THE VALLEY FLYER

PHOTO COURTESY OF REED PACKARD PHOTOGRAPHY

DICK HAGER'S C-47 from a Royal kit won the model of the month trophy at the July meeting fun-fly. It is the big dot in the center front amongst all the little dots in the picture. All of the Valley Flyers present at the fun-fly are in the back of the picture while their planes are in the front. For those of you who want to see the detail in Dick's C-47 and keep a file of Flyers, look back a couple of months when Dick showed off the mechanical details at the May meeting but didn't enter the model of the month competition because it wasn't finished. The C-47 had not been flown by the fun-fly, but it has now. At last report, Dick hadn't retracted the gear in flight. The up-down cycle takes 1 1/2 minutes and he wasn't sure he wanted to fly it that long before the NATS.

Aug. 77

PRESIDENT: GEORGE FINCH **VICE PRES**: JOHN ELGIN **SECRETARY**: BERT SMITH

ASS.T SECRETARY: GARY McPIKE **TREASURER**: TONY MacLANE **ASS'T. TREAS**: JOHN PAHLOW

Our VEEP has run out of bitches, so the following editorial has been edited and reprinted to "stir up the liens" so to speak! It was writen by Dick Burkhalter and is reprinted not to apply heat to him or the San Gabriel Club but just to get people thinking. As you might gather, a SGVRCL member was hurt at a recent Quickie 500 race.

In spite of the hazards, racing continues, while those resposible for holding races engage in "discussions" regarding safety improvements. And the justification for continuing to hold racing events seems to boil down to one thing: the clubs need the money that races bring in. The idea of risking the safety of 20 to 30 members in order to make a couple hundred bucks seems to be a little out of proportion to me.

If you were at the last meeting, you heard the argument advanced that this club owes all its success to racing. Frankly, I have heard this same BS for so long that it's getting tiring! Especially since the facts don't bear it out. Our club is successful because of the efforts of a lot of people, some of whom happen to be into racing. I would be the last one to minimize the contributions of these people (all of them, not just the racers), but the truth is that they have made their contributions because of the kind of people they are, not because they race (or fly pattern, or fly gliders or helicopters or whatever). As far as racing being a major source of club income is concerned, I feel that this subject has been overworker and underthought, too. The biggest single source of club income is membership dues. Contests bring in the second largest chunck, and since we hold more races than any other kind of contest, it naturally follows that racing is the second largest producer of income. But that's not the whole story: if we put in as much time and money and dedication to holding other types of contests, we would make as much money from them too. The way it is, we hold races, so racing gets the credit.

Now our leaders are proposing that we spend a great deal of money to construct safety protection equipment for use in races. Given that we have no way to judge the effectiveness of such equipment until after it is built and paid for (and seeing how easily a Formula I went through the present chain-link fence, I'm inclined to doubt its effectiveness), I think we should do some serious thinking before plunking down our bucks. Like how many races will it take to amortize the cost of the equipment, and how might the money be better spent?

Underlying all of my thinking is the nagging question of just who is benefitted by all the racing activity? Considering that in our club, less than a half a dozen out of 150 members are active racers, or on a national scale, the percentage is even lower, just who gets to enjoy the fruits of our labors? And who gets to pay for them? And who sets the rules?

One thing that I have noticed is that the racers themselves set the rules, safety and otherwise, and the rest of us have to live with them, good or bad. A case in point is Formula 500. This event started out as a low-pressure fun event for one-design aircraft and stock K&B front rotor .40 engines. Put a tach on your stock K&B .40 sometime and see what it turns. Then go look at the reading produced by any competitive Formula 500 engine today, and tell me who is kidding whom! Early this year, the flyers of this event held a meeting and voted to allow more powerful engines. You and I, the workers, had no say in the matter. We just get to go out there and expose ourselves to the dangers of 120mph airplanes flown by 60mph pilots! No thanks!

I will concede that the situation is slightly better in Formula I. Just slightly. The skills of the pilots are more highly developed, which is good for us, but the speeds are half again as fast, with virtually no margin for error, so you be the judge.

