

VALLEY FLYERS

MARCH 1974

NEWSLETTER



Winner of model-of-the-month Dan McCan poses with his beautiful Shrike Commander. Dan flew this on the Saturday following the last meeting, and I think 25 or 30 club members were on hand to see it go. Truly one of the most beautiful models I've seen lately. As I was photographing this, Bob Smith was saying to me, "Aw, Ron, c'mon. Let the kid fly his airplane!" Thanks to Mike Stecker for the use of his camera and film to take this picture.

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

VEEP'S VIEWS - DISTRICT X

by Alex Chisolm

Response to last month's call for club newsletters has been great. It started out with a letter: "Dear Alex, I was dismayed to discover that you didn't consider my newsletter worthy of listing in your list of club newsletters received. I started sending it to you as soon as AMA announced that you were replacing Chuck Broadhurst. I guess Jim McNeill's article in the January monthly mailing really was appropo. Nobody cares till something goes wrong. Best Wishes, Jim Scarborough".

Jim Edits "Shoc Talk, The Voice of Free Flight Modeling in Orange County, California". He's also AMA Associate Vice President. I apologized to Jim that I had this stack of newsletters set aside to refer to when writing January's "Veep's Views" but that I had inadvertently removed his and put it in another folder regarding Jim's request for AAAA grading for U. S. Free Flight Championships. I can appreciate Jim's feelings and also Jim McNeill's January message because some years back I was editor of "Watts New". Sorry again, Jim.

Other newsletter editors responding were: B.I.R.D. Club, Inc., "Birds Eye Views"; Camarillo Flying Circus newsletter; Cordova Model Masters', "Tailspin"; East Bay R/C, "Carrier"; San Diego Orbiters', "El Torbellino"; Southern California Ignition Flyers', "Flight Plug"; Central Valley R/C Soaring Club of Tulare County, "Soaring Signals"; San Fernando Valley Flyers' newsletter. Thank you gentlemen. I appreciate receiving your latest effort. Communications are the weakest link we have. The harder we all work towards better communications, the better organization we will have.

On March 9, our Executive Council will be called to the Winter Meeting. So far, 14 items are on the agenda. You have elected me as your District Vice President. Part of the job is to attend these meetings as your area representative and to vote as you would vote. The January mailing had all the agenda items listed for your review so you could communicate your ideas to me. So far I have only received a dozen or so letters but I need lots more. Take a quick look at the list of agenda items: 1974 Nationals, 1974 Budget, 1974 World Championships, FAI Program, Publications review, Insurance Program, Financial Guidelines, Contest Board Engine Rule Problems, Permanent NATS/Museum Site, Nomination Procedures, Award Nominations, Muffler Design Contest, AAAA Contest Standards Review. Now dwell on those which interest you most. If there's something of real importance which is not even on the agenda, it may not be too late to get it included. In any case, communicate! The Winter Meeting will be at Lake Charles, Louisiana. Be sure that your communication arrives here in Fresno no later than March 6, because my plane departs before the mail arrives on March 7: 7:20 am.

As this goes to typing, two more newsletters arrived: San Jose Wavemasters, and Wingbusters R/C Model Club of Vanden Berg, A.F.B. Keep 'em coming fellows. They help me to do a better job for you.

PRESIDENT'S PAGE

As of March 1, 1974, our membership was up to 89 members. This is about 10 more members than this time last year. Maybe by the end of the year we will reach 125 members.

Next meeting will be on March 12, 1974, at the Encino Womens Club. Entertainment for this month will be Art Williams giving a talk on how to design and build a full size formula 1 racer. Art Williams, if you do not know, is the designer of the "Stinger" formula 1 racer. The Stinger placed second last year at Reno. After the talk by Mr. Williams, Dick Sonheim will show movies of last year's Reno Air Races.

You might keep your eyes on the Magician series on TV in the next couple of weeks. Jeff Bertken and myself did quite a bit of flying last week for the series. The show will be centered on a Radio Controlled Model Airplane that is loaded with plastic explosives. The airplane is after Anthony Blake (Bill Bixby) in his white Corvette. After chasing his corvette down a highway, through an open field, and down a dirt road, the airplane finally -- ? Watch it and see.

