

VALLEY FLYERS

AUGUST 1974

NEWSLETTER



Stan Gordon, our model of the month winner, holds his well done Stafford P-39. And the pictures depict some of the happenings at the Great Paper Airplane contest, in case you weren't there.

PRESIDENT: BOB SMITH

V.P. BOB WILDE

SECRETARY: RON CLEM

ASS'T SEC: LEN KATZ

TREASURER: CHUCK SMITH

ASS'T TREAS: TOM MEAD



EDITOR'S PAGE

This month appears to be a difficult month for newsletter material. Many people are on vacation, or planning one soon (like me!), and their minds are just dreaming of anything that's unrelated to work. So, I have had to resort to the only reservoir every newsletter editor has—"borrowing", from other newsletters! This essentially untapped reserve is always lurking in the desk drawer, just waiting to be used. I have selected material that applies today, even though it was written sometime ago, in many cases. If I don't have enough input from you folks to produce a good local newsletter, at least I have material that is interesting and informative from other sources. I still urge all of you to participate in your newsletter, to take pride in it as I do. Send me your ideas, or articles. Upcoming events, cartoons you might find amusing, anything! Make this your newsletter!

ABOUT PEOPLE..... Don Simons is moving to Providence, R.I. soon, a job transfer, I believe..... Roger Paskell is now flying for Kodiak Airlines- in Kodiak, Alaska! BRrrrrr. Good luck, Roger and Don. If you really looked at your last newsletter, you probably noticed that Larry Rosenberg's new address is in the roster. Drop him a line now and then. The frequency control system at the basin appears to be working just fine, but Len Katz has been hard put to keep clothspins available, since some of you forget to take them off your antenna! It's no big thing to have forgotten to remove it, but please see that you return the pin as soon as possible, or send it back with someone if you can't make it. Len has been solely responsible for the frequency control system, and we all owe him a vote of thanks for the plane we didn't lose.

This month I hope to have the conclusion of Jay Replogle's article on the trials and frustrations (rewards too!) of pylon racing. Jay was supposed to have his article typed today, 7/30/74, but was unsure, so I'm unsure. The entertainment for the next meeting will be an interesting film and narration about hang gliding. We hope to have a building demonstration of a Quicky "500" in September, and will probably be presented by Bud Anders..... Duke Lombardi, newsletter of the Seattle RAMS HORN, sent me some pictures (some time ago) of a 4 engine flying boat, a Martin 314 I believe. Some of you saw the pictures, as I brought them to a meeting a couple of months ago. Well, this airplane? spanned only about 8 ft., really small, you know? Well, they evidently decided that there was too much balsa wood around that they couldn't find a use for, and now they're building an 11 ft. version of this flying boat! Some specs.... 30" chord at the root, 5" thick at the root, fuselage is 8 ft. long, 10" wide. and 17" deep!!! Planned power is 2 S.T. 56's on the outboard nacelles, and 2 OS 80's on the inboards! Their only reservation is whether to put radio control in the thing, or a small boy! Duke has a 20 minute film of their attempts to fly the 8 ft. version, and their eventual success, but he said it needs to be narrated in order to make sense of it. Perhaps he can show the film next time he's in L.A.Next meeting, August 13, 8:00 P.M. Because of the NATS, Bob and Chuck Smith will be unable to be there, and I'll be vacationing, but I'm sure you'll have a good meeting with the other capable board members conducting the meeting. See you in Sept.!

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Ron Clem lets fly



George Finch spinning a yarn



Biggest liar, John Elgin



Jay Replogle showing rare form

The July meeting was a social gathering with all business left in the "to be done drawer". The fun started with a show of hands of possible contributors of tall tales. However, the group of GEORGE FINCH, RON CLEM, RON SCHORR and JOHN ELGIN held forth with their wonderful tales and made the others forget their stories.

If you did not make the meeting you missed:—

GEORGE'S tale of the pilot who was flying in a white-out and when found in a snowbank was still flying and trying to see where he was.
RON SCHORR'S sad story of the guy who challenged him in a Formula I and crashed rather than admit defeat — and then said "the winner had to pay".
RON CLEM described the trials and tribulations of a guy learning to fly, and when everything seemed to fail, he trained a bevy of birds to tow his model through the clouds. Yes, you guessed it, somebody threw bird seed on the ground.
JOHN ELGIN was declared the winner with his description of a Formula I dream ship. He, of course, had the mostest and the bestest but could not show it to us because when he opened it up, the model was so hot it burned up going around the pylon.
NATE RAMBO received an award for his open letter published in the July newsletter.

