

FEBRUARY
VALLEY FLYERS
1972

NEWSLETTER



PRESIDENT: RON SCHORR

VICE PRESIDENT: LARRY LEONARD

SECRETARY: JAY REPLOGLE

TREASURER: TOMÉ CONE

EDITOR: LARRY ROSENBERG

12772 JOLETTE AVE
GRANADA HILLS CA 91344
360 6648

PRESIDENT'S PAGE

It was the night of December 4, 1971 and the reins of the Valley Flyers were turned over to me. All during the night my fellow Valley Flyers came to me and said, "Anything I can do to help Ron, just call on me." Whatever you need Ron, I'll be there to help." I leave the party feeling great about being your president and look forward to conducting my first meeting, where I get my first disappointment. I ask for a coffee chairman and all I got was blank stares. What is so difficult about spending 30 minutes each month for the enjoyment of all the members? These are the things that make a club worth having and belonging to. If each of us in our own way did something for our fellow members, just think what a pleasure it would be.

The other day I was given a copy of a newsletter by Larry Leonard. I am not at liberty to disclose the name of the club, however, it is a mideastern club with about 80 members. It is amazing how some of their problems are paralleling those of our own club. In fact, their newsletter has deteriorated to the point where one man wrote the entire newsletter with no contributions from any member. It was the most boring, sad, state of affairs. He wrote about himself, his shop, his airplanes, etc. I sure hope that this doesn't happen to us, but unless some of the new members get up and say "I can and I will help our club" and some of the old members quit sitting on past performances, we can all kiss the Valley Flyers goodbye.

Most of the comments I received after our first meeting were good. I also got a few gripes, some direct and some indirect. Direct gripes: 1- No coffee, 2- Too much smoke in the hall. 3- more? Seriously fellows, we may have to consider leaving one small area of the meeting hall for non-smokers. This is not necessarily my feelings, but some of our members do not come to meetings for this reason. This seems to say that we should all be a little considerate with the pipes, cigars, and chain smoking. (I also smoke). Indirect gripes: 1- Grumble, grumble, what has this become, a racing club? No, this has not become a racing club. The

Valley Flyers are open to any form of RC airplane activity. Anything my membership wants and the workers will support, we will have. 2- Boo !! Why did he raise the dues? Yes, I asked for a raise in the dues. Gentlemen, I hate to tell you how much I asked for, but your elected board thought that \$2.50 was all that we could ask for without having a major uprising, and yet with only this slight increase, some people who should know better are very up tight and did not as yet pay their dues. If this applies to you let me say "stop and think for a minute". \$1.60 per year per member goes for newsletter postage, another \$4.00 per member goes for paper and printing of the newsletter, \$.50 per member goes to the AMA, at least \$1.00 per member goes for rent, another \$.90 or so per member for miscellaneous items. This adds up to \$8.00, and so it is rather difficult to operate on the two bucks that were left, and believe me, the above figures are minimums, not maximums. I wrote the checks last year, I ought to know.

At the next meeting, I want you all to pretend that you are at a Christmas Party. Have a couple of drinks, nice and strong. Let your wife drive you to the meeting and let's have so many volunteers that we will have an oversupply until 1975. All kidding aside, if you would like to do some work for your club, contact me at 762-5370 in the evening or write to me at 5224 Teesdale Ave, North Hollywood, Calif 91607. Suggestions accepted.

Sincerely,

Ron Schorr

MEETING TIME !!
TUESDAY - FEB 8, 1972
8:00 P.M. SHARP
ENCINO WOMAN'S CLUB

EDITOR'S PAGE

Due to the length of Ron Schorr's editorial, and the fact that I received several news items with which to fill out the newsletter, the editor's page will be fairly short this month. It is a good, and rare, feeling to say that due to the number of contributions this month, the editor has little to say.

I for one feel that last month's meeting was an excellent one and a fine way to start off the new year. Our thanks to John Brodbeck of K & B for an informative and entertaining finishing technique. I sure wish that my "Quickie Finish" airplanes looked about a tenth as good as his racer did.