I'm not really sure what the solutions to the proble are, or if there even are any solutions. All I know is that until something positive is done to minimize the dangers, I will no longer support racing of any kind. This is the only power I have in the matter. If I, and others who think as I do, refuse to work races, there can be no races. It may be that a "general strike" will be necessary to change the situation, and if so, I believe that it is better to have no racing at all than to lose one life.

WESTERN STATES
½ A
PYLON CHAMPIONSHIPS

VALLEY RADIO CONTROL FLYERS

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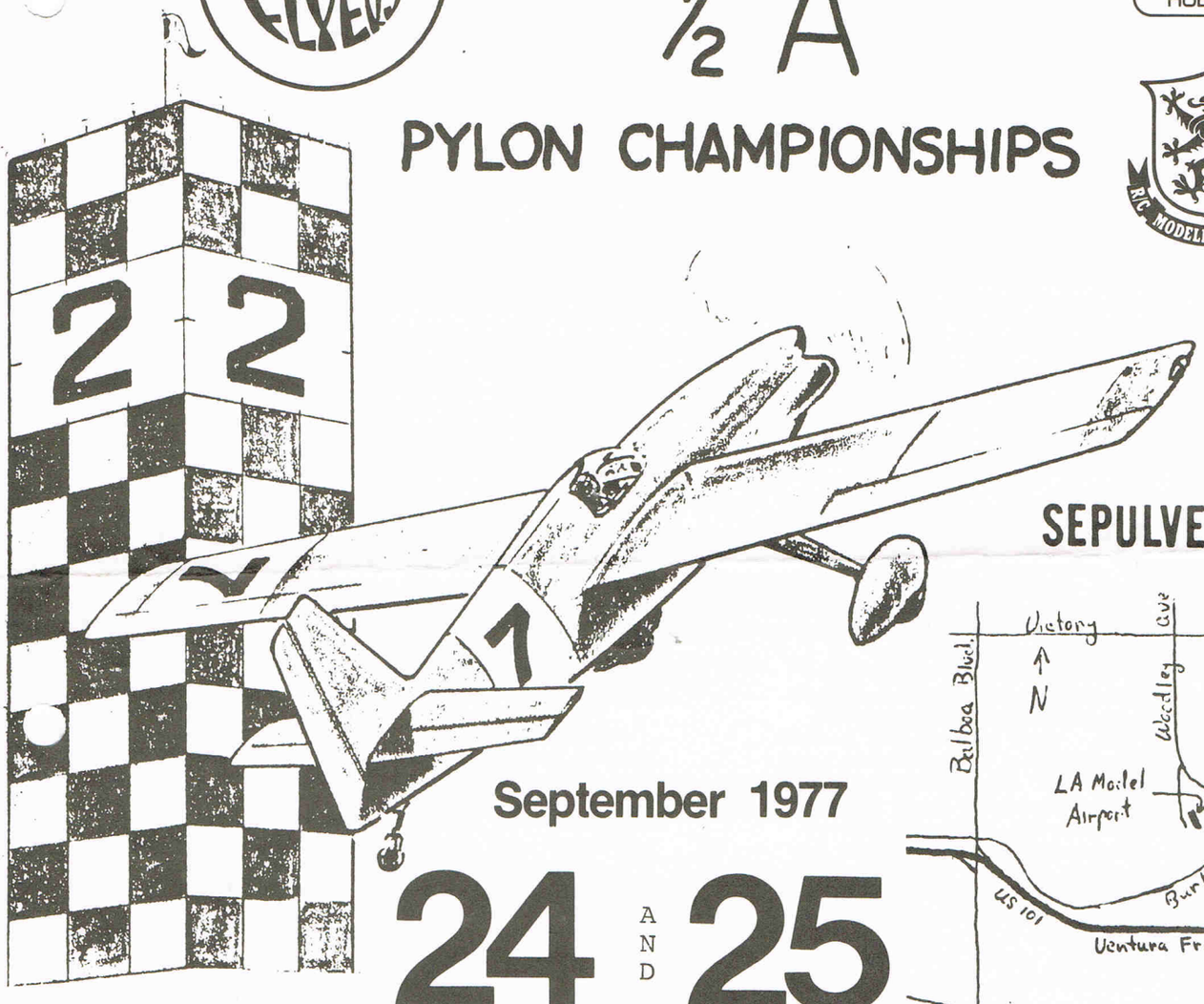
R/C MODELER MAGAZINE