We all calmed down with 'fat-boy' Wilde's choice of ice cream and cake, and then threw paper airplanes about the room. All I know is that RON CLEM still has the best arm for glider throwing. TIMMY STONE made his fly the longest and DAVID FREUND had the most original.

TOM MEAD.

Please make the following corrections to your roster.....

James Moye	6707 Orion Ave.	Van Nuys	91406	781-1139
Steve Moye	6707 Orion Ave.	Van Nuys	91406	781-1139
Mike Klein	5652 Norwich St.	Van Nuys	91401	787-8483
Bill Pennington	5724 Halbrent	Van Nuys	91401	781-8119

The Moye brothers listed above were listed mistakenly as James and Steve BORN, due to an improperly filled out card.

NEXT MEETING - AUGUST 13
ENCINO WOMEN'S CLUB
8:00 P.M.

INVITATIONAL QUICKY "500" RACE

HOSTED BY
CHULA VISTA MODEL & R/C CLUB

AUGUST 18, 1974

REGISTRATIONS - 8:00 A.M.

RACE STARTS - 9:00 A.M. SHARP

K&B 500 FUEL WILL BE FURNISHED
ANY STOCK FRONT ROTOR .40 ENGINE MAY BE USED
COMMERCIAL STOCK UNALTERED MUFFLER
MUFFLER PRESSURE ONLY

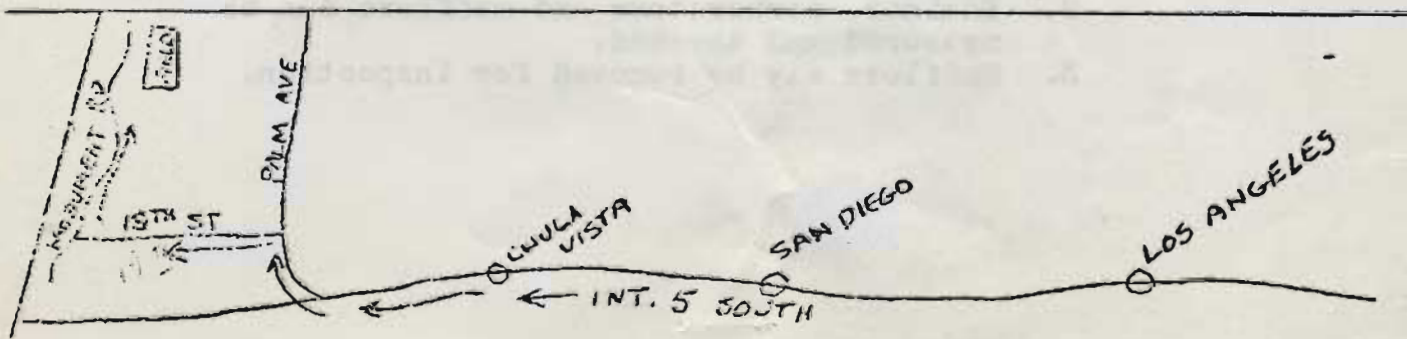
ENTRY FEE \$5.00

AMA CARD FCC LICENSE REQUIRED

TROPHIES TO 5TH

→ C.D. RAMZI THOMAS (714) 479-7743

AL SHEPARD (714) 479-3110



CHULA VISTA MODEL & R/C CLUB
AND
BIRDS
RULES FOR THE "500" RACES

OBJECTIVE: To place the emphasis on the pilot by minimizing the advantage of one airplane over another.

REGULATIONS: (Racing Course) Same as Formula 1, except pylon #1 will be 300 feet from start/finish line.

(Operation of the Race) Same as Formula 1, except:

1. No flagman
2. Pilots will not be advised of cuts until race is complete.
3. Scoring is QM race. 1 cut, 1 pt. 2 cuts, no score for that heat.

(Airplane)

1. Quicke "500" or in airplane that all dimensions are equal to or greater.
2. RCM 15-500 and Toad qualify.
3. Constant chord wing.
4. Fixed landing gear, at least two wheels of $2\frac{1}{4}$ " diameter must be used. A third wheel of any size may be used. Tricycle gear is acceptable.