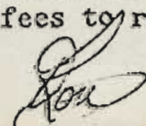
Bob

EDITOR'S PAGE

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It's not hard to figure that the gasoline shortage is having an effect on people travelling to the flying field. A couple of weeks ago I was there on Sat. and Sun., and only about 15 people were flying both days. There was a little wind, but not enough to discourage most guys if they had the gas! Perhaps it would help if you called a friend and went with him one weekend, and he with you the next. Saves gas..... ABOUT PEOPLE..... Bob Wilde has been confined to home for a week as a result of a virus infection..... Hans Weiss, of Wilshire Model Supply is at this time confined to a wheelchair as a result of a motorcycle accident, but I don't think this is a permanent injury. Hans used to belong to the Valley Flyers, but just sort of dropped out about a year ago..... There's a pretty good chance that we're going to lose Larry Rosenberg to a better position in the San Francisco area. Seems as though they made him an offer he couldn't refuse.....

The classified section of the newsletter is gaining momentum, as lots of guys have things for sale this month, yum yum! We have another excellent article by agreeable Bob Owens on Single Float-planes. When Bob sent the article to me he enclosed a note that said in part "do you think there's any interest in this sort of thing?" I must say I've always wanted to build a float plane, but was never quite sure where to start, or what to do. If you're like me and would like to try one, Bob's article makes it easy. For you inspired but unmotivated would-be journalists, consider this. Club members aren't the only ones who receive our newsletter- I exchange newsletters with most of the local clubs. Also, I send most of the model magazines our newsletter, so an article YOU write has potential nationwide exposure... If you haven't started building a $\frac{1}{2}$ A pylon racer, yet, give it a try. It's the cheapest form of racing and is really a lot of fun...the rules are simple, and everything is low-key, so most folks wind up having a ball. There's lots of $\frac{1}{2}$ A races coming up this year..... Many times at the basin I notice someone sweating and swearing at a balky engine of one brand or another. And, sometimes, even auto-starts don't help get the engine running. Most of the time, the problems are caused by failing to recognize what the engine needs other than flipping the prop. I'd like to offer a formula for starting most engines most of the time. First, let me say that engines will generally start more readily on, or near idle- even my diesel! Second, our engines prefer to be started a little rich, or on the wet side. It's assumed that you have a healthy, broken-in engine that has had the idle set (that's a whole ball game in itself!). Fill tank and connect fuel line to carburetor. Open throttle and prime engine through exhaust port. Put 5 or 6 drops of fuel in venturi, choke engine to draw fuel to carb., and set throttle to low with transmitter. Add a "notch" of throttle to get the carb off dead idle- don't connect the glo-plug yet! Pull prop through slowly 3 or 4 times to distribute the fuel throughout the engine. NO!, connect the battery and flip the prop hard. Most engines will start on the first or second flip this way. Of course, all the normal things must be there such as good battery and glo plug, no leaks in fuel lines or crankcase gaskets, and clean fuel.... If you haven't renewed your membership, do so at next meeting, or this will be your last newsletter and you'll have to pay new-member fees to rejoin. Next meeting March 12, Encino Womens Club. See you there!!



R. C. on Single Floats

-1-

If you are interested in flying R. C. models off water, my first recommendation is to use twin floats! Twin floats are comparable to tri-gear; single floats are more like tail-draggers. However, the challenge is the "thing". (Did anyone else notice that eleven of thirteen models flying in the December stand-off scale contest were tail-draggers?)

