

THE VALLEY FLYER



PHOTO by MIKE STECKER

MODEL OF THE MONTH winner Ken Brookes is shown trying to hold a smile as our photographer's broken strobe required almost a 10 second time exposure. That's why the back row of "came in seconds" look like refugees from the Civil War and Mathew Brady. Ken won with his Southern products Tiger Tail which has a balsa fuselage and a foam wing. The whole thing was resined and then painted with Super poxi. The engine into which he has just had stuck his fingers is a Super Tigre .60 Blue Head. From left to right Dick Hautzenrieder rests his Pierce Arrow on the floor while Laird Owens (hippie beads) and Gary McPike (mutton chops) think about all the fun its going to be to change a servo in the turtle deck of McPike's Little Thunderchicken which may be kitted by Ron Clem's RC Craft. The motley crew is completed by our Treasurer Tony McLane (gringo to his friends in Ensenada) with his Tom Kitty.

APRIL 77?

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TREASURER: TONY MacLANE ASS'T. TREAS: JOHN PAHLOW

I have noticed over a number of years of involvement in the Valley Flyers that during meetings most of the members stand around in groups. This is not all bad, in fact, I am sure many members come to the meetings as much to see thier friends as to win door prizes and see the show and tell, etc. However, I suggest that each member take a few minutes each meeting to say hello to someone he doesn't know. Walk up to a stranger at the meeting, introduce yourself and ask what he or she is flying. Spend just 3 to 5 minutes talking and chatting and you may be surprized at the interesting conversation that results. I remember when I first joined the club. I did not know a soul but I wanted to ask all kinds of dumb questions, be part of the group and make friends. Lots of times when I look around and see the members of the club just sitting waiting for the meeting to start or just hanging around listening to the conversation, I remember my early days. Several strangers I have talked to at the club are no longer strangers and one of those that I met and talked to has become one of my very good friends.

Apparently the survey of the members for thier opinions on the club and the club operation is complete. I wish to thank everyone that filled out a comment sheet. Several very interesting conclusions are evident on reviewing this sampling of the opinions of the members.

First and foremost, the desire for a return to the "Fun-Fly" is nearly unanimous. Only one person out of the people who filled out the comment sheets failed to want the fun-fly. Consequently, at the next meeting the Board will announce a date.

In the category of Show-and Tell, there is a three way split between the three proposed award system: (1) trophy and pix of the winner (2) feature pix of winner with other presenters in background and (3) both of the above. On this basis the board will probably keep the present arrangement which is all of the above. On the subject of entertainment at the meetings, the majority want "How-to sessions" with movies and pix of models next and auctions third. For instruction in flying, club instructors are the most popular with hobby shop owners second. No one wants paid instructors for obvious reasons.

Another big response was for more instruction in both the beginner and the average flyer class. For the average flyer, most of the desire was for pattern and racing instruction. A real shocker was in the area of field improvements. Lavatories ran even with the desire for grass and drinking water. Another interesting result was on the subject of how many of the people answering the questionnaire would back up thier wants with money out of thier pocket. About 80% of the people were willing to pledge from \$2.00 to \$10.00 per month to get thier desired improvements. In my opinion the Xmas party did not recieve as much support as i thought it would. Only 65% of the people responding want it. Contests as expected were controversial. Everyone wants different kinds of contests so that the results were spread over the whole range of types available. However, a large number of the people surveyed want contests restricted to one day.

To me some of the most interesting parts of the survey were the written suggestions about club activities. One in particular that I think might be considered is a combination BBQ and NIGHTFLY. There were several volunteers for various functions (obviously they had never been in the service), and many more suggestions which will have to be evaluated. All-in all I am very pleased with the results except I wish I had recieved more sheets from more people. Thank you all again and I repeat, the suggestions and comments received will help guide the Board of Directors in thier work throughout the year.

John Elgin

**EAST BAY RADIO
CONTROLLERS
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MODEL AERODYNAMICS by Don Tankersley

Have you ever wondered, as I have, how full size aircraft can fly with wing loadings much greater than 10 lbs./sq.ft., while a typical model with a 2 lb./sq.ft. wing loading is a real dog, if flyable at all? It has seemed to me that the weight carrying capability of an aircraft should be directly proportional to the wing area; such is not the case. Instead, the relationship between wing area and flying weight is:

$$W = k \times \sqrt{A^3}$$

where W is weight in pounds, and A is wing area in square feet. The constant "k" is about 0.9 for conventional aircraft, 0.6 for sailplanes, and 0.1 or less for "ultralight" craft such as hang-gliders.

