

VALLEY FLYERS

JULY 1974

NEWSLETTER



Past president Jay Replogle holds the model of the month, a scratch built Boo Ray. This airplane represents the end result of a couple of years of on again/off again construction, and Jay really did a nice job on this aircraft. Shades of Bonzo, Pogo, Owl, Miss Dallas, Ole Tiger, a Boo Who?

PRESIDENT: BOB SMITH

V.P. BOB WILDE

SECRETARY: RON CLEM

ASS'T SEC: LEN KATZ

TREASURER: CHUCK SMITH

ASS'T TREAS: TOM MEAD

PRESIDENT'S PAGE

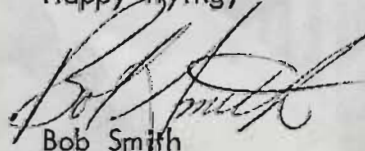
There was an air show this past weekend at San Fernando Airport. Thanks to Loretta Hall and Jay Replogle, we were able to have a model display and flying demonstrations. From what I hear, it was a good success, even though Jay crashed Stan Gordon's Aeromaster into the telephone wires, and Kent Nagy burned up his good motor flying his racer. But, as I said, it was a good success and I would like to personally thank all the club members that could make it out to help.

New developments at the field find the weeds still there and the city still promising to get them cut. Also, at the field you will notice that we still have bleachers - there has been no word of the city picking them up. So with a little luck, maybe they will forget them and leave them out there.

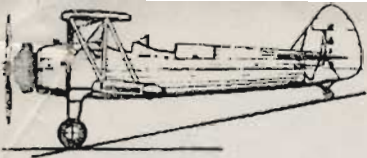
Entertainment this month will be our annual paper airplane contest. So come with your custom-builts or a piece of paper and join in the fun. Also, at the meeting will be a "Liar's" contest, so think of your best tale and tell it at the meeting.

Next meeting, July 9th - 8:00 P.M., Encino Women's Club.

'Happy flying,

A handwritten signature in black ink, appearing to read 'Bob Smith', written over a faint background image of an airplane.

Bob Smith



EDITOR'S PAGE

Well, this month I have some good news....and some bad news. First, the good news! AAMCO, the company that kits the famous Aeromaster and other fine kits, is not going out of business as a result of their latest fire. There are plans to rebuild whatever is necessary, and try once again. They sure have had some bad luck. Now for the bad news! Price increases. Yep. And some pretty hefty ones. If you use K&B Super Pox, prepare to shell out a lot more money for it. For instance: K&B paint- was \$1.85, now sells for \$2.60. Super Pox Primer was \$1.70- now \$2.50, and you need primer catalyst @\$2.50 also. These prices are for the 8 oz. cans. Maybe it's time to go back to the old methods of priming an airplane.... A Veco .6l that sold for \$64.95 as little as two years ago now sells for \$85.00. Of course, K&B isn't the only one that has increased prices. Look at the Foreign imports! At the risk of seeming to wish for the "good ol days", I'd like to see someone produce a quality .6l that sold at a reasonable price, say, \$55.00. Speaking of quality reminds me of a product I'd like to pass on to you. Hobby Shack sells a silicone fuel line that is unlike any fuel line I've ever used. They call it XXX silicone or something like that, I'm sure you've seen it advertised. I use it on my racers and have never had a pressure line blow off, and it's very resistant to kinking. Try it! Mike Pontelle decided he wanted to get some flying time at the Basin recently, and thought that the best time would be early in the morning, say 6:00 a.m.! So he got up at 5:00 a.m., had breakfast, and arrived at the field at 5:50. Egads! There was only one other guy there! Great, thought Mike, until he discovered that the guy was on his frequency. Soon, others came, and at 6:35 five guys were all on the same frequency! Some folks can never win.... I didn't get the names of the fellows who said they weren't getting the newsletter at the last meeting, but I've redone the roster, and hopefully, have everyone on the mailing list now. If you know of anyone that isn't receiving it, please let me know, and I'll correct the situation. This issue was to have an article on props by Chuck Smith, but he couldn't seem to get it done this month. And the saga of how to go racing and go broke by Jay Replogle will be continued next month. This seems to be a bad month for people to sit down and write things. Next guy who promises an article and doesn't deliver gets to be newsletter editor next year!!! I was out at San Fernando airport yesterday, just spectating, and noticed some of the Valley Flyers putting on flying demonstrations for the crowd. Tom Cone, Dick Sonheim, and Jay Replogle were doing some beautiful flying from a very small area. Jay had the misfortune to hit some power wires with Stan Gordons' Aeromaster, and thereafter Jay decided to be the announcer and let the other guys take their chances! If your last newsletter was not in order, please have patience. Jay and I are using a new machine that copies both sides and assembles, all at the same time. Saves me quite a bit of work, but the pages have to be printed in the right order or..... well, you saw (some of you, they weren't all wrong!) what happened last month. Don't forget to build your paper airplane for the coming meeting, as this is competition that everyone will enjoy. For those of you who have a knack for stretching the truth, get your fable together for the great liars contest. Next meeting- July 9th. Bring your wife and have a fun evening. See you then.