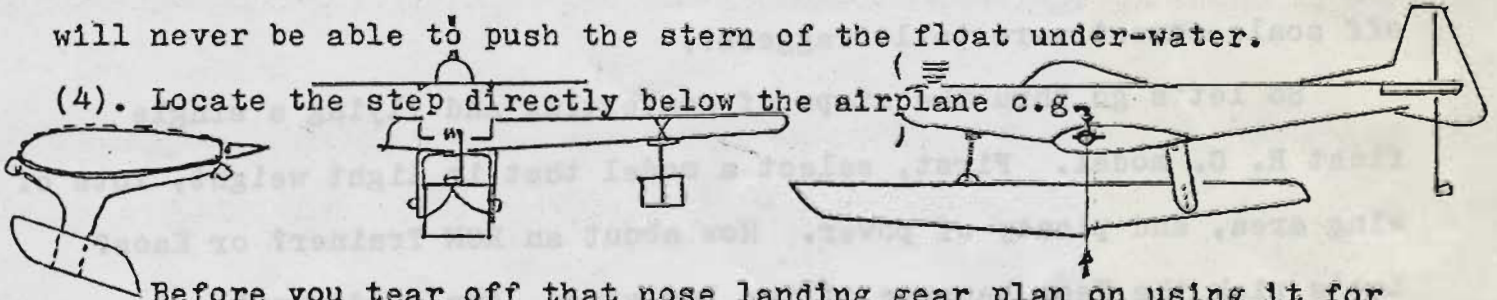
So let's go thru the steps of converting and flying a single float R. C. model. First, select a model that is light weight, lots of wing area, and plenty of power. How about an RCM Trainer? or Kaos? Let's pick the Kaos because of the low wing. Any good running 60 engine will do. The reason for the big wing is that you will add a couple of pounds in flotation gear. If you start with a 7 pound model you are likely to end up at 9 pounds which will necessitate a larger, heavier float. In that event you might as well leave off the wing, paint it black, and call it a submarine!

The float should be about threefourths the size of your fuselage with 60% ahead of the airplanes center of gravity. Locate the main float step directly below the c.g. A flat bottom float is simple, works great and doesn't detract from the "squarish" appearance of the Kaos. Four important factors with regard to the bottom must be taken into consideration. (1). A step is necessary to break suction to permit lift-off; and it must be sharp! NO rounded edges are allowed on the bottom - all sharp and true! Depth of the step doesn't appear critical - use about one half inch. (2). Angle of incidence of the bottom ahead of the step should be as great as practical to keep the nose above water and the portion for 3 or 4 inches just ahead of the step should

be a plane, (not curved)! If you must curve it, make it concave!

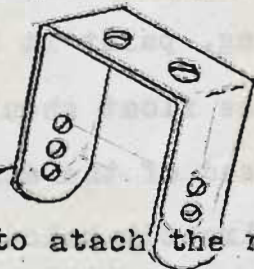
(3). The bottom aft of the step should likewise have incidence - negative incidence, that is! This is important if you wish the model to take-off. You must be able to get six to eight degrees of wing angle of attack (with respect to the water surface) to generate lift sufficient to overcome float suction and gravity. The elevators will never be able to push the stern of the float under-water.

(4). Locate the step directly below the airplane c.g.

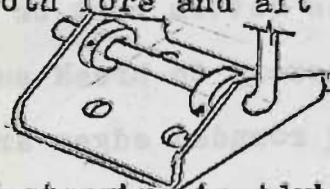


Before you tear off that nose landing gear plan on using it for the front support of the float. Be sure to disconnect the steering linkage. Fabricate a "U" shaped aluminum main gear. Attach it to the fuselage utilizing the existing nylon wing hold-down bolts. Drill a series of small holes in the legs of the bracket to permit pitch angle adjustment later, but start with the float level.

MAIN GEAR
.080 - .100 ALUM



A small "U" bracket and wheel collars can be used to attach the nose gear wire to the float. Use maple blocks inside the floats to accept sheet metal screws for both fore and aft gear legs.



NOSE GEAR
.064 ALUM

Some means of steering is advisable unless you are a strong swimmer. Simply make a water-rudder. Workoff the air-rudder much the same as a tail wheel. A long piece of 1/16 wire goes straight down from the air-rudder to just below the static water line. Solder a small water-rudder made from a tin can (about 1/2 x 1/2 inches). It should be in the water during taxi and above

the water when riding on the step. Otherwise it gets mighty touchy just at lift off.