The only negative comments heard last month were those concerning the new dues structure. Ron has addressed this subject in his column so I will not reiterate his statements here. Let me just say that the board is busily engaged planning some interesting activities for the membership this year, activities that will encompass and recognize all aspects of this RC Airplane hobby. The contest buff, the scale nut, the pylon polishers, and the just plain modelers. All stand a chance of receiving some sort of lasting recognition. There are people in this hobby and in this club that are not adept at any formal competition (your editor for one). These people constitute the backbone of the hobby and should not be forgotten. We have enough diversity of interests in our club to satisfy the needs of any class of modeler and it would behoove all of us to listen to, and pay attention to, the "other guy" once in a while.

Larry

WANT ADS

WANT ADS

FOR SALE !!! Custom fiberglass fuselages. Latest offering is the Cutlass. Fin and fillets are in. Firewall installed. Fits Glaskin wing. Positive location of engine, tail, and wing. Price includes removable cowl, bottom fairing.

\$30.00 COMING: Scale Lockheed Sirius, 1½" to the ft. Absolute scale.

contact- Bob Palmer 9161 Morehart Arleta, Calif 91331

Putting a finger aside of his nose, up my chimney he rose, leaving two delightful brown boxes marked "I still don't understand why your toys need smaller servos." With two small sons demanding that I assemble Sizzlers, Big Wheels and other assorted unsolvable construction problems, I opened one of the boxes and was greeted by the usual Heathkit assembly manual. With a quick inspection I found the manual like all Heathkit manuals, was complete and full of clear pictorials, explaining every step of assembly. At this point, Wife joined sons in the din adding additional threats concerning loss of connubial bliss. Tearfully I was forced to lay the kits aside and unplug my soldering iron, which son #2 in his frustration kept knocking from the coffee table into the living room shag rug.

Six evenings later when the bedlam of Christmas had died down to an occasional Fanner 50 firefight, my inlaws had left, the dishwasher was no longer vomiting dirty wax removing water on the kitchen floor and the clothes dryer was merrily turning on its newly installed bearings while its new heating coil finished removing the last of the permanent press from the shirt I ruined fixing the dishwasher, Wife announced she had to go somewhere quiet and left. I immediately grabbed one of the kits, the best seat in front of the TV and a cardtable and finally started the kit assembly. I found during circuit board assembly that the IC uses flat leads which in some instances must be twisted and bent to reach the proper portion of the circuit board. There was a tendency for the twisted leads to deform and touch each other. Since I was building by TV light I had to wait for the commercials to find the shorts. The rest of the components go in tight but with no trouble. As a matter of fact, the only real problem I had with the circuit board was I think son #1 has been using my side cutters for cutting music wire and they slice rather than cut. This notwithstanding, the circuit board was assembled in the time it took Flip to do his monolog, say "the devil made me do it" three times and kiss the guest star good night.