AN OPEN LETTER TO TOM MEAD
(President of the Liar's Club!)

Dear Tom,

I wanted to submit a lie for your liar's contest, but like a fisherman, found that I was unable to even exaggerate the truth. Besides, Ron Clem has no space to print lies because he gets so many contributions to his newsletter that he is continually turning stuff down.

Just so you know that I tried, though, I went out to the basin one night last week to see if anyone else had a lie for you. Everyone was out flying, and enjoying the normal smog free air. It was just about midnight when I got there, and Clarence Lee had his glider in the air looking for thermals, so naturally I couldn't talk to him. Also there was Ron Schorr, who I hardly recognized at 140 lbs., who was busily cranking the GHQ in his Formula 1 job. Fortunately, John Brodbeck, Jr. was able to take a minute while cleaning up his Super Tigre powered racer, and he told me Jim Oddino or Bill Salkowski had some lies in the mill but were too busy out at their multi-million dollar research and production facility to take time out and write them down. It seems they are working on a new spark gap transmitter and reed receiver combination that looks like a big technical breakthrough. I've heard that it will have a range of over three feet! At any rate, I talked to a lot of the club members, and didn't get you any lies. However, I did run into some old buddies of yours. Bud Anders and Larry Leonard were there sporting their new Cal Hobby jackets. Joe Bridi was flying his store bought plastic ARF with one of those new single channel rigs that everybody is turning to. Ralph Frisbie was wiping and polishing another one of his immaculate models, and said to say hello. Ralph didn't have any lies for you either 'cause he was too busy flying. Seems he is like the rest of us, and never crashes. Incidentally, as I left the flying field, I ran into Ken and Loretta Hall. They said to let everyone know they are giving away a new Kraft or S&O free with every kit sold. Also, we discussed some of the new products they are handling, such as bottled lightener for those who happen to build heavy models. That must really be great stuff... Well, I haven't helped you find any lies. Sorry! The only thing I can suggest is to approach some of the pylon guys who aren't too busy trying to slow down their models. I hear Smith, Hotelling, and some other of the slow guys have their times down to four minutes!! Perhaps they can help.

