

THE VALLEY FLYER



PHOTO COURTESY OF REED PACKARD

Model of the Month winner Bert Smith was told to smile but all he said was eh! It seems he spent about 5,000 hours sitting between the two engines on the real Catalina. His version is the flying boat with beaching gear rather than the later amphibian. The floats retract manually like the original. Burt had not yet flown the model, constructed from RCM plans but he plans to fly it from both land and water. Also showing models were Garry Wah with his new Aeromaster and Dick Hager with his Royal C-47 whose retraction cycle was demonstrated (takes 45 seconds.)

June 77?

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DAYTON "THE BIRTHPLACE OF AVIATION AND RPV's"

"THE KETTERING BUG"

The Kettering "Bug" was the first production RPV type aerial torpedo. The Kettering "Bug" was developed by the Dayton Metal Products Company in Dayton, Ohio during 1917 and 1918 for the U. S. Army Signal Corp. This project was under the supervision of Mr. Charles F. Kettering. The original machine was a small, low cost biplane built to carry approximately 185 lbs. of explosives over a range of 30 to 40 miles. A system of pre-set flight controls governed the course and distance of flight in such a way that after reaching the target, the wings would be ejected and the "Bug" would nose over and explode upon the target by means of a contact detonator in the nose. About 100 of these "Bugs" were built and tested by the Dayton Wright Company.

The gyroscope guidance system was developed by the Sperry Gyroscope Company of Brooklyn, N.Y., Aeolian Organ Company helped to develop the pneumatic control system. Mr. C. H. Wills, DePalma Manufacturing Company, Detroit, Michigan, designed the powerplant. Mr. Orville Wright was a consulting engineer on the project. The project was not completed when the Armistice was signed, so the "Bug" was never used in actual combat. The first four flights took place at the South Field in Dayton during the month of October 1918. This is the present location of the Frigidaire Plant.

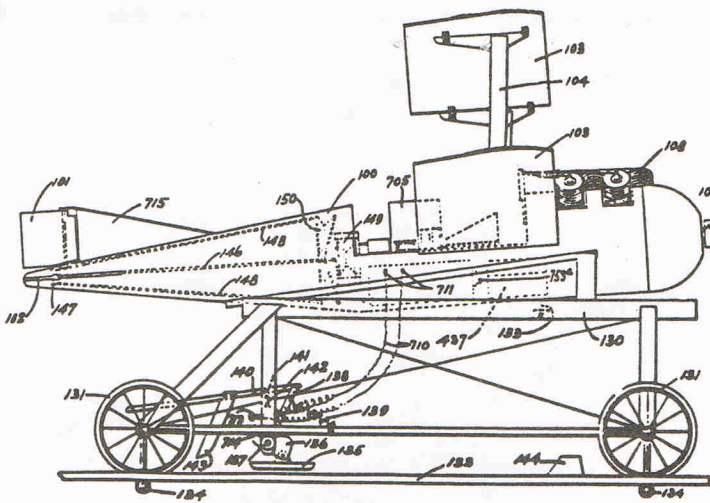
The second test flight was made on October 4, in 1918 and was one of the more dramatic experiences.

In this flight, after several moments of gyration, the "Bug" began to climb in ever widening circles and finally went out of sight. One statement from an early report stated, "To the observers, gathered at the aviation field, the ship appeared to be a thing of life, thoroughly enjoying its freedom, romping as one might expect an exuberant Frankenstein."

Kettering and other engineers took off in their automobiles after the "Bug" in hot pursuit and many humorous incidents were related. One farmer said, "I don't see how any pilot that wasn't crazy or drunk could have done such stunts." The farmer never guessed that the ship was automatically controlled, and he searched for the pilot until the wreckage had been put into an automobile, at which time he was assured that the pilot had left the machine by means of a parachute and was only slightly injured. One of the farmers insisted that he had seen the pilot fall from the machine. Nothing short of strenuous contradictions and an offer to take him to Dayton and let him interview the pilot, "who had sustained a sprained ankle" would stop him from a further search.

