

# VALLEY FLYERS

OCTOBER 1974

# NEWSLETTER



Do you recognize this man? Of course! It's likeable Nate Rambo holding his pride and joy, a Kavan Jet Ranger (I think- they all look alike to me!) Nate is a well known club member who seems to be devoted to working out all the problems of model helicopters. It's purty, Nate! Good work!

PRESIDENT: BOB SMITH

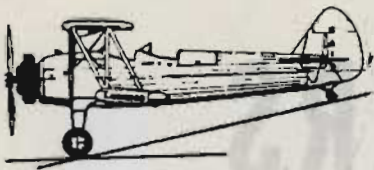
V.P. BOB WILDE

SECRETARY: RON CLEM

ASS'T SEC: LEN KATZ

TREASURER: CHUCK SMITH

ASS'T TREAS: TOM MEAD

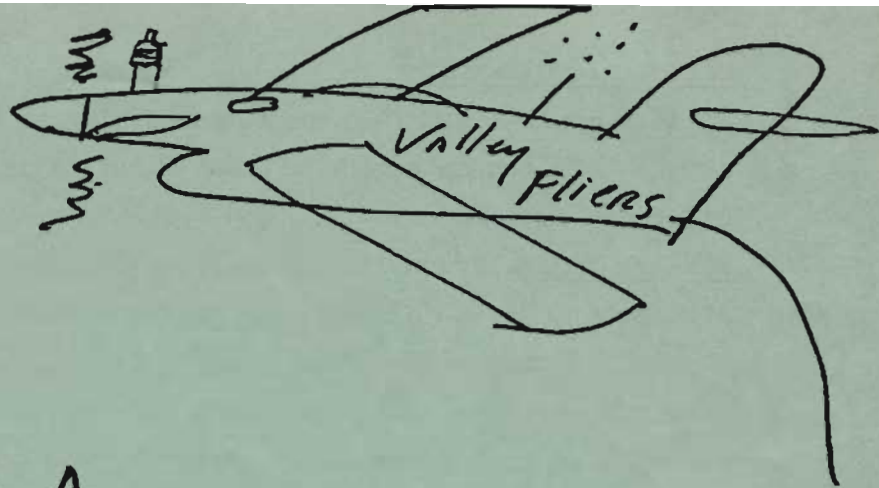


EDITOR'S PAGE

By Ron Clem

This month there seems to be little news to write about, but I'll do my best to fill the page. As some of you know, there was a Formula 1 race held Sept. 28-29 at Oxnard. Since most writers direct their reports of such races to who was the fastest, who was the most consistent in the expert class, I thought it would be refreshing to report on who looked promising in the standard class. Very few people give the underdog credit for having tried, and all you usually see is the names of the people who placed, with most of the descriptive efforts going to experts. So, here we go....

After a late start due mostly to weather, the contest got under way about 9:30. The day started out very grey and overcast, and airplanes were very hard to see until 1:00 or so, but that didn't stop the racing! After getting off to a bad start with a zero, Bob Wilde displayed some of the best flying I've witnessed to date and managed 5th in the end. Scott Johnson certainly shows promise as a serious competitor as he and Steve Sica were tied for first place after two days of racing. Scott had some really exciting battles, but lost the flyoff with Sica due to gusty transmitter conditions. Better luck next time, Scott! Our own Jay replogle had his share of problems - zero'd in the first heat, burned an engine in the second, but finally got the IR-1A going good in the third heat, and won a race. Next day in the first heat of the day, Jay mid-aired with Bob Emery on the 10th lap in a very close race with Scott Johnson, and the pieces crossed the finish line to give him a second place for the race! As Jay didn't have a backup plane, his flying was finished for that contest. Mike Atzi was flying some smooth races, although he didn't place in the contest. If he ever gets a good prop for that Tigre.... Jerry Boyce (Bakersfield) did very well but lost a flyoff for 5th to Bob Wilde when he flamed out. That would've been a good race, as Jerry had turned in some times in the low 20's. Howard Reed has been going very well, and I think he nailed down 4th place, which is not a bad showing at all. There were some new faces in standard. Laird Owens was flying a Shark he bought at our last auction, and he did all right for his first pylon race. Allen Wexler was back into the racing game, after a long absence, with his Stafford Minnow, but had lots of problems. Tom Swift, while not new to racing in the truest sense of the word, had his El Bandito going faster than I've seen him at any other time. Hang in there, Tom, it gets worse before it gets better! All in all, it was a good race for everyone who took an airplane home. There were no complaints about bum starts, or flagging, and the contest was well run, certainly one of the best I've attended. One guy who deserves a heck of a lot of credit for this is Gary Chaddock, the starter for most of the time. I'll bet his arm still hurts, cause he has the fastest flag in the weat. There'll be another Formula 1 race held at Oxnard Oct. 12-13. Try and make it if you can, as there is usually some good close races at this location. Next meeting- Oct. 8th, 8:00 p.m. Hope you have a candidate in mind for the nominations for officers of the board. See you then!