Regards from your old pal,

G. W. F. J.
George Washington Flyer, Jr.
(alias Nate Rambo!)

VALLEY FLYERS MEMBERSHIP ROSTER
128 Members, July '74

| | | | | |
|----------------------|----------------------------|-----------------|-------|--------------|
| Walter Altman | 1219-6 Barry Ave. | W. Los Angeles | 90025 | 479-8683 |
| Bud Anders | 1747 Garvin Ave. | Simi Valley | 93065 | - - - - |
| Iran Ausley | 24033 Gilmore St. | Canoga Park | 91304 | 346-8883 |
| Joe Baer | 2758 Motor Ave. | L.A. | 90064 | 839-6628 |
| Marc Barenfeld | 1153 N. Beachwood Dr. | Hollywood | 90028 | 462-8780 |
| Don Bayer | 11624 Westminster Ave. | L.A. | 90066 | 390-4278 |
| James Beaupre | 10844 Rose Ave. #13 | L.A. | 90034 | 838-5376 |
| Jeff Bertken | 21845 Saticoy #202 | Canoga Park | 91304 | 346-0260 |
| Sheldon Birenbaum | 8235 Owensmouth | Canoga Park | 91304 | 346-9924 |
| Robert Bleadon | 4450 Winnetka Ave. | Woodland Hills | 91364 | 887-4450 |
| James Born | 6707 Orion Ave. | Van Nuys | 91406 | 781-1139 |
| Steve Born | 6707 Orion Ave. | Van Nuys | 91406 | 781-1139 |
| Robert Boucher | 2301 Cheryl Pl. | L.A. | 90049 | 472-6344 |
| William Bray | 7424 Firmament | Van Nuys | 91406 | 780-6820 |
| Joe Bridi | 23625 Pineforest Ln. | Harbor City | 90710 | 326-5013 |
| Gary Bush | 7525 Sepulveda Bl. | Van Nuys | 91405 | 780-9907 |
| Frank Capan | 7407 Densmore | Van Nuys | 91406 | 786-5878 |
| Gary Chaddock | 17951 Hemmingway | Reseda | 91335 | 344-9039 |
| Ron Clem | 3826 Albright Ave. | L.A. | 90066 | 398-6865 |
| Tom Cone | 17430 Trosa | Granada Hills | 91344 | 363-0578 |
| Maurice Coplan | 17757 Tramonto Dr. | Pac. Pallisades | 90272 | - - - - |
| Sam DiFatta | 14787 Mission Bl. | Mission Hills | 91340 | 361-3931 |
| Nate Dortch | 2952 La Salle Ave. | L.A. | 90018 | - - - - |
| John Elgin | 20812 Vose St. | Canoga Park | 91306 | 883-8059 |
| Colby Evett | 1636 Ocean Park Bl. | Santa Monica | 90405 | 396-0280 |
| Marc Fagan | 22224-3 Germain St. | Chatsworth | 91311 | 341-2481 |
| George Finch | 18127 Wakecrest Dr. | Malibu | 90265 | 459-1577 |
| Robert Fletcher | 716 S. Manhattan Pl. | L.A. | 90005 | 387-5425 |
| John Foglesong | 2515 Westgate Ave. | West L.A. | 90064 | 477-1165 |
| Craig Foxgord | 2902 El Caminito | La Crescenta | 91214 | 248-7146 |
| Maury Foxgord | 2902 El Caminito | La Crescenta | 91214 | 248-7146 |
| Phil Frisbie | 4320 Duquesne Ave. | Culver City | 90230 | 838-2998 |
| Ralph Frisbie | 4320 Duquesne Ave. | Culver City | 90230 | 838-2998 |
| Karl Gable | 23436 Justice St. | Canoga Park | 91304 | 340-7325 |
| Rick Gillinger | 5230 Weller Dr. | Woodland Hills | 91364 | 887-1020 |
| Jack Glauser | 5656 Gentry Ave. | N. Hollywood | 91607 | 761-9853 |
| Steve Goldshek | 17087 Parthenia St. | Northridge | 91324 | 885-6857 |
| Stan Gordon | 15148 Tuba St. | Sepulveda | 91343 | 892-0402 |
| Michael Gulizia | 532 N. Croft #3 | L.A. | 90048 | 653-3571 |
| Ken Hall | 4230 Laurelgrove Ave. | Studio City | 91604 | 766-1187 |
| Loretta Hall | 4230 Laurelgrove Ave. | Studio City | 91604 | 766-1187 |
| Jack Hammond | 6142 Glen Holly | Hollywood | 90028 | 465-3410 |
| Bob Hargrove | 17625 Miranda St. | Encino | 91316 | 881-5255 |
| Earl Harting | 17970 Hemmingway St. | Reseda | 91335 | 342-6867 |
| Elmer Hohbach | 1474 W. 243rd. St. | Harbor City | 90710 | 326-2240 |
| Mark Holland | 11533 Wish Ave. | Granada Hills | 91344 | 363-5218 |
| Ed Hotelling | 3180 N. Goldenspur Dr. | Camarillo | 93010 | 805/482-7547 |
| Mitchell Huffine Jr. | 18512 Mayall Apt. C | Northridge | 91324 | 886-6850 |
| Mitchell Huffine Sr. | 18512 Mayall Apt. C | Northridge | 91324 | 886-6850 |
| R. Vincent Igo | 1256 $\frac{1}{4}$ Salthir | West L.A. | 90025 | 478-2721 |
| Wallace R. Jones | 2220 Fisher Ct. | Redondo Beach | 90278 | 372-7550 |
| Louis Kalik | 10630 Hayvenhurst Ave. | Granada Hills | 91344 | 363-0638 |
| Steven Kalik | 10630 Hayvenhurst Ave. | Granada Hills | 91344 | 363-0638 |
| Kevin Kay | 5758 Stansdury Ave. | Van Nuys | 91401 | 994-6703 |
| Leonard Katz | 19146 Liggett St. | Northridge | 91324 | 349-6209 |