The fourth flight on October 22, 1918, was an unqualified success. At the set distance, the controls stopped the motor and the ship went into a nose dive and impacted forcibly, almost exactly on target. After the Armistice, it was decided to test flight a number of these drones in Arcadia, Florida. A full scale replica is featured in the Air Force Museum.

With the Sperry Gyroscope Co. Dayton, Ohio
 By Charles F. Kettering
 Dayton, Ohio
 Patent Office
 1918



April 5, 1927.

C. F. KETTERING
CONTROL APPARATUS
Filed Aug. 23, 1918

1,623,121

"THE BUG"

From the patent granted to C. F. Kettering

FINCH'S FLAK

For the June meeting, Tuesday the 14th, we will have Volmer Jensen as our guest. Mr. Jensen has been very active for many years creating home built aircraft designs. He was flying hang gliders almost 40 years before the idiots in my area started playing chicken with the high voltage lines, the cars on the coast highway and the sharks. His successes also include sailplanes and a 65 horsepower amphibian called the Sportsman for which plans are commercially available. His latest project is a powered, rigid wing hang glider. A 10 horsepower chain saw engine has lifted it and a 200 pound pilot off the ground. He will show movies of the glider and of man powered airplanes which also interest him. These are really models that carry people on a bicycle.

This months raffle will be furnished by:

Colby will also present new products.

Don't forget the 1/4 Midget race we are holding 12 June.

That's the Sunday before the meeting and I would appreciate some help. Larry got plenty for the Formula 500 contest he C.D.ed the 29th. While I am on the subject we would like suggestions for portable barriers for our contests. They should protect the judges from a plane coming in any direction yet be transportable without a trailer or truck. My latest thinking is a nylon mesh wigwam using our pylons as the center pole. The judge would sit inside and the mesh absorb the energy. After Bakersfield, everyone is a little worried about the continued existence of R/C pylon racing. We had a near miss at the Formula 500 contest where a plane went between the #3 pylon and its inside guy rope, and didn't hit anything. The judge saw it coming and ducked to the outside and spent most of the heat in a prone position. The contest was sort of weird because almost no one lost his

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MARY G. EVETT

airplane because of static problems or bad flying. However, I have never seen so many mid-air. It must have something to do with the equal speeds. The worst was when a race went 10 laps where the #2 airplane caught the #1 airplane on the last lap and dived over the finish line to finish first and low. He then started a victory loop and went straight up into the belly of the 2nd place finisher for instant confetti time. Tony DiLeo was shot down by a sport flyer who forgot to check before he turned on. It dove straight into the runway totaling the plane and new K&B front motor scheme. The results were:

Expert	Standard
1. Craig Kalen	1. Ralph De Palma, Sr.
2. Ron Russell	2. Jay Repogle*
3. Martin Becker* } <i>with a drawing</i>	3. Jay Ross*
	4. Mike Stecker*
Fast time Kalen 1:16.4	Fast time Repogle 1:28.5

*Valley Flyer

Don't forget that the July and not the June meeting will be a Fun Fly at the field. The Fly will start about 5 or so with events that anyone can win. The events are to be discussed at the June meeting. So far events under consideration are: Spot Landing to an unknown spot; Buddy combat where a team of tow plane and pursuit plane try to see how much streamer they can cut off; Bomb drop with flour sacks out of a strap on paper cup; Team Pony Express, where the pilots run to airplane, put prop on, start, loop and land; Timed loops; Timed rolls; and Night flying demonstration. We plan to have barbecues going for cooking your own food and perhaps we will take the 1977 club picture. If you don't have a flyable plane, there will be events requiring a crew so plan to come anyhow. Bring the family and make it a picnic. Anything goes as long as it's fun and local police don't object!

If you saved the listing I published last month, here are the connections. Ed Hotelling lives at 3768 Groves Place and his phone is 434-2421. Tom Mead's number is 474-0795, Jay Ross lives at 6850 Balcom and Rod Taylor's phone is 344-2862. By the way, the listing was furnished by Tony DiLeo who now also prints the stick-on labels for the Flyer. See Tony for your computer problems or to update the listing. He provides a printout at the meetings to which can be added your frequency, your business phone or just about anything else that would be of interest to the rest of the membership.