NEXT

MEETING

TUESDAY Oct. 8

8: P.M. ENCINO

WOMENS CLUB

BE THERE!

ENTERTAINMENT

DOOR RAFFLE - FUN!

Ultrasonic Cleaners

Last month I made a comment pertaining to Ultrasonic Cleaners, that you "can't expect to clean an engine without first taking it apart". I received a letter the other day from Franny Wolf, who writes a comparable column to Clarence Lee in THE MODEL BUILDER. Franny is now selling Bronsonic Ultrasonic Cleaners. To quote from his letter, "As to cleaning an entire assembled engine in a Bronson Ultrasonic Cleaner it can be done, but I agree it's best to disassemble". I might add that Franny's advertisement (THE MODEL BUILDER, October 1973, page 65) does not state cleaning without disassembly. However, one other company is currently advertising with the claim that you can clean a model engine without taking it apart.

We noticed in the new Heathkit Christmas Flyer that they are now offering a kit Ultrasonic Cleaner, (kit #GD-1150) \$54.95 for a 100 watt unit. I'd be interested in reading an evaluation of this kit when available. The price is attractive.

A final comment on these cleaners. We have been talking exclusively about cleaning engines. There are many other things the R/C modeler will want to clean. I'd like to caution you on cleaning your R/C equipment. Remember ultrasonic means vibrating at a high frequency. Although I have no factual experience I should think that a servos delicate motor windings would be in real trouble if ultrasonically cleaned. We will probably hear more about this in time, but be safe, don't try to clean your favorite servo in the "ultrasonic pot".

Contact Adhesives

Now that the spray type contact cements have been withdrawn from the market modelers must resort to one of the water base, brush on, contact cements. I had in the past used SIG, CORE BOND and found it did an acceptable job. At \$1.95 for a pint (16 oz) the price is right. Unfortunately I had difficulty obtaining the SIG product locally. I was, however, able to buy an alternate, SOUTHERN R/C PRODUCTS, "SORGHUM" (7 oz for \$2.50). The label claims you can do an entire wing and stab with the 7 oz bottle. You might but, it would have to be an awfully small airplane, e.g. an .09 job or possibly a quarter midget. I was only able to skin a set of AQUA-LIFT floats with a 7 oz bottle. Both products have about the same coverage and adhesion. My suggestion therefore is to use SIG CORE BOND and ask your local dealer to please stock it.

To Summarize:

	<u>SIG CORE BOND</u>	<u>SOUTHERN R/C PRODUCTS "SORGHUM"</u>
	\$1.95 for 16 oz	\$2.50 for 7 oz
	price per oz-- .12¢	price per oz-- .36¢ (3 times)

By the way if you are not absolutely "locked into" buying a contact cement intended for hobby use, you might try WELWOODS water base contact cement. It's called, "HOME SAFE CONTACT CEMENT". Price is \$1.77 for 16 oz and \$2.68 for 32 oz (local hardware store prices). I haven't tried it but assume, since it is water base, that it will not attack foam. I'd appreciate any comments on this from our members.

CONTEST REPORT  
by Len Katz

On September 22nd. the Valley Flyers hosted their first Quickie 500 race, at the basin. The event drew 32 entrants from all facets of modeling, from sport to qualified Formula I flyer. There was an amazing array of props at the meet, but in the end it didn't seem to make much difference for the race was won by a flyer running a stock stunt prop. Fast time of the day was a fantastic 1:58, turned by Rusty Van Baren of the B.A.R.K.S. In first place was Doug Ruble. Second Jess Coffman. Third place was determined by a close flyoff between Jerry Baranowsky and our own Jay Replogle, with Jerry the eventual winner. Fifth place was also settled by a flyoff, between Howard Reed and Bob Wilde, with Howard Reed taking it. Through the coordinated efforts of the Valley Flyers and lots of help from Glen Spickler, the race came off without a hitch. I would like to thank Bob Nickle, who provided the pylons and fuel, and every Valley Flyer, whose participation helped make the Valley Flyers first Quickie 500 race the success that it was.