| | | | | |
|-------------------|------------------------------------|----------------|-------|--------------|
| Michael Klein | 15101 Magnolia Bl. | Sherman Oaks | 91403 | 788-8170 |
| Richard Kolodziej | 4650 Kester Ave. #115 | Sherman Oaks | 91403 | 986-5420 |
| Charles Larkey | 8815 Appian Way | L.A. | 90046 | 654-7201 |
| Clarance Lee | 7215 Foothill Bl. | Tujunga | 91042 | 352-3766 |
| Larry Leonard | 7708 Faust St. | Canoga Park | 91304 | 340-1938 |
| Marshall Lloyd | 3333 Bagley Ave. #2 | L.A. | 90034 | 838-5721 |
| Arnold Lipshutz | 17087 Parthenia St. | Northridge | 91324 | 885-6857 |
| Larry Mahlmoed | 10834 Rose Ave. | L.A. | 90034 | 836-3690 |
| Dan McCan | 28 Wales St. | Thousand Oaks | 91360 | 805/495-9875 |
| Dennis McDowell | 11639 $\frac{1}{2}$ Archwood St. | N. Hollywood | 91606 | 982-0854 |
| Richard McNeely | 7525 Sepulveda Bl. | Van Nuys | 91406 | 780-3618 |
| Gary McPike | 15036 Hesby | Sherman Oaks | 91403 | 789-4852 |
| Tom Mead | 1950 Pelham | L.A. | 90025 | 474-0795 |
| James Merritt | 16416 San Jose St. | Granada Hills | 91344 | 363-6225 |
| Carl Mortens | 17456 Covello | Van Nuys | 91406 | 881-2357 |
| William Nickloff | 9931 Edmore Pl. | Sun Valley | 91352 | 768-3228 |
| Bryan Noar | 9939 Amestoy Ave. | Northridge | 91324 | 886-7938 |
| Stanley Noar | 9939 Amestoy Ave. | Northridge | 91324 | 886-7938 |
| Kent Nogy | 21845 Saticoy St. | Canoga Park | 91304 | 346-0260 |
| Jim Oddino | 23700 Bessemer St. | Woodland Hills | 91364 | 346-1454 |
| James O'Neill | 8815 Rincon Ave. | Sun Valley | 91352 | 768-5483 |
| Laird Owens | 6469 Day St. | Tujunga | 91042 | 353-8691 |
| R. C. Owens Jr. | 6469 Day St. | Tujunga | 91042 | 353-8691 |
| Bob Palmer | 9161 Morehart Ave. | Arleta | 91331 | 767-6734 |
| Don Panek | 17835 Hiawatha St. | Granada Hills | 91344 | 360-3371 |
| Harrison Parks | 2016 Corning St. #4 | L.A. | 90034 | 837-3978 |
| Roger Paskell | 917 22nd St. | Santa Monica | 90403 | 828-3544 |
| Bill Pennington | 5325 Halbrent | Van Nuys | 91405 | 781-8119 |
| Paul Pennington | #3 Coronado Way | Mission Hills | 91345 | 365-3077 |
| Joe Pittner | 23621 Via Delos | Valencia | 91355 | 805/259-5874 |
| Mike Pontelle | 14729 Huston St. | Sherman Oaks | 91403 | 981-3333 |
| Don Powell | 22307 Macfarlane | Woodland Hills | 91364 | 883-1043 |
| Nate Rambo | 1158 Baywood Ave. | Camarillo | 93010 | 805/482-3702 |
| Howard Reed | 18719 Covello St. | Reseda | 91335 | 343-6901 |
| Jay Replogle | 13939 Burton St. | Panorama City | 91402 | 787-8591 |
| Larry Rosenberg | 1152 Holly Ann Pl. | San Jose | 95120 | 408/268-5294 |
| Andy Rohaly | 1532 S. Bentley Ave. | L.A. | 90025 | 478-5969 |
| Robb Rue | 807 4th Apt. #3 | Santa Monica | 90403 | - - - - |
| Bill Salkowski | 20251 Sherman Way #3 | Canoga Park | 91306 | 341-9663 |
| Rudy Sanders | 14751 Titus St. #46 | Panorama City | 91402 | 989-1617 |
| Michael Sawnor | 807 4th St. Apt. 21 | Santa Monica | 90403 | 393-7739 |
| Art Schneider | 27044 Helmond Dr. | Agoura | 91301 | 889-3349 |
| Bob Schneider | 27044 Helmond Dr. | Agoura | 91301 | 889-3349 |
| Ron Schorr | 5224 Teesdale Ave. | N. Hollywood | 91607 | 762-5370 |
| Donald Simons | 1863 $\frac{1}{2}$ Montiflora Ave. | Eagle Rock | 90041 | 254-0965 |
| Bill Smart | 8130 Langdon Ave. #214 | Van Nuys | 91406 | 989-5285 |
| Bert A. Smith | 18924 Malden St. | Northridge | 91324 | 886-1072 |
| Bob Smith | 20954 Parthenia | Canoga Park | 91305 | 998-9447 |
| Chuck Smith | 8509 Lennox | Panorama City | 91402 | 892-3762 |
| Robert Smith | 4065 Ursula Ave. | L.A. | 90008 | 291-4916 |
| Scott Smithwick | 13225 Wentworth St. | Arletta | 91331 | 767-0903 |
| Dick Sonheim | 15856 Falconrin Dr. | Saugus | 91350 | 805/252-7405 |
| Mike Stecker | 10480 National Bl. #220 | L.A. | 90034 | 836-5325 |
| Richard Stone | 18325 Erwin St. | Reseda | 91355 | 881-4393 |
| Ben Strasser | 18753 Algiers St. | Northridge | 91324 | 350-7112 |