Using this formula, an aircraft with 200 sq.ft. wing area should be capable of lifting a gross weight of 2545 pounds, not an unreasonable figure. A one-sixth scale model of this plane would have 5.56 sq. ft. (800 sq.in.) of wing area, and the formula gives a gross weight of

11.8 pounds. The full size ship thus has a wing loading of 12.73 lbs./sq.ft., while for the model it is 2.1 lbs./sq.ft!

Another useful relationship is that between wing loading and flying speed; the flying speed is approximately proportional to the square root of the wing loading:

$$V = \text{const.} \times \sqrt{W/A}$$

Using the above example, if the full size plane has a flying speed of 100 mph, that of the 1/6th scale model would be about 40 mph.

To summarize, if you are considering building a scale model, these relationships may be helpful in deciding what scale to use if you know the flight characteristics of the full size ship. For a given scale factor S (e.g., S = 0.1 for 1/10th scale model), the following approximations can be used:

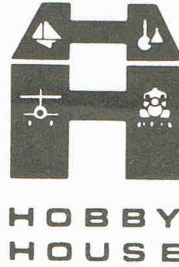
- Model weight = S^3 x weight of full size plane
- Model area = S^2 x area " " " "
- Model wing loading = S x wing loading " " " "
- Model speed = \sqrt{S} x speed " " " "

FINCH'S FLAK

This month's meeting, Tuesday, 12 April, will have a split program. Marty Barry will show off the latest from Kraft while Bob Upton will conduct an orientation session behind the curtain for those members who are interested in pattern judging. Bob's organization of pattern judges provides most of the pattern judges throughout the country and will judge the Nats. Like Stecker will also show movies of our Formula I race!

This month the raffle will be furnished by:

Jay will also present new products, some of which may be included in the raffle. Drop in and ask Jay how much fun it is to paint Formula I's.



Jay M. Replogle

786-0701

R/C Specialists

HOBBY HOUSE

7546 Balboa Blvd

Van Nuys

Calif. 91406

The date for the Formula 500 training day has been changed to the 22nd of May because the Formula I contest at Bakersfield has been moved to 14-15 May. That gives everyone one more week to get finished with the building, so get started now. Our official race will be held the next weekend 29 May, so it might not be a bad idea to build two at once.

John Elgin will have name tags for those members that ordered them at the last meeting. I have mine and it looks great. Why do I already have mine? As they used to say in the Air Force, R.H.I.P.

Everyone who flies at the basin should notice from the contest schedule that although there are no Valley Flyers contests in April, the BIRDS are holding a two day pattern and sport scale contest at the Basin 23-24 April. If you want to fly that weekend, enter and join the fun. Although, the experts are pretty tough, there are divisions where any klutz can go out, have a good time and not worry about killing a pylon judge. Although I think pattern contests are dull for the spectators, it is a lot of fun to come out Sunday and watch what the scale freaks do to keep the hobby industry prosperous. FLASH THE BIRD CONTEST WILL BE AT WHITTIER NARROWS NOT THE BASIN

The Board has had a lot of volunteers lately but we still need to find someone with a wholesale connection for the plumbing supplies we will need to put in the sprinklers once the long promised johns and water come in.

McPike has a contest report in this newsletter, but I would just like to add that it is good that a Valley Flyer is again the Southern California NMPRA points leader. Keep it up Larry!

Jay

PUZZLE OF THE MONTH:

San Francisco and Los Angeles, let us assume, are 450 miles apart by both air and rail. If Don Tankersley, past editor of the East Bay Radio Controllers newsletter, from whom I have stolen numerous articles, traveling on a Southern Pacific train going 70 m.p.h., departs from San Francisco at the same time that my train leaves L.A. at 80 m.p.h., both traveling toward each other, and at the same time an empty PSA jetliner takes off from San Francisco for L.A. flying at 450 m.p.h. and the jet flies toward L.A. until it meets my train at which time it turns around and flies back to Don's train, repeats the turn, etc., shuttling back and forth between them until the trains meet, and assuming no loss in time or gain in distance on the turns, how many miles does PSA fly?