SEPULVEDA BASIN

September 1977

24 AND 25

Saturday **Sunday**

TWO GLORIOUS DAYS OF OUTSTANDING COMPETITION IN THE SEPULVEDA BASIN AT THE LOS ANGELES MODEL AIRPORT WHICH HAS AN ASPHALT RUNWAY 650' BY 90' ESPECIALLY DESIGNED FOR RACING, PAVED PITS AND AMPLE PARKING. THIS IS AMA SANCTIONED CONTEST #1091 AND AMA PROOF OF MEMBERSHIP OR APPLICATION FOR MEMBERSHIP WILL BE REQUIRED. FCC LICENSES WILL ALSO BE REQUIRED. TROPHIES AND MERCHANDISE WILL BE AWARDED THROUGH 10TH PLACE. THE RULES TO BE FOLLOWED ARE THOSE PUBLISHED DURING 1976 BY R/C MODELER MAGAZINE. FIXED PICKUP SHUT OFF IS OK. THIS CONTEST IS SPONSORED BY THE SAN FERNANDO VALLEY R.C. FLYERS INC. WITH DONATIONS OF MERCHANDISE, TROPHIES AND ADVERTISING BY COX HOBBIES AND R/C MODELER MAGAZINE. PRE-REGISTRATION IS REQUESTED.

PRE ENTRY FEE IS $8.00 IF POSTMARKED BY 17 SEPTEMBER.

ENTRY FEE AT THE FIELD IS $10.00 WITH REGISTRATION STARTING AT 8:00PM, THE 24TH.

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THE DOUGLAS CLOUDSTER II

R. E. Williams

After World War II, Douglas decided to make a bid for the corporate aircraft market with a very unique aircraft. Hopes for their new model were symbolized by its name - the CLOUDSTER.

Specifications established by preliminary design called for a twin-engine all-metal monoplane with the speed, range and dependability of a modern airliner but simple enough for a single-engine pilot to handle. It should be economical to operate and maintain, and carry five persons in a spacious cabin. To develop the plane, known then as Project 1015, a separate engineering group was established and a hand-picked crew of engineers went to work in May 1945. 120 working days later, the finished aircraft was ready for flight test.

On the ramp sat a sleek craft with no engines in evidence, and a propeller aft of the tail group. This was Douglas' second aircraft design with "Center-line Thrust" - the first being the famed XB-42 Mixmaster of three years earlier. Performance of the XB-42 surpassed expectations because of its aerodynamically clean design. Similar performance was anticipated from the Cloudster.

Its two 200-plus hp air-cooled Continental engines, mounted inside the fuselage behind the soundproof passenger compartment drove a single 8 ft. propeller aft of the rear control surfaces. Power was transmitted to a single drive shaft through a transmission featuring an automatic overriding clutching arrangement. A failed engine would automatically disengage, providing excellent single-engine performance with no lateral or directional trim changes required by the pilot. Each engine was housed in a separate stainless steel compartment with its own fire detection and extinguishing equipment. Large doors provided easy access to each engine for maintenance, and a beefed-up wing root formed a built-in work platform for personnel. Contributing greatly to its performance was the laminar-flow wing devoid of engines or other projections to mar its aerodynamic cleanliness. High-lift single-slot flaps produced a stalling speed of 65 mph; impressive for a 200 mph-plus aircraft.