| | | | | |
|-----------------|------------------------|---------------|-------|----------|
| Ron Sweet | 9535 Aldea Ave. | Northridge | 91324 | 886-1525 |
| John Swift | 11121 Arminta St #47 | Sun Valley | 91352 | 765-8850 |
| Tom Swift | 423 E. Elmwood Ave. #F | Burbank | 91501 | 846-8147 |
| Rodney Taylor | 17443 Haynes St. | Van Nuys | 91406 | 344-2362 |
| Eric Thomas | 8929 Collett Ave. | Sepulveda | 91343 | 894-1511 |
| Allen Thompson | 10336 Encino Bl. | Granada Hills | 91344 | 360-1180 |
| Chuck Thompson | 10336 Encino Bl. | Granada Hills | 91344 | 360-1180 |
| David Thompson | 10336 Encino Bl. | Granada Hills | 91344 | 360-1180 |
| Dick Wadell | 16700 Mayall | Sepulveda | 91433 | 363-0492 |
| Gary Wah | 10122 Balboa Bl. | Granada Hills | 91344 | 363-3323 |
| Lawrence Watson | 7057 Hesperia Ave. | Reseda | 91355 | 343-7258 |
| Irv Weinberger | 9711 Avra Ave. | Northridge | 91324 | 349-1388 |
| Hans Weiss | 1304 Wilshire Bl. | Santa Monica | 90403 | 395-0633 |
| Alan Wexler | 3824 Eledsoe Ave. | L.A. | 90066 | 391-8493 |
| Curby Wigham | 14594 Dyer St. | Sylmar | 91342 | 367-1464 |
| Bob Wilde | 10570 W. Pico Bl. | West L.A. | 90064 | 836-2000 |
| Warren Wilson | 2425 Foothill Bl. #9 | La Crescenta | 91214 | 248-6149 |
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Nate Rambo
805/482-3702

P.S. No, you pylon guys, I ain't giving up!!!

NEXT MEETING JULY 9
8:00 P.M.

LITTLE OR NO BUSINESS WILL
BE CONDUCTED. PAPER

AIR PLANE CONTEST! LIARS CONTEST!
BE THERE! (you know where!)

LANDINGS MADE EASIER
Dick LaBarre

The landing is a maneuver considered by many flyers to be an inevitable evil that must be dealt with at the end of each flight. Some are content if their aircraft escape damage, or even sustain field-repairable damage during this required maneuver.

Flyers who are capable of making consistently good landings will usually admit that there are few maneuvers which give the same feeling of pride as does a "greased-on" landing. Spectators nearly always note a well-executed approach and landing, but seldom note the difference between a nearly perfect loop and one completed 20 degrees off heading.

There is no doubt that the landing is the most difficult phase of learning to fly and that the most difficult maneuvers seem to be least practiced by the sport flyer. If you intend to eventually compete then you must remember the basic difference between a sport and contest flyer is PRACTICE.

However, the landing is one maneuver which cannot be ignored by any flyer, for it must be faced at least once a flight. The problem is: how can the pain be eased, and fun introduced, in landings?

There are several ways to attack the problem, but first you must: (a) be willing to acknowledge your weakness in this area and then, (b) request the aid of a proficient and willing fellow flyer. If you can pull off both (a) and (b) above, then you're on the way to much more pleasurable flying. If you cannot pull off (b), then we'll try to provide some help here.

The keys to good landings are:

1. Knowledge of the slow-flight characteristics of your aircraft.
2. During practice, try to be as consistent as possible--the idea is to reduce the variables to a minimum.
3. Don't crowd yourself--a tight pattern looks sharp, but will sooner or later be the underlying cause for unscheduled maintenance.
4. Practice (sorry!)

The above keys to good landings will be explained and expanded so that you may apply them to your self-improvement program, if you so desire.

FIRST, know the slow-flight characteristics of your aircraft. This is easily done by actually flying the aircraft at the slowest possible speeds through various flight maneuvers: turns, clumbs, and glides. The aircraft transmits its airspeed to you by its attitude and it is important to recognize minimum speed attitudes under various power settings. The minimum speed attitude is very close to the attitude desired for landing touch-down and is at the same time very close to the stall attitude. While holding this attitude you will find that altitude is easily increased or decreased by throttle changes. It is obvious that sufficient altitude for a stall/spin recovery must be maintained during this type of flying practice.

SECOND, consistent flight patterns must be flown in order to reduce the number of variables encountered during practice. A few hints for setting up a comfortable "touch and go" landing pattern follow (See Figure 1.):

- Pick your landing direction as nearly into the wind as possible.
- Place yourself on the field in the spot which feels most comfortable to you in relation to the pattern to be flown (other flyers and safety permitting).
- Fly the aircraft over the runway in the direction of intended landing at the down-wind altitude.
- As the aircraft approaches the far end of the runway commence a gently level 180 degree turn onto the downwind leg.
- Fly the downwind leg parallel with the runway, reducing power and re-trimming the aircraft to the slow speed attitude. The downwind leg is the best place to "set-up" the slow speed, for you can see the attitude on this leg easily and really have nothing else to do while driving straight and level. Make this downwind leg wide enough to make a gentle turn onto the base and final legs adding or decreasing power as necessary to achieve the desired glide path to the touch-down point. It should be noted that very little change in attitude will be required on final (if you "set-up" properly coming downwind) and that the throttle setting has determined the glide path.
- Make a few "low approaches" prior to actual touch-downs. Try to correct errors by making one adjustment at a time. For instance, if you keep finding yourself overshooting the final and ending up high on final: first, make adjustments to your turning point to correct for the overshoot. After this has been corrected then work on the altitude problem by earlier, or greater, power reductions. The point is: don't compound your problems by attempting more than one correction at a time.

