrade if:

- A. not entered or completed wings level
- B. circles not round
- C. plane changes altitude
- D. crossover not in front of judges
- E. not completed where entered

5. ONE LOOP

This manuever is entered into the wind directly in front of the judges. It may be entered from a shallow dive without being downgraded.

Downgrade if:

- A. loop not round and smooth
- B. plane deviates right or left
- C. not entered or completed wings level

6. IMMELMAN

This manuever is entered into the wind directly in front of the judges. It may be entered from a shallow dive without being downgraded.

Downgrade if:

- A. half loop not round and smooth
- B. plane deviates right or left
- C. not entered or completed wings level

7. OPTIONALS [Pick one(1)]

A. Maneuvers:

- 1) Wingover
- 2) One roll (barrel or axial: call)
- 3) Spin (3-turn)
- 4) Stall turn (plane must stall)
- 5) Cuban 8
- 6) Split S

B. Mechanical operations: [Must inform Judge as to operation(s)]

- 1) Flaps - Operate for takeoff and landing
- 2) Retractable landing gear - Retract after takeoff
- 3) Parachute release, cargo or bomb drop(s)
- 4) Other mechanical options - specify

NOTE: All above will be judged as per full scale aircraft.

8. LOW PASS

This maneuver is entered into the wind and at an altitude of ten feet or less. With the words "commencing now" the plane will proceed for a distance of at least 200 feet holding both altitude and heading.

Downgrade if:

- A. altitude too high
- B. plane dives or climbs
- C. heading not maintained

9. TRAFFIC PATTERN

This maneuver is begun into the wind with the plane flying down the middle of the runway. After passing in front of the transmitter, the plane flies into the wind at least 100 feet turns 90 degrees crosswind (wings leveled), turns 90 degrees onto the downwind leg (wings leveled), turns 90 degrees onto base leg (wings leveled), turns 90 degrees onto final (wings leveled).

Downgrade if:

- A. legs of rectangle not straight
- B. turns not 90 degrees
- C. wings not leveled before and after each turn
- D. plane changes altitude excessively

10. TOUCH AND GO

At the conclusion of Final Approach leg, the plane continues on the same heading and at the same rate of descent until contact with the runway is made at normal landing speed. Power is applied and plane takes off. If plane is a "tail dragger" a tail high wheel landing may be made and a higher landing speed is maintained.

Downgrade if:

- A. plane bounces excessively
- B. plane contacts runway at excessive speed
- C. plane changes heading

11. LANDING PRECISION

This maneuver is begun down wind (at pattern altitude) and at least 100 feet prior to flying past the intended landing spot. As the plane flies directly opposite the center of the 100 foot diameter Spot Landing Circle, the throttle is closed and the plane proceeds to follow the general course of the last part of the Traffic Pattern consisting of the

Downwind Leg, the Base (or crosswind) Leg and onto Final-terminating in a well executed, flaired out landing in the 100 foot Spot Landing Circle. The throttle may not be used except once (briefly) after the plane turns onto Final- this to "clear" the engine if there is danger of the engine "loading up". This maneuver will not be downgraded if the corners are rounded or even if the plane describes a continuous circle during the landing descent. The object is to direct the plane, from the time that the throttle is closed to actual touchdown, into the Spot successfully and with a good well executed landing. This maneuver is judged from its start through end of landing roll (no actual stop is necessary) and will not be downgraded if spot is missed. However, if spot is made, the same number of points that are awarded for the Landing Precision will be given under Spot Or Not.

Downgrade if:

- A. pilot fails to chop power at correct spot
- B. pilot applies power other than once on final
- C. plane fails to flairout properly
- D. plane bounces excessively
- E. plane veers sharply right or left
- F. plane noses over (not zero points)
- G. plane fails to slow to taxi speed
- H. plane goes off runway

12. SPOT OR NOT

The same number of points that are given for Landing Precision. If Spot not made, no extra points.

13. FLIGHT REALISM

This gives the judges an additional 0-10 points with which to evaluate the overall flight performance from the standpoint of Realism - especially those portions of the flight NOT covered under the individual maneuvers.

Downgrade if:

- A. plane is handled in a rough or uneven manner likely to make pilot and passengers unnecessarily uncomfortable
- B. plane is flown at un-realistic speeds
- C. excessive amount of airspace is taken
- D. excessive amount of time is taken
- E. between maneuver part of flight not well coordinated

14. PILOT BUILDER

If the Pilot is builder-of-Model, he is awarded 10 additional points.