the contest calendar

April 17	1/2 A Pylon, Valencia Valley	AUGUST 6-14	NATIONAL MODEL AIRPLANE CHAMPIONSHIPS, MARCH AFB, RIVERSIDE, CALIFORNIA
April 16-17	Pop White Formula I, SGVRCL, Whittier Narrows	August 20-21	Air Circus, SGVRCL, Whittier Narrows
April 23-24	Pattern and Sport Scale, BIRDS, @Bakersfield	→ August 27-28	Formula I, Valley Flyers, Sepulveda Basin
April 30-May 1	Model Expo '77, Cancer Society/OCRC, Mile Square	September 3-4-5	West Coast Championships, Pattern and Sport Scale, Bakersfield
May 1	1/2 A Pylon, Simi Valley	September 11	1/2 A Pylon, Valencia Valley
May 7-8	MACS Trade Show	September 17-18	Pattern and Sport Scale, SGVRCL, Whittier Narrows
May 14-15	Pattern and Sport Scale, Pioneers	September 24-25	Pattern and Sport Scale, San Diego Drones
May 15	1/2 A Standoff Scale, Mile Square	→ September 24-25	1/2 A Pylon Championships, Valley Flyers, Sepulveda Basin
May 15	Biplane, R/C Bees (Site to be announced)	October 1-2	Formula I, SGVRCL/BIRDS, Whittier Narrows
May 22-24-15	Formula I, Bakersfield	→ October 9	Speed Trials, Valley Flyers, Sepulveda Basin
May 29	Formula 500, Valley Flyers, Sepulveda Basin	October 8-9	Desert Classic, Pattern and Sport Scale, California City
May 28-29-30	Pattern, Fresno R/C, Madera	October 16	Biplane, Bakersfield (Tentative)
May 28-29	1/4 Midget, Mexicali, Mexico	October 16	Formula 500, SGVRCL, Whittier Narrows
June 4-5	Formula I, Santa Clara (Tentative)	October 16	AT6/1/4 Midget, OCRC/Scale Squadron, Mile Square
June 5	1/2 A Pylon, Valencia Valley	October 22-23	Pattern and Sport Scale, Las Vegas
June 11-12	Pattern, Pomona Valley MAC, Cucamonga	→ October 29-30	1/4 Midget Championships, QRC/Valley Flyers, Sepulveda Basin
June 12	1/4 Midget, Valley Flyers, Sepulveda Basin	November 6	Formula 500, R/C Bees, Whittier Narrows
June 26	Formula 500, SGVRCL, Whittier Narrows	November 12-13	Tournament of Championships, Las Vegas
June 25-26	Masters R/C Aerobatics Team Selection, Springfield, Ohio	November 19-20	Formula 500, Pomona Valley MAC, Cucamonga
June 29-July 4	R/C Aerobatics World Championships, Springfield Ohio	November 25-27	WinterMats, Tucson (Tentative)
July 2-3	Sport Scale, OCRC/Scale Squadron, Mile Square		
July 2-3	Formula I, SGVRCL/BIRDS, Whittier Narrows		
July 9-10	Pattern and Sport Scale (Scale 10th only) Valley Flyers, Sepulveda Basin		
July 16-17	Formula I, San Diego area (Site to be announced)		
July 24	1/2 A Pylon, Simi Valley		
July 23-24	Invitational Fun Fly, OCRC, Mile Square		
July 31	Formula 500, Pomona Valley MAC, Cucamonga		

Monthly 1/4 Midget Races - Call 714/838-4813

For Information and/or Changes - Call 213/429-1281

THE CONTEST REPORTS

On 13 March 1977 the Valley Flyers held their first contest of the year, a 1/2A race, at which 28 contestants risked their pretty new airplanes. It's beginning to look like the 1/2A guys are getting it together. With one or two notable exceptions, such as Martin Becker and Larry Laulom, the 1/2A race was not the destruction derby it has been in the past. In the end the people who took home the trophies were those who could fly consistently with only the first two places being won by flyers who could also fly fast as shown by Mike Stecker and Nate Rambo who only had one cut between them all day. The final results were:

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>Lowest Time</u>
1st	Metzler	21	1:28.2
2nd	Tinker	20	1:37.2
3rd	Stecker	18	1:54
4th	Edelberg	15	1:48.6
5th	Shean	14)	2:02.4
) fly off	
6th	Rambo	14)	2:01.8

Nate lost in the only fly off of the day whereas it was Edelberg's very first contest.

John Elgin the CD did a masterful job of preventing fist fights between the involved and the many workers split up a whole trunk full of goodies.