The THIRD key is to avoid crowding yourself. Many landing pattern problems are caused by compression -- too close abeam downwind, which in turn requires steep turns onto final and frantic speed and power adjustments on final. Make it as easy as possible on yourself by flying nice gentle turns in the landing pattern until you're very proficient in this difficult maneuver.

The FOURTH key is the heart of the story: PRACTICE. This will seem like work at first, but will become the most rewarding part of any flight. It makes you feel good to hear the hecklers yell, "Lucky!" You know better!

This quick dissertation on landings wouldn't be complete without talking about the landing! Well, you'll find the landing is pretty easy if you've flown a good approach with the aircraft close to the landing attitude. All you'll have to do is reduce the idle (if not already there) as the aircraft is about to touch down - you may have to raise the nose slightly at the same time for a perfect touch-down. You're shooting for a 3-point touch-down with a tail-dragger and main-mounts first with tricycle gear.

CAUTION: Knowing the slow-flight characteristics of your aircraft should include a knowledge of what to expect if you should inadvertently stall the aircraft. If it has a vicious stall immediately followed by a spin (known as a snap-roll) then you are obviously going to fly your approaches faster than the optimum speed (flatter attitude), in order to provide yourself some room for error. Most other stall characteristics will allow you to add power, leave the problem, and try again, which is the best thing to do in any situation which threatens to cause excessive perspiration.

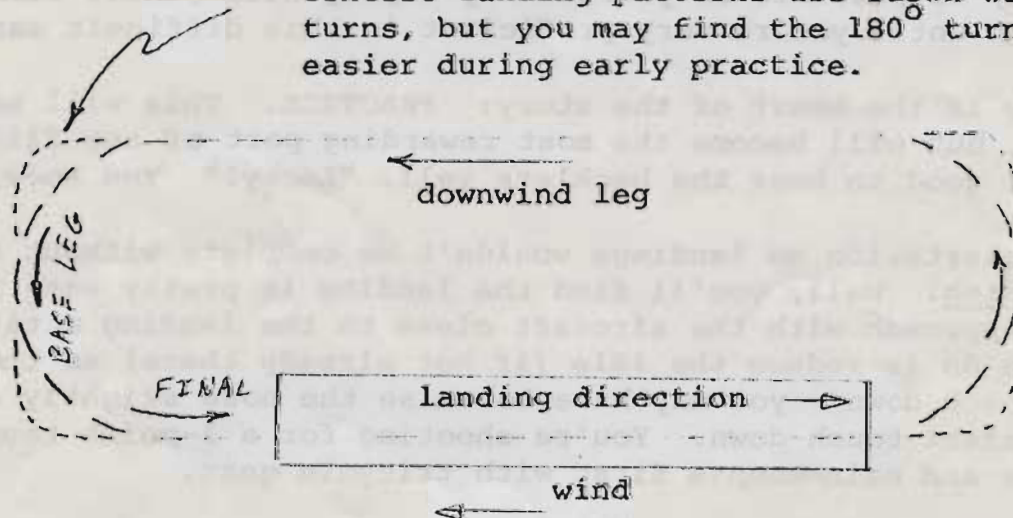
DON'T shoot touch and goes at the end of your flights, for the worst place to run out of fuel is in the landing pattern.

PHYSICAL FACTS: The stall speed of an airplane varies with the angle of bank in the following manner:

| Angle of Bank (level turn) | % Increase in stall speed over level flight stall speed |
|-------------------------------|--|
| 15° | less than 2 |
| 30° | 8 |
| 45° | 19 |
| 60° | 40 |
| 75.5° | 100 |

The above chart indicates why steep turns at low airspeeds should be avoided. All aspects and situations of the landing maneuver have not been covered, nor is it suggested they could be, for each landing is different. There may be better techniques, but the ones presented here are basic and proven. Good approaches and landings really are Happy Landings - practice and see!

contest landing patterns are flown with 90° turns, but you may find the 180° turn pattern easier during early practice.



LANDING PATTERN NOMENCLATURE
FIGURE 1

NOISE CAUSES HEARING DAMAGE

During a thorough physical exam. it was determined by test what I already knew! I have a serious hearing deficiency--above 3000 cycles per second (Hertz). Frankly, above that frequency I am deaf. Who needs HI-FI.

While on a recent business trip to the FAA Aeronautical Center (Civil Aeromedical Institute) in Oklahoma City I became aware of a study of aircraft noise and the effects on hearing. A summary of the results of the study are published in FAA Advisory Circular AC 91-35.