(Props) Readily available to all pilots. A two blade fixed pitch wood prop with only one blade modified for balance.

(Fuel) K & B 500 furnished if available.

(Engines)

1. Any standard production front rotor "40" RC.
2. Carburetor will be stock (not enlarged) with full throttle control.
3. Muffler to be completely stock, including attach fittings.
Any production muffler may be used, but must be readily available. No rework what so ever.
4. Engines may be cleaned and "deburred" only.

(Inspection)

1. Airplane structural integrity may be inspected.
2. Engines, carburetors and mufflers can be measured and checked.
3. Mufflers may be removed for inspection.

Round and Round She Goes - Part III

We last left off with my initial contact to Formula I racing as a rather tough thing to just jump right into. Well taking leave of my senses, I went ahead and started to prepare for my first real race. That race was to be held in San Diego or darn near it anyhow. It was to be held in a place called San Marcus. First thing was to send in my entrance form, while simultaneously making reservations in a nearby motel, repairing my plane, rounding up an electric starter, buying a gross of glow plugs, buying some racing fuel and various other items. Plans were made to do further testing of the plane and finally my partner and I were on our way to that first race.

Early Saturday morning, we got up and drove to a coffee shop on the way to the flying field. In the shop we saw some of the other "racers" also having breakfast. As I ordered breakfast I had a funny queasy feeling in my stomach. By the time the food came I really wasn't very hungry, but I forced down my food never the less. I wasn't about to let my partner know that I might be a little nervous! A little nervous, if he had only known! I was SICK!!

Well we finally arrived at the field and found a spot to park our gear. I then checked in with the contest Director. I thought he'd ask me if I had ever raced before. I would then say "no", and he would tell me I couldn't race but, no such luck! He just asked for my entry fee and gave me a raffle ticket. " Heck, guess I'll have to go through with this whole damn business after-
all." "Oh well, at least I might win something in the raffle."

Back to getting ready for the first heat. We fueled up and made a short engine run to be sure everything was O.K. Then the waiting started. The longer we waited, the worse I felt. It seemed so hot out, my stomach was producing unbelievable amounts of gas. I had to go to the rest room at least three times. " I wonder how we'll know when it's our turn to fly" I remarked to my partner as we sat there waiting. We soon found out. Somebody announced,"for the first heat of round one we need Jay Repl, hey, Jay, how do you pronounce REPLOGLE?" "Just say Jay" I yelled and suddenly I was known. It took a few years before most of the regular flyers were pronouncing REPLOGLE as it should be, but at least I knew when the guy on the mike called Jay and mumbled something that started with REP that it was my turn to race.

One of the significant things I found out that happens to most racers and happened to me before that race and most races since, is this; as soon as your name is called to get ready to race, your kidneys automatically fill up and want to overflow. Next time you go watch a race, pick out a flyer and watch where he goes when his name is called out to race. He'll automatically head for the John. Is that a scientific discovery? Well back to the race. When our flag dropped to race, my partner released the plane and off the plane flew, to the left. Seemed like it wanted to fly right around pylon #2 and 3 without even going to number 1. Well with a great deal of courage I forced the plane to turn right and finally I was heading for the #1 pylon. Somehow or other we finished the ten laps in what seemed only a few moments, but as it turned out, it was well over

two minutes! God, I had never had two minutes seem to so completely disappear in my whole life. I couldn't remember seeing another plane the whole race. I don't remember my caller saying a word though I'm sure he yelled his head off at me since I don't believe I flew what could be called a consistent course. At any rate I had been so engrossed and concentrating so hard that everything that went on around me was almost a complete blank! What wasn't a blank was my landing! As I circled around to set up for my landing, another flyer on my frequency got ready to fly and inadvertently turned on his transmitter which caused my plane to spin into the ground about a quarter mile away. Talk about adding insult to injury, besides crashing, I had to walk a quarter mile to pick up the pieces. Well, that ended our first race and something very significant became apparent. 1) Racing has its ups and downs, no pun intended. 2) If you are going to drive a long distance to a race, you better take a "back-up" plane, otherwise it can be very disappointing to drive a long ways only to crash or have something unexpected happen and then you can't race.