Len Katz

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There's one amusing thing I'd like to add to Len's contest report. I was calling for Jay Replogle during this race, and after a very close race, (flyoff for 3rd) Jay and the other contestant reached over to shake hands on a job well done. Jay, ~~was talking to me~~ accidentally hit high throttle on his transmitter. The airplane had been idling on the runway while this was going on, and it suddenly was going full bore down the runway. Jay still hadn't noticed what had happened, so I reached over and gave the airplane some up before it ran into the boonies. Only after the plane is 25 feet in the air, and me yelling, does Jay get into the swing of things!! Once a turkey, always a turkey!!

The San Diego Drones pattern and sport scale contest, September 28th and 29th, could only be summed up in one word.....smooth.

Never before have I seen a contest where ten rounds were flown in just two days and not so much as a grumble from all of its contestants. But it is hard to complain when a dedicated bunch of professionals get together to throw a sweet flying and beer drinking event such as this. The judging was so fair as well as consistent it hurt at times (I know that was a ten, not a six).

We flew a shortened pattern which was highly acceptable because my outside loops always have had a bad odor to them.

The trophies were really great, they consisted of wall clocks, desk sets and address books, a nice change from the standard dust collectors.

The C.D. said that next year they will also have the "D" pattern to attract the big boys who were all but non-existent (we ran out of beer early .....Jim. O. where were you?)

All in all it was a very fine and fun event and those of you who missed it .....well, ya really missed sumthin!!!!!!!!!!

By John Fogelson

Note of Interest ::

ASTRO FLIGHT INC. IS LOOKING FOR  
A COUPLE OF EXPERIENCED MODELERS TO  
WORK MANUFACTURING KITS AND BUILDING  
PROTOTYPES OF NEW DESIGNS. IF YOU FEEL  
YOU'RE QUALIFIED, CALL BOB BOUCHER AT  
(213) 821-6242 - Located in Venice, Calif.

Good opportunity!

John R.

# KRAFT SYSTEMS, INC.

450 W. CALIFORNIA AVE. • P. O. BOX 1268 • VISTA, CALIFORNIA 92083 • PHONE: [714] 724-7148

## FACTORY NOTICE TO R/C CLUBS

August 26, 1974

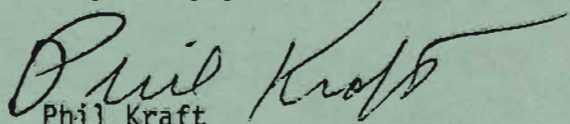
Dear Club Members:

We have had problems with the KPS-15 servos, and to a much lesser extent the KPS-14's, due to neutral changes caused by slippage of the centering shaft. All current production has a new knurled shaft which eliminates this slipping problem. Unfortunately, from a production standpoint, it also precludes external centering. The servos must now be centered by rotating the potentiometer itself. We believe, however, that our customers will actually be better off as we have had many problems due to external centering being misadjusted, particularly with beginners.

If any of your club members have servo problems due to shaft slippage, please return the servos to your nearest service center or to the factory for no charge shaft replacement. For any of your members who feel they can perform the replacement themselves (it's an easy job), a detailed instruction sheet and shafts are available from the factory at no charge.

We very much regret any inconvenience this problem may have caused you. Please accept our sincere apologies.

Very truly yours,

  
Phil Kraft  
President

PK:baa

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FOR SALE

- 1- COMPLETE JET RANGER (KAVAN)  
SEE COVER OF NEWSLETTER \$300.00
- 1- SET SCHLUTER HELICOPTER MECHANICS  
\$100.00

SEE OR CALL NATE RAMBO

805/482-3702

Q.M.R.C. MEETINGS NOW

ON 1<sup>ST</sup> WEDNESDAY OF.

EACH MONTH.

LOS ALAMITOS HIGH SCHOOL

FACULTY LOUNGE - 8 PM

SPRING & LOS ALAMITOS STREETS.

TAKE SPRING EXIT EAST FROM

605 FREEWAY.

NO MEETING IN SEPTEMBER,

SEE YOU ALL OCTOBER 2<sup>ND</sup>.

Q.M.R.C. MEETINGS 1<sup>ST</sup> WED.

STARTING OCTOBER 2, 1974



SAN GABRIEL VALLEY

RC LEAGUE

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Q.M.R.C.