Elgin

VALLEY FLYERS' FORMULA I RACE' MARCH 26-27, 1977

SEPULVEDA BASIN, VAN NUYS, C.A.

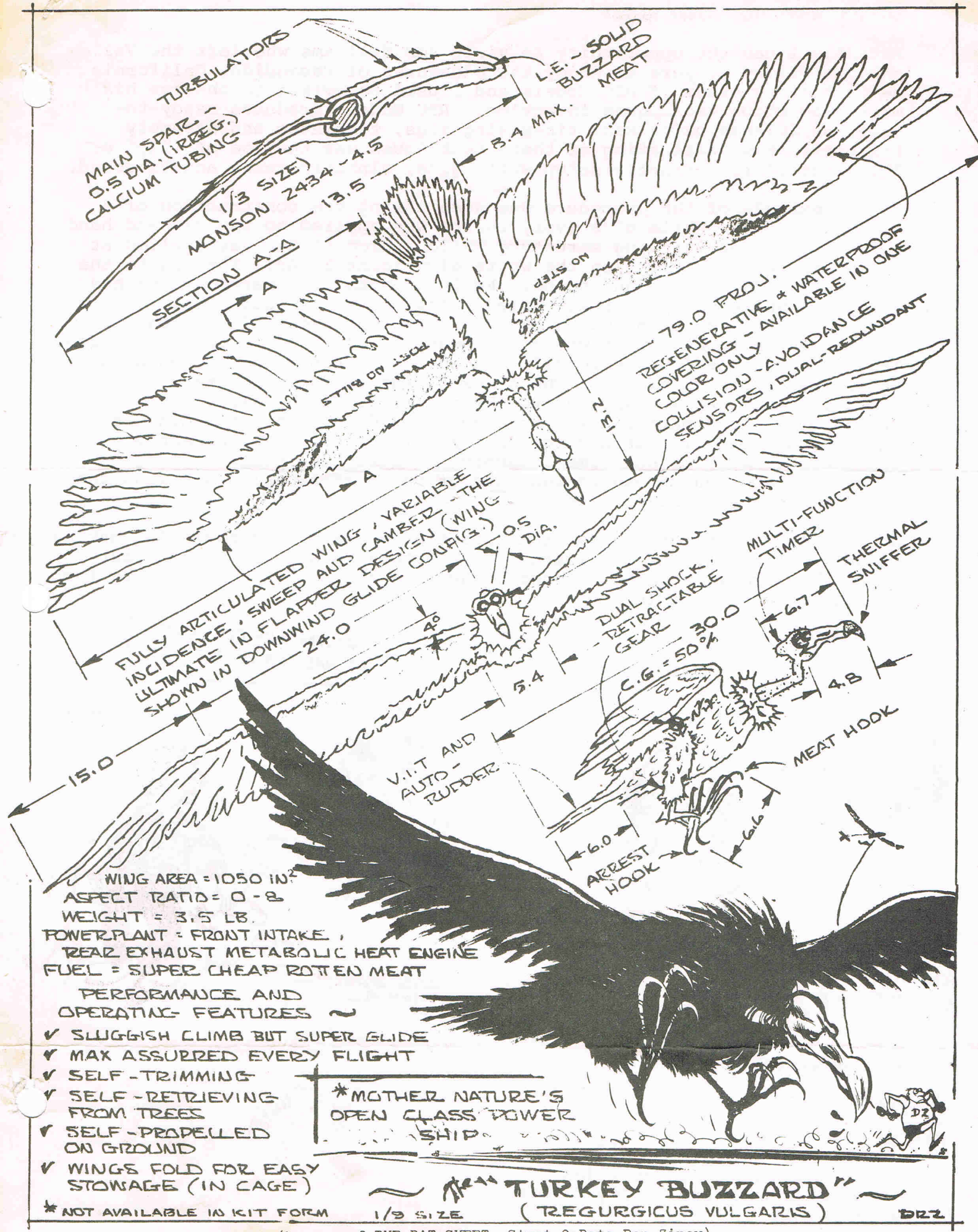
Saturday- Registration started at 8 PM. with safety inspection for 42 flyers - 27 standard and 15 expert. A light turnout for the first race of the year. Many old faces and quite a few new ones. Racing got underway about 10:30 AM. after turning the course around. The wind came up with a vengeance, blowing steady across course at 12 to 15 MPH. gusting to 30 MPH. The race was called after the first round for a long lunch break. Flying resumed at 12:30, and we finished 3 rounds on Saturday. The rule of the day was to get off the ground and back as best you could. There were a lot of mishaps on the starting line and runway.