To keep her level on the water, wing floats must be added. I like these attached with rubberbands using a cradle just like a free-flight fuselage-to-wing attachment. Good luck working around those strip ailerons like on the Kaos. The forces trying to upset the single float plane are tremendous as the list angle increases. Size and placement for the wing floats are best determined experimentally. The wing float must have buoyancy sufficient to lift a partially submerged wing, otherwise swim and fetch it! I don't like to see both wing floats resting in the water so shorten the strut only enough to let one side lift clear of the water $\frac{1}{2}$ to 1 inches. Keep the wing floats forward near the leading edge for two reasons. First, the wing is stronger here, and second, during pre-takeoff rotation which occurs around the main float step in the wing floats will lift clear of water rather than submerge. This sometime happens during the initial takeoff run when she climbs the bow wave to get on the step.

Most important is to add some more vertical tail area to compensate for the increased lateral area of the floats which is more forward than aft of the C.G. This is important, otherwise directional stability is decreased to the point of waterloops or snaprolls on take off. (I know from experience) How much area do you add? Lots!!

I recommend coating all receiver and servo printed circuit boards with electrical insulating varnish. Further, seal wire entry points with RTV silicone then cover all electronics with toy balloons. Spray all electrical connectors with WD-40 or LPS-1 silicone oil before mating. After wing is installed a light coat of vaseline or RTV silicone should be used to externally seal the fuselage-wing joint. Mount the switch inside to keep it dry.

Flying is not much different off water than off land except that water is much softer and cleaner. A little "up" elevator helps get up in the step quicker and dryer. Models with high wing loading and low power loading will require much more expertise during the takeoff phase. Be sure to flare on landing and keep the nose up!

Start building, so you'll be prepared when the basin floods again.

Bob Owens

Bob Owens

RCO/lgo

VALLEY FLYERS
1/2 A PYLON RACE

SUNDAY MARCH 17, 1974 8:00 A.M.

SEPULVEDA BASIN.



- AMA & FCC
- RACE HORSE START
(HAND LAUNCH OK)
- 2 PYLONS
- RCM RULES
- \$2 ENTRY FEE
- TROPHYS TO 3rd PLACE

C.D. — Bob Wilde 213 836-2000

WARNING! HOBBY POX

Very Contagious to All Ages

SYMPTOMS - Continual complaint about needing more time for hobbies and relaxation. Patient has blank expression, sometimes being deaf to everyone except others with same disease. Mumbles to self. Lies to everyone. Frequent checking of hobby catalogs and magazines. Secret night phone calls to hobby pals.

NO CURE KNOWN!!!

TREATMENT: Medication is useless. Disease is not fatal. Victim should indulge deeply in favorite hobby as often as possible!

Compliments of



PHONE (516) 654 - 1300

49 RYDER AVENUE

PATCHOGUE, NEW YORK 11772

DISTRIBUTORS • MANUFACTURERS • IMPORTERS

"FOR PITT'S SAKE"

Pulling back hard on the stick sent me deep into the cushions of my seat. I felt the cold wind against my face as I strained to maintain my climbing position. A little stab at the right rudder pedal kept her straight. The engine was straining now. Air speed dropping rapidly. Now! Hard left rudder, over she goes, clean as a whistle. Ground coming into view, straight down now. My speed is building rapidly, 130, 140, 150 knots. Time to ease back on the stick again, level out and relax. Perfect! There's nothing like this Pitt's with her blazing sun burst paint job, more power up front than a formula one and responsiveness that won't quit.

Oh well, back to reality, time to glue another piece to the bottom wing. Yes, I'm building a Pitt's Special. NO STUPID, not the real thing! But it might as well be as long as it takes me to build two wings.

After seeing the construction article on the Pitt's Special in R.C. Modeler and then seeing Bob Palmer's beautiful glass fuselage, I was hooked. This past November, I finally got around to contacting Bob, arranged to get a fuselage, bellypan, wind screen and wheel pants. At the same time I sent away for plans for the Pitts from R.C. Modeler magazine.

About two weeks after I ordered the plans they showed up in the mail. I anxiously opened the package to begin planning the purchase of wood for the wings and tail surfaces. Off I went to my local hobby dealer thinking "How much can frame work wood for wings and tail cost"? Approximately \$30.00 later I found myself in my garage laying out the plans to start to work.