The publication does not mention model aircraft engines but medical authorities have convinced me that noise produced by model plane engines can be equally damaging. I can't be sure which is mostly to blame in my case since I have operated models and private planes since the '40s. I am sure the several hundred thousand rounds of 50 caliber machine gun ammo expended as an aerial gunner in W. W. II Didn't help. Below I have editorialized on the Advisory Circular.

Most long-time pilots have a mild loss of hearing. Many pilots report unusual amounts of fatigue after flights in particularly noisy aircraft. Many pilots have temporary losses of hearing sensitivity after flights; and many pilots have difficulty understanding transmissions from the ground, especially during critical periods under full power, such as takeoff.

Noise exposure has harmful effects that are cumulative--they add together to produce a greater effect on the listener both as sound intensity is increased. A noise that could cause a mild hearing loss to a man who heard it once a week for a few minutes, might make him quite deaf if he worked in it for eight hours a day, five days a week. Of course, these losses of hearing would not occur overnight; they would build up progressively over a period of years. But they would occur.

The noise in the quietest cockpits is more than ten times as intense as the noise in your car when you are driving to work. In many planes, the factor is much greater. Aircraft noise a hundred times as intense as automobile noise is common, and in the very noisy types (including some of the large military helicopters) the difference may be on the order of thousands of even tens-of-thousands. (Too bad they didn't test Prather's Super Tiger X-40).

The problems are relatively easy to solve. Further CAMI experiments showed that the use of ear plugs or similar hearing protection will prevent nearly every difficulty. Under any circumstance, a poorly fitted noise-protection device is worse than none because it gives the user a false sense of security. Similarly, loose-fitting earplugs are not at all helpful. An earplug that is "so comfortable that I can hardly feel it" is not doing any good. The device need not be uncomfortable, but it MUST BE SNUG.

Speech intelligibility is enhanced - improved tremendously - by the use of earplugs. The only people who will not reap this benefit are those who already have a severe high-tone hearing loss (these are mostly people who are particularly susceptible to the deafening effects of the noise, and who therefore need to be especially careful to protect themselves from further exposure to

amount of noise being heard. Otherwise, it is easy to forget earplugs and the noise must still be overcome when one talks.

Earplugs can be bought for as little as ten cents for a pair for waximpregnated cotton or for up to fifteen dollars for a pair of custom-make ear inserts. Plain, unimpregnated cotton is useless as a hearing protector, so a commercial earplug should be used instead. The most common varieties cost between seventy-five cents and a dollar a pair and can be used innumerable times.

Recommended Action for Modelers

- a. Use earplugs or earmuffs whenever you are exposed to engines operating at high power.
- b. Be certain that the protective device fits snugly.
- c. Use earplugs; plain absorbent cotton does not work.
- d. Shout a little louder to your caller; remember that the noise is still there and that one must speak loudly enough to overcome its effects.
- e. Check the fit of the ear protectors by pressing earplugs with the fore finger of earmuffs with the palms. If they fit correctly, no amount of pressure will cut down on the amount of sound that is still getting through. Sometimes pressing will increase the sound because the hearing protector is being deformed and is allowing some sound to get through; ignore such increases.
- f. Demonstrate the effectiveness of the plugs by wearing only one during a test run. After shutting down the engine, remove the plug. The difference in hearing in the two ears will almost make it seem as if the ear that was open during the run is now quite deaf. It is not, of course. It is only less sensitive because of the noise exposure, and it will recover after a little time. But that loss of sensitivity is an indication of how the noise can produce permanent damage to one's hearing.

If you are not convinced that one can increase the pleasure and safety of model flying by wearing ear protectors, I have a reference to several publications on the subject that should convince you.