I only got a partial report on the San Luis Obispo Formula I race. It seems Bob Smith hasn't been beaten in 24 straight heats running a Super Tigre and won Expert with the fast time of the contest at 1:15+. Ed Hotelling got a trophy and Harold Owens tied for 8th with a fast time of 1:16.4. Harold went to out city as they say. There were 30 contestants with 10 in standard only three of which could fly the last of 12 rounds.

I am making the puzzles easier and easier. This one should appeal to the ravers among us. The answer is in some obscure place in the Flyer.

PUZZLE OF THE MONTH:

Little Duncan digging on a sandy beach trying to get down to the K&B 6.5 which preceded his nylon raver in the crash, asked his mother, "If I have to dig the hole straight through the center of the earth to find my engine, where would I come out on the other side?" His mother replied "China" and she was correct. If they speak the official language of their country, what language are they speaking?

Don't get discouraged! You can still finish that new pattern or sport scale plane in time for the Valley Flyer's Pattern and Sport Scale Contest, July 9th and 10th if you quit screwing around and get with it. The scale event is Sunday only while the Pattern event is both days. It is possible to enter both events at a discount price. One hint I heard from some recent builders is that the Dirty Birdy was designed for a strong engine like the new K&B front rotor. I guess that the scale flyers will be the best of the guys to go to the super engines.

June 11-12	Pattern, Phoenix Valley MAC, Cucamonga
June 12	1/4 Hidget, Valley Flyers, Sepulveda Basin
June 25	Formula 500, SGVCL, Whittier Narrows
June 25-26	Master R/C Aerobatics Team Selection, Springfield, Ohio
June 29-July 4	R/C Aerobatics World Championships, Springfield Ohio

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

AUGUST 6-14 NATIONAL MODEL AIRPLANE CHAMPIONSHIPS, MARCH AFB, RIVERSIDE, CALIFORNIA
 August 20-21 Air Circus, SGVRCL, Whittier Narrows
 August 27-28 Formula I, Valley Flyers, Sepulveda Basin

Spanish or Portuguese since the areas directly opposite China are in the southern half of South American including part of Brazil.

Puzzle answer:

CLASSIFIED (which is a free service to members)

For sale or trade

Kraft 7 channel series 73 with four KPS-15 servos and quick charger. \$175 or will trade for new Kraft 3 channel with 2 servos. Other offers considered.

Bert Smith
 (213) 887-8600 days; 886-1072 evenings

FREE V/F MEMBERSHIP

One 1978 membership in the Valley Flyers will be given away to the successful applicant. Applicant must be able to write and to type or get typing done. A sense of humor and thick skin helps. Also requires an active level in club affairs.

Contact - The Editor, Valley Flyer
 (213) 593-8189 days; (213) 459-1577 evenings

WANTED

History behind the ROYER ignition model aircraft engine built about 1930-33. Appears to have about 1.5 in³ displacement.

Contact - George Finch
 (213) 459-1577 evenings

WANTED

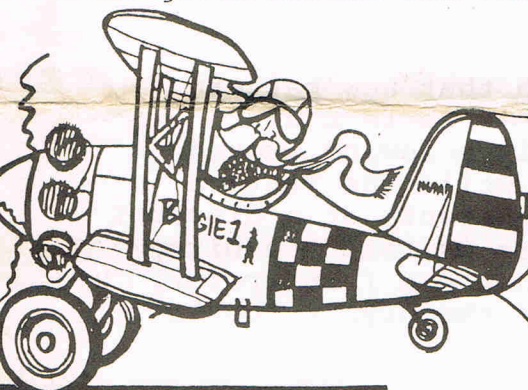
"How to" demonstrations for the August or September meeting. May be short or long and complex.

Contact - Rod Taylor
 (213) 344-2362 evenings

THE VALLEY FLYER

George W. Finch
 18127 Wakecrest Dr.
 Malibu, Calif. 90265

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DATED MATERIAL

FIRST CLASS MAIL

RICHARD J. KOLODZIEJ
 4650 KESTER AV#115
 SHERMAN OAKS, CA. 91403