By late January, I finally had my wings framed and joined. Nothing to it. At that rate of construction I could build the real thing in 20 years, give or take a day!

Now, time to cut out the ailerons. Good lord, four ailerons. I'll never get done. Does anybody have an aeromaster they want to sell cheap? Forget it! I've got too much time and money tied up in this thing now to quit. Maybe we'll have another earthquake and the whole thing will be crushed by the garage roof falling in. Fat Chance! Back to the grind.

Early February, hey, that didn't take long. Only one aileron to go. I even got the cabane wire on the fuselage and I only bent 5 feet of wire. The top wing is even set to be mounted on the cabane. Look out folks, I'll be flying by May, June, July, August..... oh my, now what do I do for landing gear. I can't afford to bend any more wire! Does anyone make an aluminum one piece gear?

Power, power, all I need is a new "Webra blackhead 61". No sweat, I'll rob a bank. So you want to build a Pitt's or anything for that matter.

Seriously, this little story was for entertainment purposes, and not a knock of an outstanding Pitt's Special put out by Bob Palmer, a truly fine craftsman. I really look forward to finishing this project and when I do, Look Out, Bob Hoover & Art Scholl.

Jay Replegle

CLASSIFIED

LAST MINUTE NEWS

Although this is now sort of older news, I thought I might pass it along for your information. Harold Peterson, who is the Kraft service representative for the Northern Virginia area, thinks the high rate chargers used on '72 and '73 Series Krafts are fire hazards due to the high heat generated from the charger. There have been a couple of workbench-type fires directly attributed to this. The cure for the problem is to replace the #16 bulb(s) with #20(s) to lower the heat and eliminate the possibility of fire. This will undoubtedly lower the charge rate also, so compensate a little by charging a little longer. Hal feels that the high rate chargers are hard on batteries as far as life expectancy is concerned also.

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I've seen it in at least one other newsletter and at least one model magazine.....a soldering gun can demagnetize your servos if held too close while soldering linkage in your model. I mean, the gun can actually demagnetize the motors of your servos... and that spells problemsville for the life of the motors. My source recommends using the old fashioned, slower, but effective soldering iron. This phenomena can best be explained by a person more knowledgeable in radio theory or electronic experience than myself.

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ENTERTAINMENT FOR APRIL

WE'RE GONNA HAVE A AUCTION!! BRING YOUR OLD JU-,ER,USED PLANES, ENGINES, WHAT HAVE YOU !! KEEP CALIFORNIA GREEN- BRING MONEY.

Simple rules:

Club gets 10% of the selling price. This helps our club treasury for future projects such as improving the field, etc.
Seller should mark all merchandise with his name and minimum price he'll accept, if any. Its best to set a fairly low minimum and let the bidding develop a competitive air, thus raising the price.
Seller does not have to sell the item being bid on if the price isn't reasonable. An overbid by the seller will negate the sale.

AN AUCTION IS A LOT OF FUN... BRING YOU UNWANTED THINGS AND PARTICIPATE IN THE BIDDING FOR OTHER PEOPLE'S UNWANTED THINGS!!

ONE MAN'S TRASH IS ANOTHER MAN'S TREASURE!

Auctioneer: Ron Clem

CLASSIFIED

1- Complete "Santa Barbara" sailboat. Has sails and sail
trade for helicopter or make offer

Arnold Lipschutz 88

3- KPS 11 Series '71 servos (Kraft) \$25.00 ea.

Gary Chaddock 344-9

3- Webra 61's good condition \$45. ea.

1- Lee Custom Veco 61 Series 71 Perfect condition \$45.

1- DeVilbus touch up spray gun.. New.. Never used.. Jim
\$55.

1- Veco 50 r/c with perry carb... nearly new.. \$25.

1- Super Tigre 46 r/c .. good cond.. 20.

1- Super Tigre 23 r/c .. fair cond.. \$10. Stan Gordo

1- Heathkit 3 channel GD -57 SystemTwo servos GDA-
Battery GDA-19-3... 27mhz. NEW, Fully assembled, Never
(I can't believe this price) Only \$75. Bob Owens 353-8

1- RCM Trainer.... Ready-to-fly

1- Aeromaster..... " " "

1- Sterling PT-17 " " " NEW, never flown

2- S.T. Bluehead 60's...almost new

1- O.S. 80 NEW....