The Cloudster's spacious cabin, styled after the Cadillac Coup-de-Ville, featuring two separate front seats and a three-place rear seat, was located entirely forward of the wing. This gave rear seat passengers unobstructed visibility equal to the pilot's - another first. A small space behind the rear seat held coats and hand luggage, and a 250 lb capacity baggage compartment was located aft of the engine compartments.

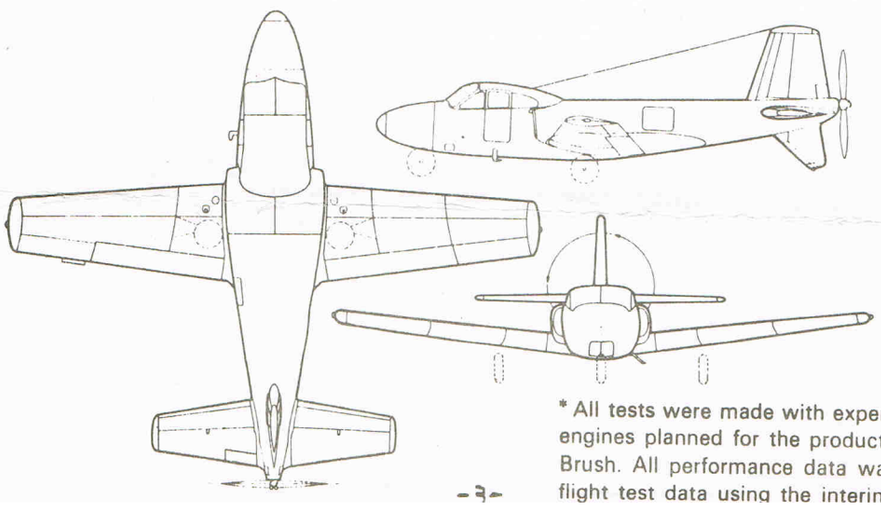
The Cloudster's low, wide-track retractable tricycle landing gear with steerable nose wheel provided excellent ground handling characteristics. A small wheel on the bottom of the ventral fin prevented damage in case of ground contact. Access to the deluxe cabin was through an automobile type door on the left-hand side of the fuselage. A small step protruding below the door made entrance almost effortless.

The cockpit arrangement including all controls, flight instruments and COM/NAV radio equipment was excellent. Visibility from the cockpit was outstanding.

The pilot for the Cloudster on the first flight and all initial flights was R.P. "Bob" Brush. In a recent interview, Bob said the Cloudster was an excellent plane to fly and could have been developed to meet predicted performance with certain modifications and incorporation of 250 hp engines planned for the production models. The flight test program lasted approximately 5 months. Since the new aircraft incorporated advanced concepts, it had a few "bugs." One problem was that of cooling the engines located aft of the cockpit. Bob said it had the highest engine cylinder head temperatures in takeoff and climb of any aircraft he had ever flown. With further development, this problem could have been solved.

Military and commercial business increased during the test phase of the Cloudster, while the corporate aircraft market was still "over the horizon." Upon final evaluation, the decision was made to concentrate on current business and leave speculation to others, so the Cloudster project was set aside never to be resumed. It was years ahead of the market, and when the market did develop, Douglas was deeply committed to the manufacture of large commercial transports.

Later the Cloudster, minus engines and all salvageable parts, was given to the Santa Monica Explorer Post, Boy Scouts of America. Eventually it was sold as scrap.



CLOUDSTER II TECHNICAL DATA

Span:	39 feet 9 inches
Length:	35 feet 4 inches
Power Plant: *	(2) 200 Hp. Continental
Gross Weight:	5100 pounds
Empty Weight:	3336 pounds
Max. Speed:	226 miles per hour
Cruise Speed:	217 miles per hour
Range:	1100 miles
Ceiling:	22,200

* All tests were made with experimental engines. The 250 hp. Continental engines planned for the production aircraft were never installed, per Bob Brush. All performance data was computed for production engines from flight test data using the interim powerplants.

FINCH'S FLAK

The entertainment for the meeting, Tuesday, August 9th will be construction demonstrations that our entertainment Chairman, Rod Taylor has arrainged. Ron Clem and Bert Smith are among those I know have volunteered so far. Bert is going to build an airplane "before your very eyes". He finally has a mold that doesn't produce twisted parts.

