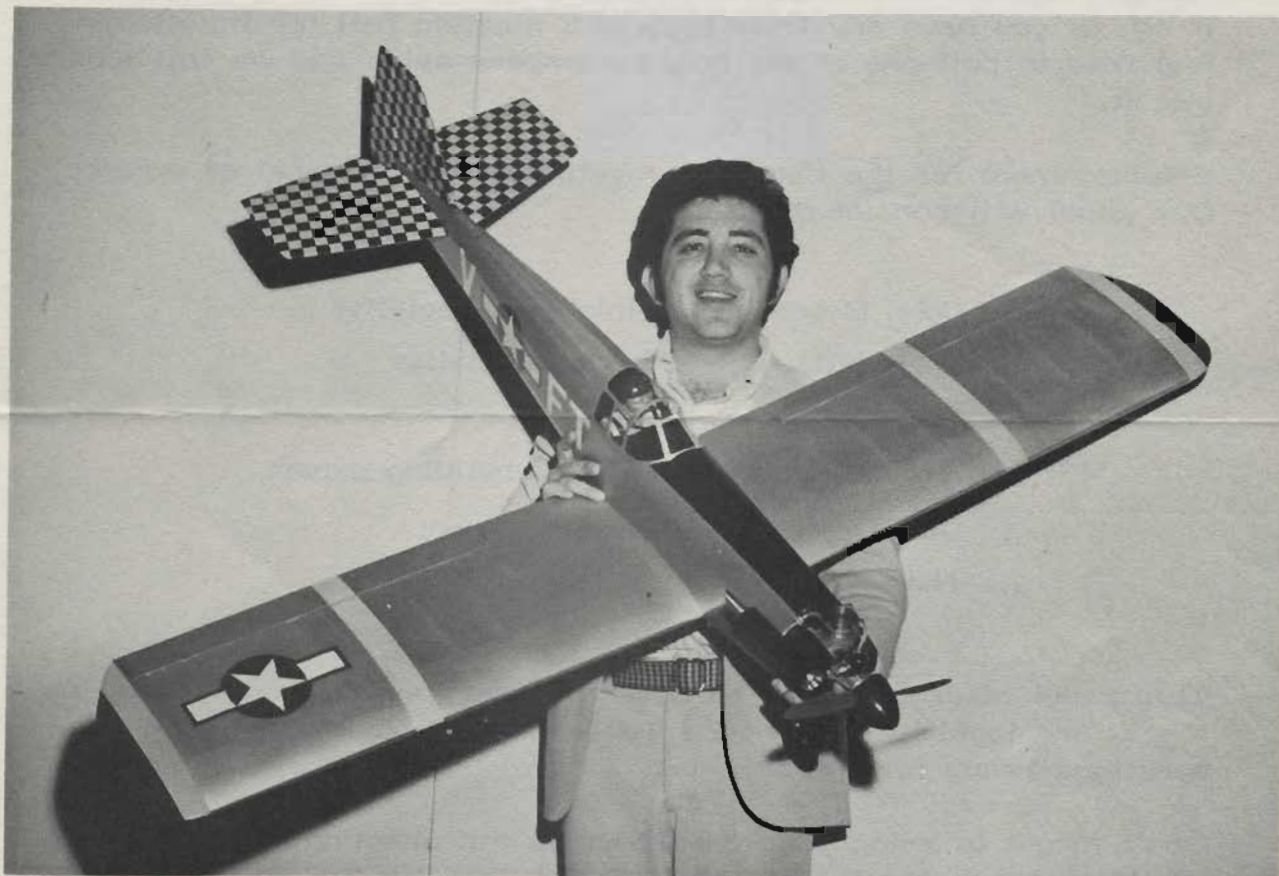


VALLEY FLYERS

FEBRUARY 1974

NEWSLETTER



PACKARD PHOTOGRAPHY
BURBANK

This month's model of the month winner is none other than Len Katz. As some of you know, Len is our hardworking representative to LAHMA. The outstanding feature of this model was the checkerboard tail-masked off with what appears to be hundreds of squares of plastic tape! He appears to be saying "Cheez, t'anks youse guyze". Congrats, Len!