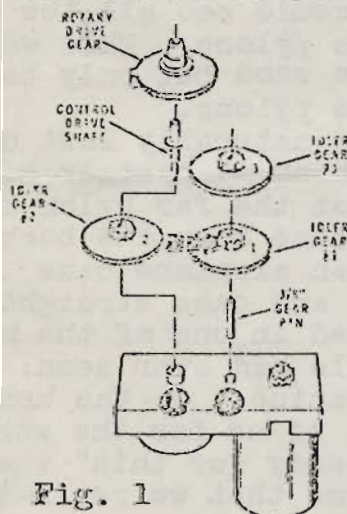


Fig. 1

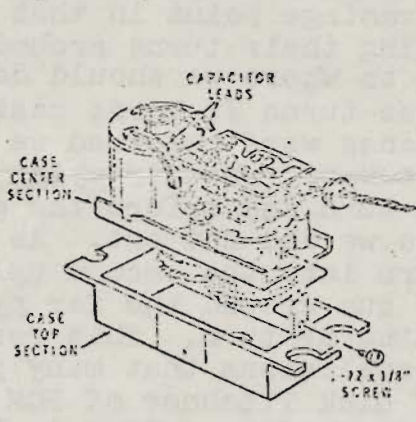


Fig. 2

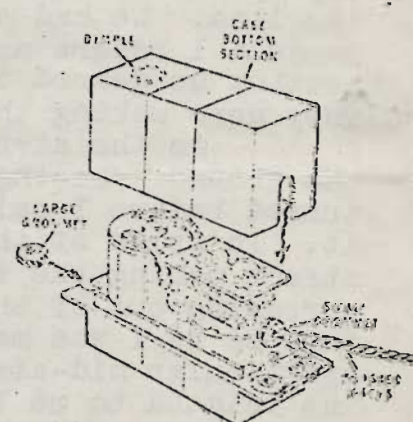


Fig. 3

The final assembly of the servo proceeded quickly as shown in Figs. 1, 2 and 3 with only one hitch. The control drive shaft shown in Fig. 1 is slotted so the servo neutral can be adjusted without opening the case by using a screwdriver to rotate it and the attached feedback pot wiper with respect to the rotary drive gear. In both kits, there were burrs associated with the slot which made the press fit with the rotary drive gear too tight to allow neutral adjustment. A quick dress with what was left of my jeweler's file after Wife tried to sharpen the shovel with it, solved the burr problem.

As can be seen from the Figs., the servos contain numerous "nice" features including a positive stop on the rotary drive gear to prevent servo run-around, a gear case which is held together when the case is opened, a very clean layout and no "heavy" screws to hold the case together, the case being held together by a piece of tape proudly proclaiming HEATHKIT.

In all seriousness, I have constructed previous Heathkit servos, Royal servos, 4 or 5 versions of Controlaire servos, and Cannon servos. My latest Heathkit servos were as easy to assemble and seem to have better performance than any of the others. The total assembly time for the first servo under less than ideal conditions was 2 and a half hours, while the second was finished in just less than 2 hours. According to some rather crude tests I ran, the servos equal or exceed the published specifications, and so far in service they have given me no trouble at all. I can without reservation recommend them to Heathkit owners or anyone whose system uses approximately 1-2 msec. variable positive pulses and a 4 wire servo.

Henry Smith

THE WINTER NATIONALS

by
Bob Wilde & Ron Clem

The first day of the contest, Friday Nov. 25th, started with beautiful weather. The contest was started at 8:00 a.m. in the morning with six airplanes in pattern competition, all in the air at once. There were three major flying circles 60 or 70 yards apart. In each of the circles two individual judging and contest lines were being run so that there were always at least six airplanes in the air. Two of the judging crews and contestants used the same circles for touch and go landings and what have you. One thing that might be said is that with so many airplanes in the air you would think that there would be many mid-air collisions.

There were an awful lot of retracts in the contest, at least two-thirds. From A.B.C., C Novice, to C Expert. Proline, KDH, Kraft, and Goldberg were a few of the retracts used. Phil Kraft, Ted White, Dr. Ralph Brooke, Bill Salkoski, along with a few of the other Valley Flyers were there. Pattern competition stopped a little before 1:00 p.m. The pylon races were scheduled to start after 1:00. My racing partner Ron Clem and I were to fly in the ninth race of the day, in fourth position on the starting line. We had a vantage point in that we could see all the Formula 1 racers making their turns around the pylons. This was getting us geared up to where we should do the same but only better. They were making these turns 75 yards past the pylons.

As the airplanes were released we were naturally last off the ground. Racing towards the far pylon I think my partner Ron turned before I said turn and before the guy at the far pylon knew it. In spite of this we did not cut. As we came down the back stretch making the turn into the second pylon an airplane came screaming out of the sun around the far pylon and came straight thru me as I was making my turn. This resulted in one of the most spectacular mid-air collisions that many people had ever seen. This was related to me by Dick Titchner of RCM magazine. On the humorous side of this an award was given to both of us for the worst crash of the meet. And the prize, "are you ready for this" was a radio controlled sail boat. Something tells me that we're in the wrong end of this business.