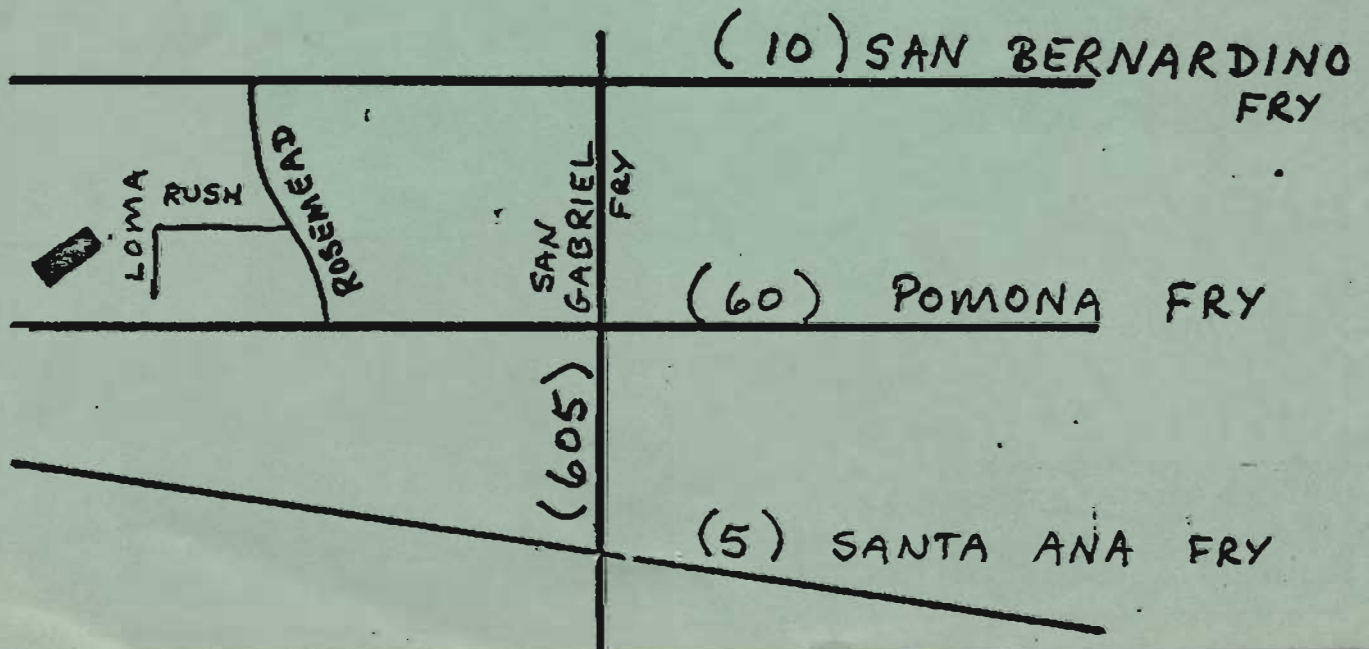
Quarter Midget Racing Club

QUARTER MIDGET RACE

OCTOBER 6, 1974

WHITTIER NARROWS

REGISTRATION AT 8<sup>AM</sup>, RACE AT 9<sup>AM</sup>  
TROPHIES TO 6<sup>TH</sup> - AMA & FCC REQ.  
ENTRY \$5.



# QUICKIE "500" PYLON RACE

HOSTED BY  
CHULA VISTA MODEL & RC CLUB

ON  
OCT 20, 1974

**CANCELLED**

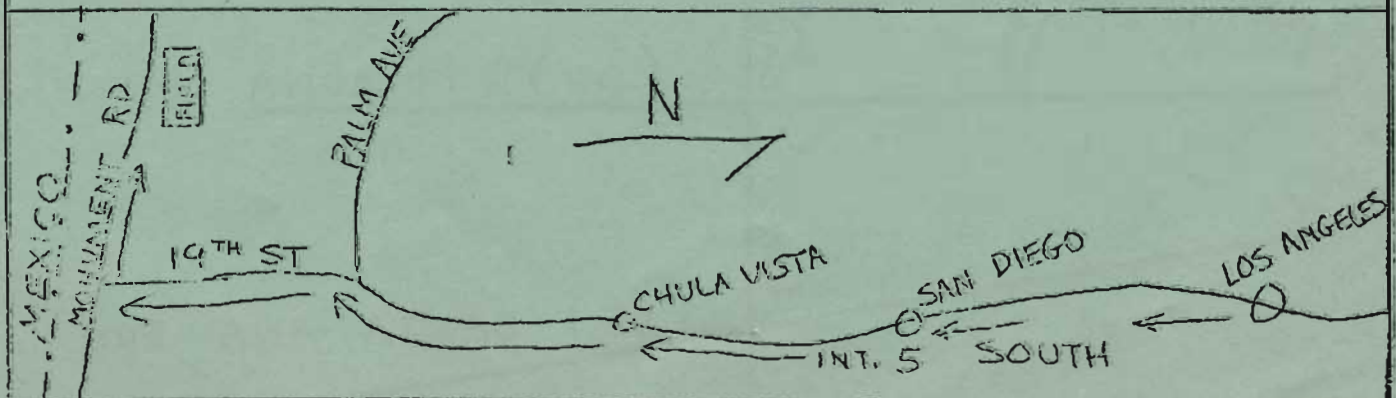
REGISTRATION: 8:00 A.M.  
STARTING TIME 9:00 A.M.  
A.M.A. & F.C.C. LIC. REQUIRED ON YOUR PERSON