Sunday- We got underway at an unheard-of 7:30 AM. to a fine day of racing, the wind was down and the flying faster. The only midair of the race involved Kent Nogy and Mike Helsel rounding #3 pylon and on Sunday Scotty Smithwick's wing pulled off at #1 pylon. All in all, there were some fine close races. Gary Farish and Paul Smith fought it out for 10 hot laps, never more than 20 ft. apart. (Paul is Bob & Charlie's younger brother and flies like them, too.) or Ron Shore, Ed Hoteling, and a new comer to Formula I, one up from Quickie racing, Larry Laulom. Larry won after Ron and Ed both double cut. Six rounds were flown on Sunday for a total of 9 for the race. There were only two fly offs at the end: Rusty Van Baren & Tom Christopher for 6th & 7th in expert, Rusty didn't get off and Tom's engine went sour and he almost didn't finish the race. The second fly off was for 5th & 6th in standard. Gary Farish won over Joe Stream.

My thanks to B. Bob Wilde for his capable assistance in co- C.D.ing the race. Point standings as follows:

<u>EXPERT</u>	<u>STANDARD</u>
1. Larry Laulom 1.25.4	1. Len Ledson 1.29.2
2. Terry Prather 1.19.0	2. Garry Hover 1.30.0
3. Mike Helsel 1.20.0	3. Joe Zdankiewicz 1.30.2
4. Laird Owens 1.29.4	4. Gary McPike 2.11.1
5. Dave Shadel 1.26.9	5. Gary Farish 1.27.7
6. Tom Christopher 1.21.0	6. Joe Stream 1.27.7
7. Rusty Van Baren 1.22.5	7. Paul Smith 1.31.0

GARY MC PIKE
C.D.



(by way of THE BAT SHEET, Strat-0-Bats, Don Zipoy)

BENTON COUNTY RADIO CONTROL CLUB NEWS

ONE MORE TIME FOLKS: JOT
 Once again the rumors on prop balancing are creeping around. This is the only way to properly balance a commercial wooden propeller. 1. Find out which side is heavy by using a Du Bro or Prather Balancing Tool. 2. Sand the FACE ONLY [THE AIR FOIL SHAPED SIDE, THE PART FORWARD ON THE AIRPLANE] of the heavy side maintaining an approximate airfoil shape similar to a "clark Y" airfoil. Sand until it is slightly lighter than the other side then DOPE OR LAQUER THE SANDED PORTION and rebalance after dry by additional coats on the light side until perfect. IF YOU DON'T PLAN ON PROPERLY SEALING THE PROP - THEN DON'T BOTHER TO BALANCE IT AT ALL. Fuel will soak into the bare wood and the prop will be out of balance more than before.

The most important thing to remember is to SAND THE FACE ONLY and DO NOT REMOVE ANY MATERIAL FROM THE PROP TIP. OBVIOUSLY, when you think about it, any change in the airfoil on the front of the prop is going to cause a negligible change in the amount of pull the prop exerts. But a very small change in the pitch (pitch is entirely determined by the angle the BACK of the prop attacks the air) has a giant change in the props pull.

We have found that most commercial props don't have the same pitch on each side thus balancing has little affect. I usually try to get props which are close and then never bother to balance them. With proper radio installation and by closely watching and feeling the vibration I have NEVER had any vibration problems. If you fly from grass, bumpy, or rough fields you will need to change props more often even though you have gone to all that balancing trouble. In the long run it's better to junk that \$1.10 prop that is nicked up or frayed than to build a new plane or have your radio or engine repaired.

THE PUZZLE ANSWER
 A total of 1,350 miles.
 To meet, the trains must travel a total of 450 miles which they do at a combined speed of 150 m.p.h. In an elapsed time of 3 hours. The plane's mileage, 3 hours times 450 m.p.h. equals 1,350 miles.