John Brodbeck of K&B won first place in scale points because of his beautiful finish. Rumor has it that he painted his plane with Hobby Foxy, but that has not been substantiated. Like I say this is only a rumor. How about that John? The end of the first day resulted in us going back to our motels and much needed sleep. Our morning wake-up call was for 5:00 a.m. so that we could get out to the field in time to start the contest at 7:00. We were also hoping for a change of luck, but this was not to be. My racing partner and I had both brought a pattern airplane to compete with in this event. In the first round Ron bit the dust with his Phoenix 5. He got a glitch off the down elevator on the touch and go landings. It did not completely wipe out his airplane, but it did put him out of commission for the rest of the meet. The only



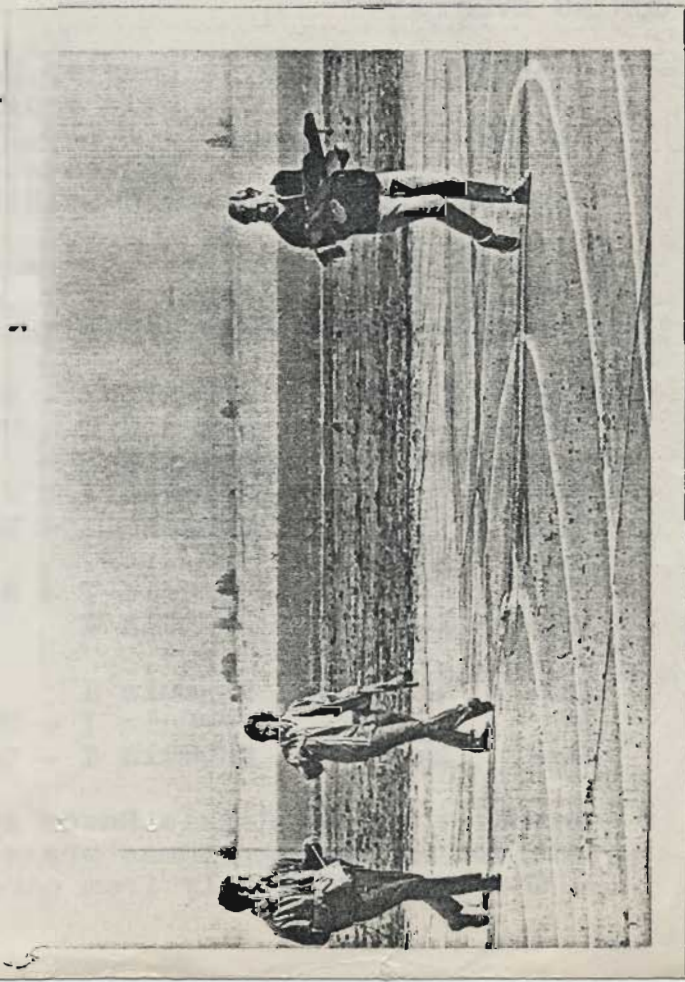
4



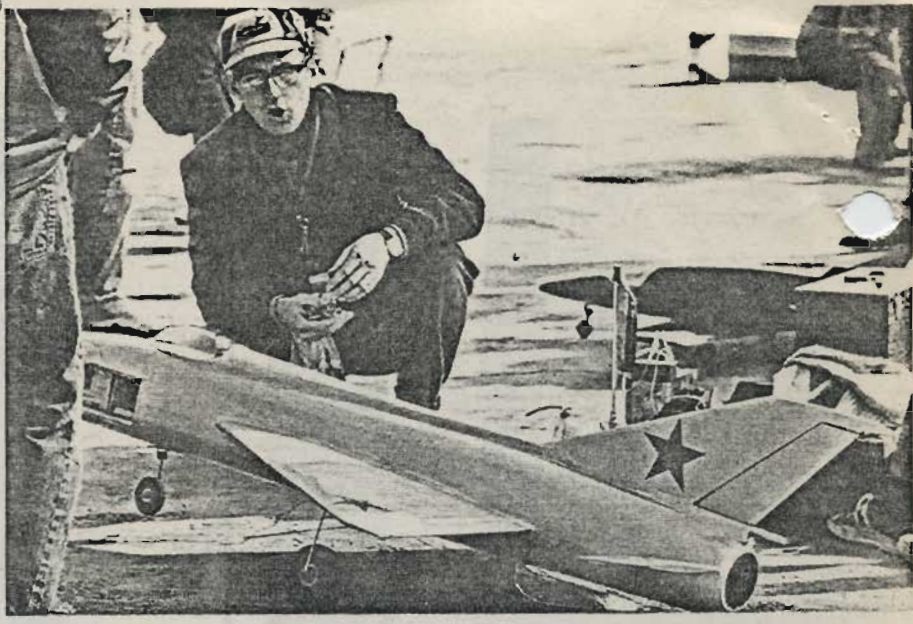
6



3



5



8 J

7
←

COMING EVENTS