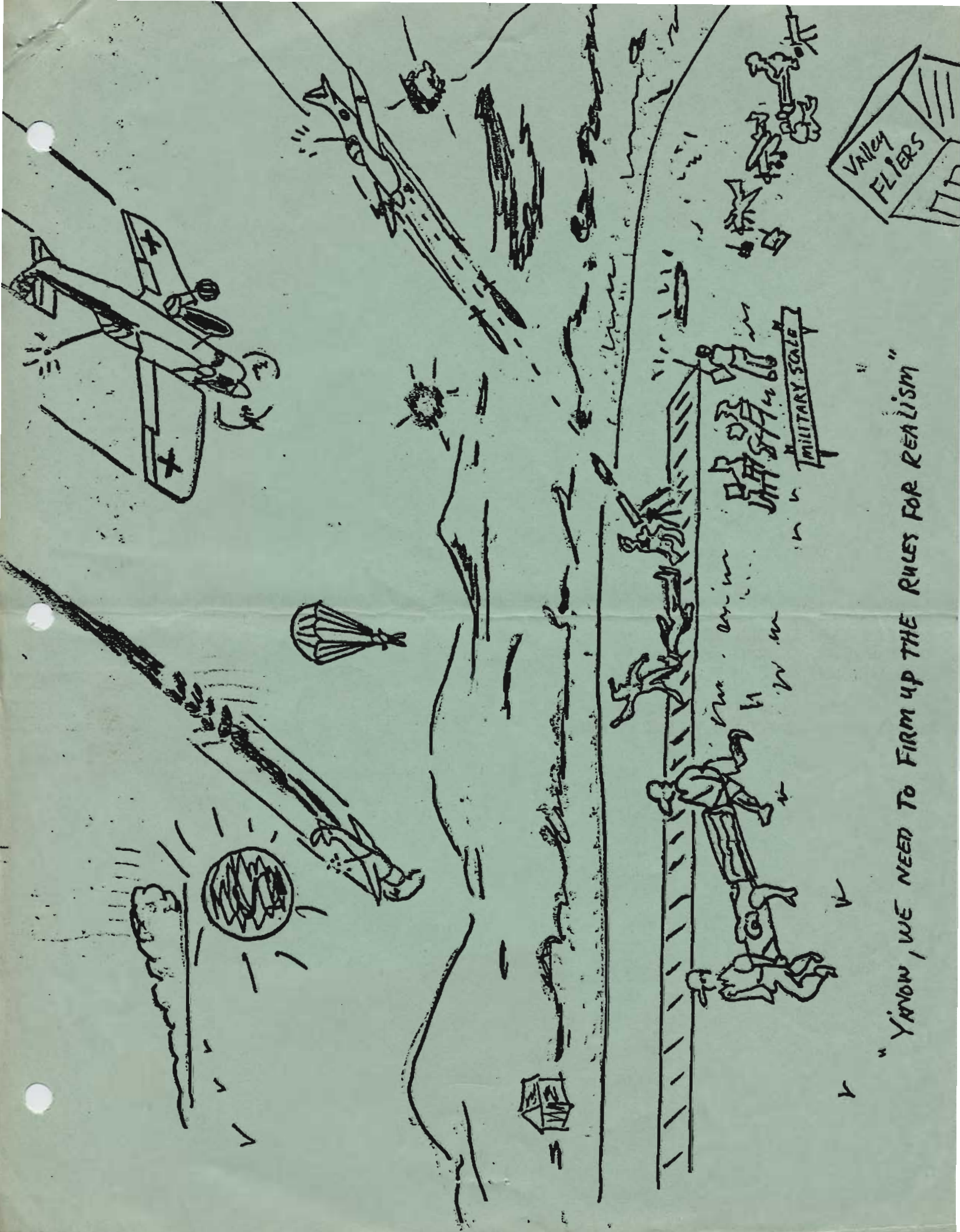
FUEL WILL BE FURNISHED

ENTRY FEE: \$7.00

QUICKIE '500' & FUNSTER MODELS  
ONLY

ANY FRONT ROTOR .40 SIZE ENGINE WITH WORKABLE THROTTLE  
ARE ELIGIBLE





"YANOW, WE NEED TO FIRM UP THE RULES FOR REALISM"