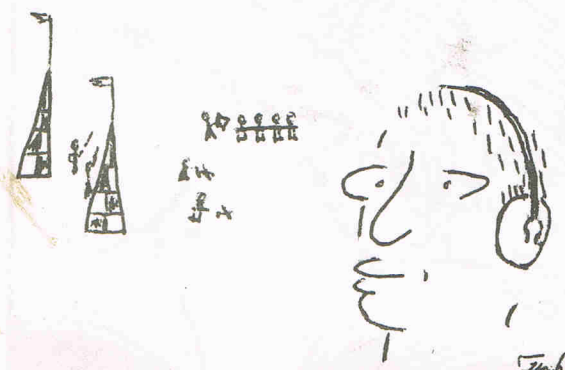
SO YOU WANT TO BUILD FAST!

Recently I had the opportunity to visit Bob Williams who left the Valley and the Valley Flyers to enjoy the pleasures of Escondido, California. He is the new owner of RTC Models and I used the visit to observe his mass production techniques in action. RTC Models produces ready-to-cover sailplanes using many timesaving jigs, templates and assembly fixtures. Most fasinating of these techniques was the use of "Zap" or "hot stuff," to instantly setup white glue, alphatic resin and Titebond.

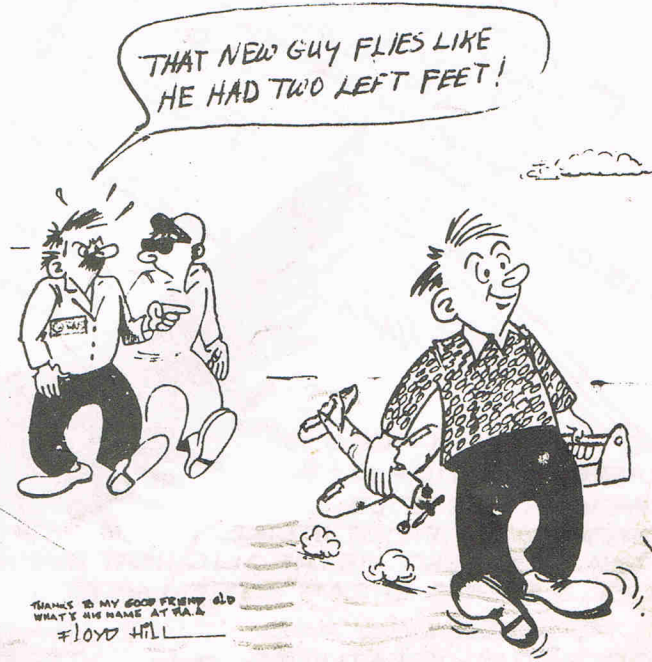
A good example of the procedure was seen during the construction of a sailplane wing. White glue (very cheap) was applied to the rib and hand held in place on the wing structure while a drop of Zap was applied at two or three spots right on the white glue joint ZZZAP! Then on to the next rib. ZZZAP again and so on. Full strength is apparently reached after the white glue has fully dried. Anxious to try out Bob's technique I tried it on the canopy of my TRC Windfree. To attach the windshield, a thin film of white glue was applied only to the wood edges. Then the windshield was carefully placed on the front and tacked down at several spots using Zap. The sides of the windshield were wrapped and held while Zap was applied to the remainder of the glue joint. The excess windshield material was trimmed off and in just a few minutes the job was done without a single smear. The method is apparently adaptable to many of our time consuming construction problems and combines the strength and convenience of our traditional glues with the speed of the new instant glues.

By the way, I have discovered the blue tinted acetate intended for making transparent viewgraphs for overhead projectors is available from your local instant print shop. I used a sheet of the blue tinted acetate for the Windfree windshield.

RC (Bob) Owens

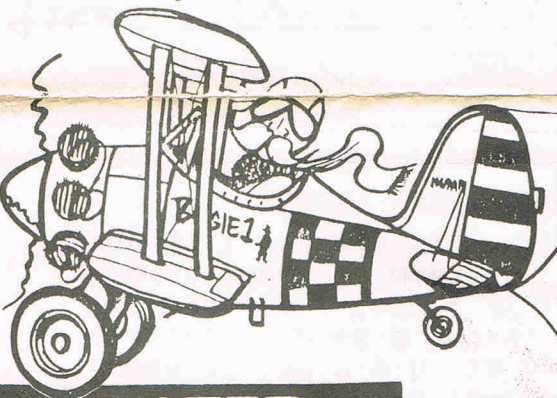


I ASKED HIM WHY HE DIDN'T WEAR EAR PROTECTION AND ALL HE SAID WAS "EH?"



THE VALLEY FLYER
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Malibu, Calif. 90265

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DATED MATERIAL

FIRST CLASS MAIL