PRESIDENT: Bob Smith VICE PRESIDENT: Bob Wilde SECRETARY: Ron Clem
ASS'T SEC.: Larry Rosenberg ASS'T TREAS.: Tom Mead TREASURER: Chuck Smith

PRESIDENT'S PAGE

As most of you know, January's meeting was held at the Encino Community Center. Although this meeting hall was provided at no charge to the club, it was the general opinion of the board members that we go back to the Encino Women's Club. Our next meeting will be held on February 5th at the Encino Women's Club. Meetings thereafter will be on the 2nd Tuesday of each month. We presently are looking into other meeting halls for next year. AVCO Savings and Loan was looked into, but it was booked for the year. If any of you have any knowledge of a meeting hall for the club, feel free to pull one of the board members aside and we will look into it.

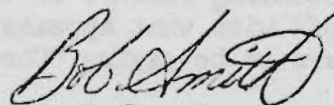
Entertainment for the February meeting will be a panel of experts. Our panel will consist of:

- . John Brodbeck - Finishing specialist
- . Ken Hall - Scale specialist
- . Kent Nogy - Pylon expert
- . Sonny Myers - General building expert
- . Jim Oddino - Pattern expert
- . Nate Rambo - Helicopter expert

This panel of experts will be open for questions at the meeting, so if you are looking for new and better ways to do things, have your questions ready for the experts.

Don't forget to bring your checkbook to this meeting. This will be the last chance for the old members to join for \$12.50. For new members, the dues are \$15.00, and for those family members in the club, we have a special rate. A second member of the family may join at half the normal dues. So, dad, let's get the kids involved in the club.


Keep them low, but flying.


Bob Smith

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- EDITOR'S PAGE -
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As some of you know, I've been recruiting articles for the newsletter, or at least trying to. And, I've had pretty good luck, so far. There were a couple of people I asked who couldn't contribute at this time for one reason or another- maybe later, huh? I overheard it being said at the last meeting that the first issue of a newsletter is usually the best (with a new editor) because enthusiasm is high, etc. I want you all to know that I am dedicated to producing a high quality, professional looking, and informative newsletter. Journalistic excellence is my goal, and I believe I have the people in the people in the club to help me accomplish this aim. We have some of the most talented modelers in the U.S.A. right here in the Valley Flyers, and I'd like to see all of us try to make this newsletter the envy of all the clubs. YOU, and only you, can help accomplish this goal, so please share your ideas so others may benefit.

This issue Bob Wilde has written an article on the do's and don'ts of painting an airplane, plus a comprehensive comparison of the two major epoxy paints. Nate Rambo has submitted a short article on the purchase, care of and/or feeding of, helicopters. Nate, incidently, will be on our panel of experts at the next meeting. Thanks guys. There was an incident at the field about 2½ weeks ago. Seems as though a fellow, sometime during the night, decided that our runway resembled a drag strip, and proceeded to carouse around the runway and taxiways with his car. Mud slinging, tires spinning, the heady sensation of speed and tasting the forbidden fruit evidently clouded his better judgement, for he soon found himself stuck in the mud. Uncertain about what to do next, he decided to abandon his car, rather than face early arriving modelers. By noon next day, the car had the misfortune of having four flat tires and a missing distributor cap as a direct result of being stuck in the mud (poor chap!). Then the police came along and gave the car a citation. Some guys just can't get it together!



CHOPPER THOUGHTS

By Nate Rambo

I am convinced that the model helicopter is the work of the devil!

The device is a Rube Goldberg mechanism to those unfamiliar with its technical aspects. To pilot the helicopter is not necessarily to command it, but often just to reach an agreement with it.

In my last two years of modeling, I have accepted the challenge of the helicopter. It has been frustrating, but also rewarding. Above all, I have found the unique and new aspect of our hobby quite fascinating, and encourage others to try model helicopters.

Here are some facts you may not know:

(1) It is not necessary to spend \$400.00 on your first chopper. A good used set of mechanics can be bought for \$150.00 or less.

(2) Any average modeler can scratch build an airframe to enclose the mechanics. If you're lazy, buy a fiberglass fuselage.

(3) You don't need collective pitch to learn. It can be a drawback due to complexity.

If you are interested in model helicopters and are not experienced, I suggest you contact one of the qualified chopper drivers in the Southern Calif. area. Two or three days with an experienced group can be a big help. Also, we hold fly-ins every 60 days. If you contact me, I'll be glad to advise you when the next fly-in is scheduled.