1- Fox Eagle 60... good cond.

1- R.S. 6 Channel (1972) 72 mhz. 4 servos, complete sys

1- Heathkit 8 Channel Single stick, complete system, 15

Miscellaneous sheet balsa and hardware, tools, equip,

\$700.00 Takes the whole thing! Prefer a package deal, 1

up the package if necessary \$700.00! A bargain! Lou Piviti

552-1906

1- Framed up KAOS, Super light.. \$45.

1- Sterl. Schwitzer 1-34 glider 15.Ye Olde Editor
partially built/discouraged

45-26
43-34
48-35
120-40
25-70
50-35
450-40
250-250
950+
NEXT MEETING MARCH
ENCINO WOMEN'S CLUB
FOR B.S. SESSION MEET
AT 8:00 P.M. SEE YOU



Q.M.R.C.

Quarter Midget Racing Club

SAN DIEGO DRONES

1/4 MIDGET RACE
SATURDAY, MARCH 9TH
DRONES' FIELD - LAKESIDE, CALIF.

SEE : 1/4 MIDGETS GO DOWN IN FLAMES ON
RACE HORSE START

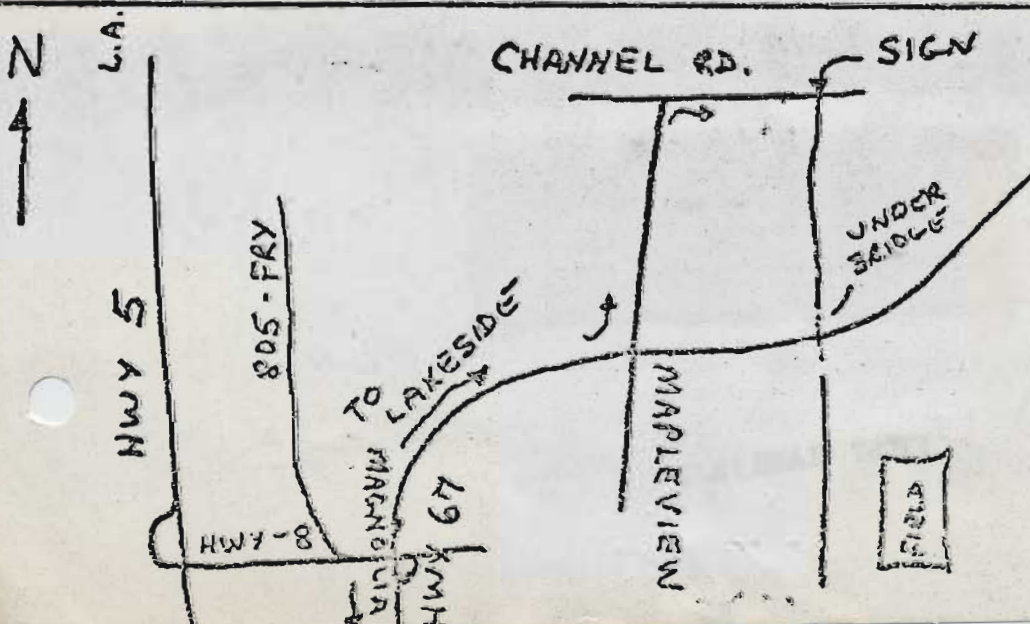
SEE ! THE PAGAN DANCE OF THE FRANTIC CALLER

SEE : JIM ROGERS FINALLY GO AROUND PYLON ONE

SEE : FRANK MORRIS AS C.D. WITH THE WISDOM
OF SOLOMON

SEE : TOM CHRISTOPHER, RAMZI THOMAS, AND GARY HAWK
WALK AWAY WITH ALL THE MARBLES ... AGAIN

SEE : SUPPORTING CREW OF THOUSANDS OF DRONES,
RISKING LIFE, LIMB, AND REPUTATION



FRANK MORRIS - CD
223-8382

BOB NICKLE - QMRC
926-7153