- Jan 23 - 9:00 a.m. - Quarter Midget (.15) Pylon Races at Mile Square
- Jan 29&30 - Phoenix (Aux 11, 23 Mi. NW of Phoenix) Pattern Contests - Classes A, B, C-Novice, C-Expert
- Feb 26&27 - Toledo, Ohio - 18th Annual Toledo R/C Conference

* * * * *

1972 NMPRA Southern California Racing Schedule (Tentative)

March	18-19	Formula I - Rookie Race
April	8-9	Formula I - Whittier Narrows
May	6-7	Formula I
May	20-21	Formula I
June	3-4	Formula I - Bakersfield
June	24-25	F.A.I.
July	8-9	Formula I - Rookie Race
Aug	19-20	Formula I
Sept	9-10	F.A.I.
Oct	14-15	Formula I
Nov	4-5	Formula I - Whittier Narrows
Nov	24-25	Formula I - Tuscon

Notice that two Rookie Races are scheduled. If you want to compete in racing, these present an excellent opportunity with competition only from other newcomers.

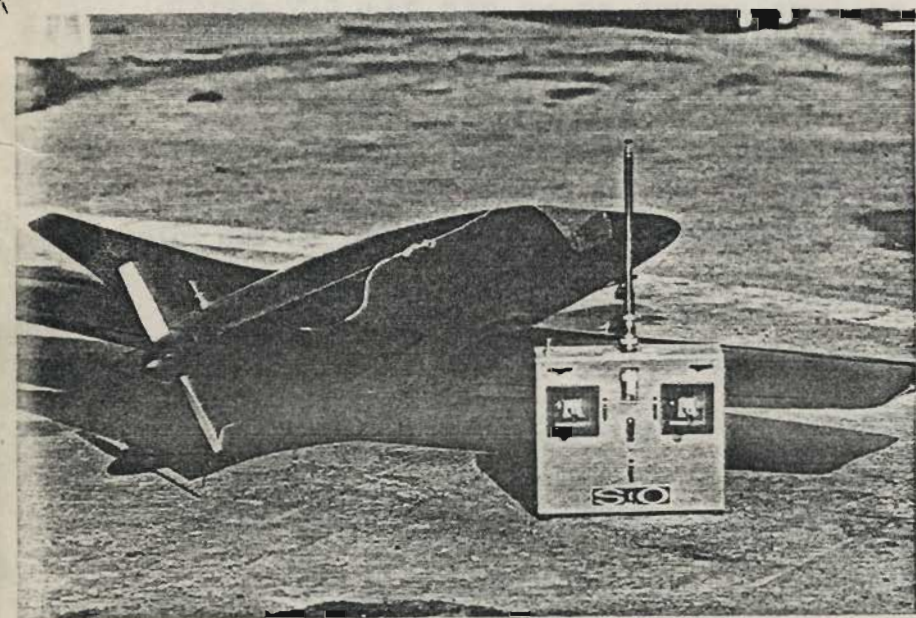
Saturday, January 8, was the day at Sepulveda Basin for maiden flights of two unusual model airplanes built by Wayne Wainwright and Nate Rambo.