Don't forget to watch the new TV show that's running now "Chopper One". Channel 7 @ 8:30 p.m. on Thursdays.

NATE RAMBO
1158 Baywood Ave.
Camarillo, Calif. 93010
Tel. 805/482-3702

READY? LET'S PAINT!

By Bob Wilde

Here we are once again, ready to paint that pride and joy you've worked so hard on for months. You've tried MoneyKote, silk and dope, and various other methods, so let's try HobbyPoxy or Super Poxy for a change.

First, let's prepare the surface so you can try this remarkable paint. The paint job will only be as good as the surface underneath, so let's do a good job of sanding and filling.

If your airplane is fully sheeted, try the glass cloth and resin method for greater strength and ding resistance. For open structures, use silk and NITRATE dope, as Super Poxy won't stick to Butyrate, and I'm sure HobbyPoxy sticks better also if nitrate is used. If you haven't filled all of the holes by now, do so. Try TRICO resin and micro balloons- there's no wax in Trico, and consequently, no worry about wax ruining your paint job when you start to spray. Wipe the plane down with thinner and, when dry, tack rag it to assure there's no dust or whatever on it. If you own a compressor, you're all set. If not, try one of the inexpensive variety such as Crown Spra-Tool at 3.65. With SuperPoxy and a cheap spray gun, you should use their new brush-on catalyst or "orange peel" will result. This is not necessary for Hobby Poxy. Needless to say check to make sure there is no water in the lines if you're using a regular compressor. I recommend a water trap highly. The choice of paint is yours, both are excellent, but here are a few things to help you make that choice.

HOBBYPOXY FILLER/PRIMER	\$1.15 8 oz.	SUPER POXY PRIMER	\$1.70 8 oz.
" Catalyst not required		" " " Cat.	1.70 8 oz.
" Paint	1.80 8 oz.	" " Paint	1.85 8 oz.
" Catalyst	1.80 8 oz.	" " " Cat.	1.85 8 oz.
" Thinner	2.00 Qt.	" " Thinner	3.25 Qt.

SuperPoxy Primer is white, HobbyPoxy Filler is a light tan when dry. Both are easy to see on the airplane and show up any holes you may have.

Spraying the primer will give you one more chance to see all those holes, so mix up the micro-balloons again and have at it. Now, spray one more coat of primer to cover the dings you just filled and make the surface all the same color. There's method in my madness, as having the airplane a uniform base color allows you to spray less color paint. O.K., after sanding the primer smooth again tack rag the airplane once more and try not to handle the plane any more than possible. Greasy hands and epoxy paint do not mix! Mix the paint as per directions on the can. Super Poxy is ready to use right away, HobbyPoxy must stand for 45 min. after mixing. Be sure to mix everything GOOD. (Don't do like our editor who decided to shake it up in the spray gun to save time, and sprayed unmixed paint that was trapped in the pickup tube when he put the gun on the cup!!) Before spraying, take a little more time and wet down the garage floor. (If you're spraying in your bathroom, skip this step as your wife will kill you!) This will help to settle the dust and keep it off your nice wet paint. Now, at last, we're ready to paint. Spray a very light coat of paint over the whole thing. Don't worry about coverage right now. Let it set for about 10 minutes while you smoke a butt.