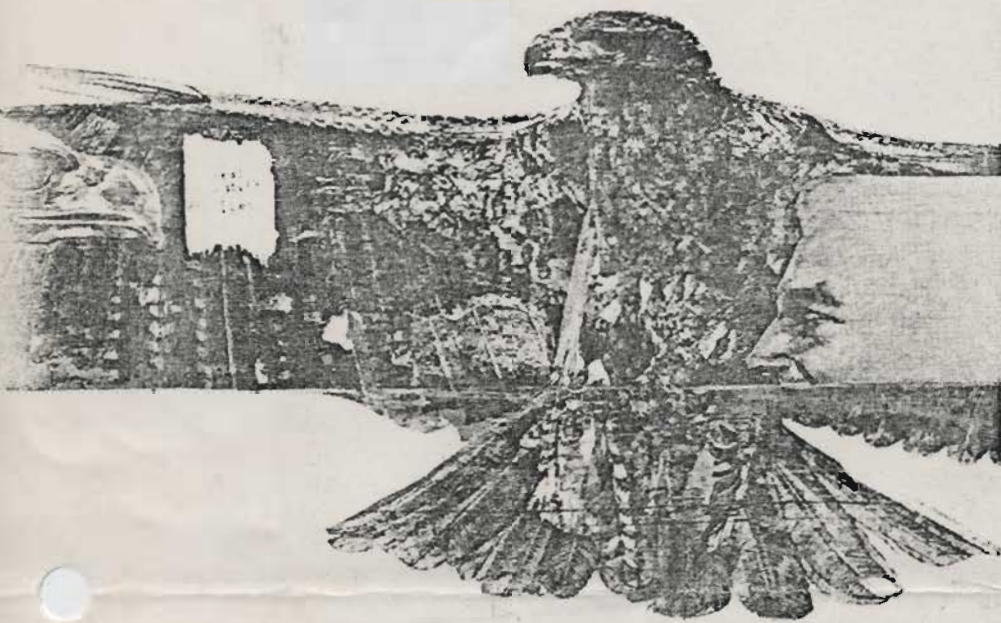
Bob Owens

RCO/lgo

Bax Seat Hawk Lips

By Gordon Baxter

Credit: Flying Magazine, May '73



"ALAN," I SAID, "let's take the kids and go see what's happening at the airport." We collected little Chris, Eric, Matthew and Gordon IV and ended up in a motherly old Cessna 172. Man, it looked like a barn loft full of owls. When I looked back over my shoulder, I couldn't see anything but big, round eyes everywhere.

"You little punks really want to fly with Grandpa?" I asked.

"Yeah, yeah, let's go! Take off!"

So we went up and bumped around for a while and it got very quiet; they were strapped down so deep they couldn't see out. What difference will it make, I thought, if we have a few kids floating around in the cabin? We unstrapped them and let them stand up. "Now don't play with the door handle. That first step is a long one."

"Hey, just like little model cars down there. Hey, look at that little-bitty train! Golly, ain't it purty?" We got to see eight parachutists come out of two jump planes, and we got to see the glider cut loose from the towplane, and we watched all this high color floating and gliding down through the student traffic.

After we landed, I parked the car out near the runway overrun, where they launch and land the glider. It was a wonderful place

to park the kids, who were pretending they were sky divers and were practicing bailing out of the Buick. They put on sunglasses and undid the shoulder harnesses and shouted commands. Periodically, all four of them would fly out the windows.

It got to be my turn to fly the glider, and Alan made all the kids come over and kiss Grandpa good-bye and get a last look at the old man. The towplane hauled me up to 2,000 feet and I cut loose.

I had noticed this hawk circling over our corner of the field. A hawk is always hunting a thermal, especially a thermal that might be over mice, and I think he figured the grandkids were mice and was planning on carrying one off with him. Anyway, I shouldered into the thermal with the hawk and circled at about 40 mph in zero sink. He had his wings spread all the way out, glorious and free, and his pinions out on the ends were trembling, like the glider's wing tips. He was right out there, looking me over like he had pulled up alongside and was going to write me a ticket.

Well, the hawk and I started to play. He could turn faster than I could, but I could ease in on him. It was so beautiful to look out there and see that big bird so close. If I got too near, he would duck under and

come up on the other side. I dropped the nose a little and picked up speed, began to whistle at about 60—which, for a glider, is moving along—and I looked out there and the hawk was still with me. He had sort of hunched up his wings, and the slipstream was just tearing at his feathers. He looked at me with hooded eyes, and that hawk had a savage little grin on his mouth, the wind blowing his lips back over his teeth, and his eyes sparkling. I could see glints of red and gold as he flashed in the sun. I swear he was enjoying himself.

Then it dawned on me that we were gliding farther and farther from the airport. I remembered a story about a sailplane pilot on the West Coast who had followed a seagull, riding a wave of lift, and when they got way out to sea, the gull sort of laughed, turned around toward land and started flapping his wings. Ain't no way you can flap your wings in a glider. So I let the hawk win our game and eased on back to the landing slot. I was a little low, and I'm sorry about getting bark on the wing of the glider, but they ought to do something about that tree at the end of the runway. Actually, it's more like a bush.

We were driving back to the hangar when I got to thinking what it would sound like if a transient pilot who had never seen the grass airport before were to call in, "Ahhh, this is Piper 34 X-ray, give me your airport advisory. . . ."

I can hear our line man come on and say, "Well, we got three students in the pattern on touch and go, we have two jump planes at 10,000 feet, there are eight jumpers free-falling, a glider has just been released at 2,000 feet over the active runway, radio-controlled models are aloft over the ramp, six Japanese kites at 1,500 on the downwind leg, we have a hawk on short final for a mouse, a '73 Buick on the active with four kids just bailing out of it, the active runway is 12 and look out for the tree. Actually, it's more of a small bush."

The guy would think he had called up the zoo, and he'd go off and land somewhere else and have his radio worked on. It was a beautiful day at the little grass airport. As long as I live, I'll remember looking out at that hawk right beside me, feathers rippling, tears streaming out of his eyes and a big grin on his face. That's kind of hard for a hawk to do, because a hawk has real stiff lips. □