Picture #1 shows Wayne's sleek V-tailed pusher design with his Salkowski & Oddino radio. Picture #2 shows Wayne starting his K & B rear rotor .40 which is throttled by an exhaust baffle and carburetor. Notice the unusual V-tail. In picture #3, Charlie Smith holds just prior to Wayne's first flight. Picture #4 shows that it did get airborne, but excessive downthrust (or is that upthrust in a pusher?) required full up elevator to keep it airborne for its 200-foot flight. Picture #5 shows Charlie Smith carrying the damaged plane back while Larry Leonard rehashes the flight with his hands to Wayne Wainwright. The plane was not hurt badly; it didn't even break the prop!

Picture #6 shows Nate Rambo and his MIG-21 Fishpot. Its three-foot wingspan and six-pound sixty-four-ounce weight require more than one half the runway for successful flight. Nate had to hold full up to get the MIG airborne before the end of the runway, and the apparent high angle of attack seemed to cause loss of control after a short flight. Pictures #7 and #8 show Nate holding the Super Tiger .71 after the flight surveying the damaged motor mounting board. The only other damage was to the right main landing gear and a loosened fin, so the MIG should fly again soon. Why not try all the runway next time, Nate?

1

Article and pictures by Ed Hotelling



2 →



salvageable airplane of the three was my Sunfly. We watched the rest of the pylon races with great interest and a great deal of disappointment in that we were not competing. The Saturday night banquet was attended by many of the people who came to the contest as contestants and spectators. They gave some prizes as the most outstanding call girl of the day, and for being Wrong Way Corregan, etc. Feeling sorry for Ron they had already awarded him his prize earlier in the day for having the most spectacular crash. He had lost two airplanes in less than a days time. Incidentally the prize for the most outstanding call girl was awarded to Loretta Hall who was the only "call girl there". Nice going Loretta.

Sunday morning everyone was anxious to get the contest over with since it had lasted three days. They started the pattern flying about 1:00 p.m. with Dr. Ralph Brookes being first in C Expert, Norm Page second, Phil Kraft third. Formula 1 ended on Sunday afternoon with partial results. Bob Smith will I'm sure have those results at the next meeting of the Valley Flyers. The #1 spot was won by Whit Stockwell, 2nd was Tom McCan, 3rd were Fabor & Newbentein, #4 I don't remember at this time, #5 was Ed Hoteling from Ventura, #6 was Ted White, #7 I believe was Al Strictman, but I could be mistaken about that. The winners of A&B pattern are not noted here but of those of you who are interested the results will be in a later issue of RCM magazine. There was one point in the pylon contest where Ron Shorr could have thrown the leadership either to Whit Stockwell or to Tom McCan. That is, he was going to win the heat he was participating in which would have thrown the point favor in Tom's way. However Ron failed in his bit to have Tom place first and the race went according to the previous outline. Now with trophy's and prizes awarded and broken airplanes deposited in the proper waste recepticles, their dreams either broken or fulfilled, they made their way home. It was a well run meet, the weather was beautiful and the people seemed to have had a good time. In any case we are waiting for next year's contest to come around so we can all try again. This is Bob Wilde and Ron Clem, Valley Flyers contributing correspondents signing off.....

EVENTS:::::

Sunday, Feb. 6 1972. 1/2 A Pylon (wind postponment from Jan 16) May '71 RCM rules
 SIMI VALLEY FLYERS G.D. MYLES MORAN (213) 882 4687 or Charley Backer
 (805) 527 0335 4 MILES NORTH OF SIMI FREEWAY ON TAPO CANYON
 \$1.00 fee proof of AMA AND FCC REQUIRED. HOOSIER HOTSHOT AND BOZO OKAY

GLIDER PYLON RACES SUNDAY FEB 13 1972 RACE TIME: 1 p.m. WIND TIME: NOON
 AMA AND FCC(BRING PROOF) ENTRY FEE: \$2.00 CD: BOB BOUCHER 472 6344 Lee Grey
 340 8620 (AMA SANCTION APPLIED FOR)