Now spray on your final coat of paint to a nice wet shiny look, and QUIT. The "tack coat" you first sprayed will help keep the final paint from running, unless you really go overboard. Hang up the plane for 12 to 24 hours under normal conditions.... but if you're like me and are going to a contest the next day, the bathroom heater will work wonders in approximately 6 hours. After the paint is dry, have a look at your model. If you see any holes, forget them. The paint is called Super Poxo or HobbyPoxo, not Wonder Paint! Next time, check that surface a little more carefully before spraying! There's a product on the market called Second Skin that protects your hands from paint, resin, etc. If you used this, go wash your hands and take your wife to dinner. If not, don't worry- most restaurants are dark enough that people won't notice your funny looking hands! If you find you have dust in your paint job, get out the DuPont #7 rubbing compound. HobbyPoxo rubs out pretty good if done within 36 hours after painting. Super Poxo you can forget- you'll run out of arm muscles before you even dull it! If you DO succeed in rubbing it out, you'll find it has dulled the paint to a satin finish. I would wet the floor and save the work! Permanance has been brought up now and again. For the sport and pattern flier with the low nitro fuels, this does not mean much. However when using high nitro fuels as used in Formula 1, the epoxy's aren't totally resistant. SuperPoxo will turn color slightly, but the paint will not come off. SuperPoxo can, in fact, be cleaned with acetone, but I wouldn't try this with HobbyPoxo. This is a nice feature when you have to repair dings, as you can get all the oil off. HobbyPoxo has a greater range of colors and offers a "flat" catalyst for those military paint jobs. I understand that Super Poxo is coming out with more colors, and already offers a brushing catalyst for those of you who'd rather brush or can't spray. The thinner and primer seems to be the biggest difference in price when compared to HobbyPoxo. Both HobbyPoxo and Super Poxo can be cleaned out of your gun with Acrylic lacquer thinner to a certain degree. Final cleaning should, of course, be done with the proper thinner.

In summation, I hope I have given you some of the pitfalls of trying a new method, for once you've mastered it, I doubt you'll want to go back to the old silk and dope method or Monokote. Good luck with your next paint job, whichever brand of epoxy you chose.

BOB WILDE

(One who has learned the hard way!)

Despite the fact that the want ads are free this year, the response has been poor. C'mon you guys, I know you have things you'd like to sell. You can't be that happy with everything you've got! How about it Jim Oddino, what happened to those three Webra .61's you said you were never going to use again? How about that FAI racer, Ron Shorr? And you, Gary Farrish, with that El Bandito? Advertise!

FOR SALE

FOR SALE

FOR SALE

1 - Palmer Pitts Special Fuselage with cowling \$32.00

1 - Tony airplane kit (Royal) 62" wing, scale 30.00

Ron Clem
398-6865

S

M

1972

I

S&O 6 channel with 6 servos Mode 2

T

Like new condition \$300.00 Call

H

Gary Smith 390-5735 after 6 p.m.

W

Larson R/S Systems

E

X

5 channel, 5 servos, two battery packs

L

1 flat, 1 square, two servos have new

E

motors, new batteries all around, and

R

a new receiver, Mode 2, 72.40 \$195.00

Alan Wexler

391-8493

DUE TO THE ENCINO WOMEN'S CLUB
NOT BEING AVAILABLE FOR THE 2ND
TUESDAY, NEXT MEETING WILL BE HELD
ON THE FIRST TUESDAY FOR FEB.
ONLY. ALL FUTURE MEETINGS FOR THIS
YEAR WILL BE AT THE WOMEN'S CLUB
ON THE 2ND TUESDAY OF THE MONTH.
MEETING DATE: FEB. 5 8:00 SHARP
SEE YOU THERE!

VALLEY FLYERS CONTEST SCHEDULE
1974

MARCH 17 - $\frac{1}{2}$ A Pylon ————— Sepulveda Basin
April 28 - SPEED TRIALS/FUN FLY ————— Sepulveda Basin
MAY 26 - QUARTER MIDGET ————— Sepulveda Basin
JUNE 8th & 9th - Formula 1 ————— Sepulveda Basin
AUGUST 31, SEPT. 1 - PATTERN, WEST COAST CHAMPIONSHIPS - Sepulveda Basin
OCTOBER 12 & 13 - FORMULA 1 ——— OXNARD, possibly. Not yet confirmed
NOVEMBER 3 - SCALE ————— Sepulveda Basin

VALENCIA VALLEY HEADWINDS CONTEST SCHEDULE
1974

FEBRUARY 17 - FUN FLY
MARCH 24 - OPEN PYLON
APRIL 21 - $\frac{1}{2}$ A pylon
MAY 19 - $\frac{1}{2}$ A pylon
JUNE 23 - $\frac{1}{2}$ A pylon
JULY 21 - $\frac{1}{2}$ A pylon
AUGUST 18 - $\frac{1}{2}$ A pylon
SEPT. 22 - $\frac{1}{2}$ A pylon
OCTOBER 20 - $\frac{1}{2}$ A pylon
NOVEMBER 17 - $\frac{1}{2}$ A pylon

All of these contests will be held at the Valencia field. As directions are a little complicated, please call either Ron Clem, Tom Mead, or George Finch for details.