Well, since that race we've had many typical "racing" things happen, like one day at whittier I was tearing down the course towards number 1 pylon. My caller yelled "Ready", I rolled to my left ready to turn and then he yelled "Turn" then he yelled, "Look at all those pieces floating down! Our first mid-air collision. At another contest we had the glow plug spin out of the engine after it was running a few seconds. Of course we both tried to pick it up and put it back in only to burn our fingers. I'm not sure how many times we couldn't get our engine started in various heats, only to discover the fuel shut-off (low throttle) had been closed. I've flown with my handkerchief wrapped around my finger a couple times because I got my finger in the prop just as it was time to fly. I've forgotten to turn on the transmitter and receiver. I've had the "on-off" switch come apart on the receiver just when it was time to race, and of course I've had fuel tanks split at inopportune times, prop, spinner and prop nuts come off at the starting line and starting batteries go dead between heats!

Finally, I've had races that have gone off perfectly and when that has happened, the thrill, exhilaration, joy and excitement are hard to duplicate. With all the very hard work, sweat and many disappointments, it all becomes worthwhile when you go through a race where you've put it all together! That's Formula I Racing to me and I hope you've enjoyed sharing these thoughts with me.

Last, I hope you'll come out and get involved in this tremendously exciting and fun sport in some form whether it's flying or not. If you are anything like me, You'll be hooked for life!

Jay Replogle



Increasing Engine Reliability

By Don Jehlik

Most R/C engines are well made, and considering the existing quality control conditions and production pressures, not much more can be expected of the average engine out of the box. However, most large (.35 - .60) engines can be cleaned and tuned a little to improve their reliability and simplify break-in.

Fitted parts should have about .004" clearance, which can be obtained by lapping with Du Pont rubbing compound. A rinse solution of 50-50 butyrate thinner and turpentine will suffice for cleaning.

The crankshaft should almost freely fall out of the bearings (or bushing) when the engine is pointed up. If this fit is tight, chuck the shaft in a power drill, and run a compound loaded strip ($\frac{1}{2}$ " X 3") of 320 or 400 sandpaper along the shaft as the drill turns it. Clean the shaft and test in the engine, and repeat as necessary for the proper fit. A bushed engine may be checked by chucking the shaft in a power drill with the crankcase attached. The crankcase should not rotate, but hang slightly up from vertical in the direction of rotation.

The piston is lapped to the sleeve by sliding it through the sleeve and slowly rotating it. The rubbing compound granules are about the .004" fit desired, so you can't really over cut. The clean piston should slide freely through the sleeve. Rings are lapped to the sleeve in a similar manner, using dowels for pushing them through. Test by inserting a clean ring in the sleeve, and when held to a light, none is seen between the ring and the sleeve. For chromed sleeves use chromic oxide as the rubbing compound.

The sleeve should be lapped to the crankcase, in the same manner as the piston was lapped to the sleeve, to help eliminate its swelling when hot with subsequent crankcase distortion. Check the sleeve lip underside for a radius, which could distort the sleeve if the head were put on tightly. The radius can be removed with sandpaper and compound.

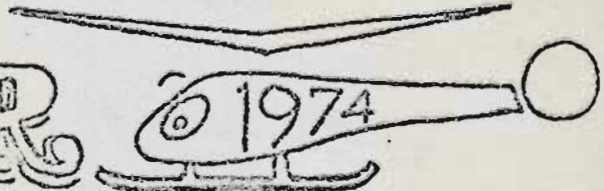
A rubber pad in a Dremel tool or power drill can be used to generally clean the engine's insides and improve gas flow. The piston and cylinder head can similarly be cleaned to remove potential hot spots in the engine.

These simple steps will improve an engine performance, both idle and high power, and make it much more reliable.

WEST COAST

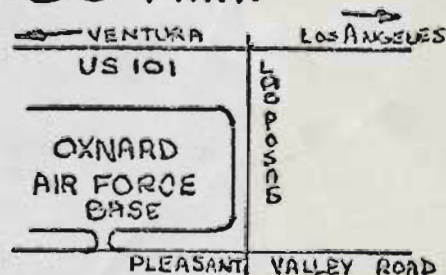
RADIO CONTROL

HELICOPTER CHAMPIONSHIPS



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FLYING STARTS at 9:00 A.M.

AT: OYNARD AIR FORCE BASE
CAMARILLO, CALIFORNIA
NEAR: U.S. 101 and LAS POSAS ROAD
ENTER BASE OFF PLEASANT VALLEY ROAD



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