This month the raffle will be furnished by Gary Wah from the Craftsman hobby shop. Gary also will present new products. I would have printed Gary's business card but it is dark blue and would reproduce as a big square blob on the paper.

Ralph Rosen has our August Formula I race just about organized. At last report, he still needs a starter for the afternoons when Chuck has to man the store and some additional course workers. If you can spare the time, the race is August 27th and 28th. Come out and give Ralph a hand. This is the second function in a row he has run. At the July fun fly he and Tony got overwhelmed. We planned to feed 75 and over 200 ultimately got fed. As a matter of fact, the Board is considering a fun fly in combination with the October speed trials since to date, no one has shown any interest in building an all out record attempt airplane. We also think that the July meeting next year should be on a Saturday or Sunday afternoon so we can get an earlier start. Ron Clem was the big winner and loser at the last funfly. He placed first in two events and won the Mini Antic kit which was the grand prize. He also crashed his old timer when someone forgot to check and turned on the same frequency.

A motion to increase the annual dues 30% will be made at the August meeting. Right now, expenses are about even with income so we are not able to save for needed field improvements like the sprinkler system for the grass that will be growing with the johns next spring? Eventhough the meeting is in the middle of the NATS, come and join the discussion. John Elgin is prepared to take the brunt of it since I plan to be out of town.

The plans for the ½ A Championships are just about final. RCM and Cox are both contributing so the trophies and prizes for flyers and workers will be great, like last year. If you are frightened when out on the course with the big ones, ½ A should be just about right. I still need lap counters, flag persons and pylon judges. Better yet, build one and fly. I am trying to line up a tiny radio for a radio raffle to be held at the contest.

So far the Board has received indications from only one member that he would like to serve on the Board next year. We will have 4 positions to fill, one for 1 year and 3 for two years. If you are interested, please see a Board member so that you will be considered for nomination. The editor's job is open!

I was glad to see people taking my suggestion to water the trees rather than just dumping out their jugs and ice chests anywhere. With enough water, the trees should just about explode with the hot weather we have been having.

The pattern contest went well eventhough participation by the Valley Flyers was minimal. Pattern may not be the best spectator sport in the world, but the practice to sharpen up for a pattern contest does improve your flying quickly. Before you build that 4½ pound rocket(Formula I) or the 12 pound dog(scale) you might try pattern and make flying safer for everyone. Then next year we may have some of our members in our contest. At least Colby and Tom Cone placed in the Sport Scale contest.

This month's puzzle like all the ones for the last 8 months, is a twisted version of one which appeared in the TWA magazine. (Yes, Bob and Tom, I fly a lot to St. Louis on TWA eventhough they bought the wrong wide body and haven't bought any DC-9s for a long time.) The answer is upside down in an obscure place in the Flyer.

PUZZLE OF THE MONTH:

Eight flyers are entered in a monster enduro pylon race where all eight fly at the same time. Assuming there are no ties, in how many different ways could the eight flyers finish first, second and third?

Here is what is left of the year's contest schedule. Get off your duff and enter!

AUGUST 6-14	NATIONAL MODEL AIRPLANE CHAMPIONSHIPS, MARCH AFB, RIVERSIDE
August 20-21	Air Circus, SGVRCL, Whittier Narrows
August 27-28	Formula I, Valley Flyers, Sepulveda Basin
September 3-4-5	West Coast Championships, Pattern and Sport Scale, Bakersfield
September 11	1/2 A Pylon, Valencia Valley
September 17-18	Pattern and Sport Scale, SGVRCL, Whittier Narrows
September 24-25	Pattern and Sport Scale, San Diego Drones
September 24-25	1/2 A Pylon Championships, Valley Flyers, Sepulveda Basin
October 1-2	Formula I, SGVRCL/BIRDs, Whittier Narrows
October 9	Speed Trials, Valley Flyers, Sepulveda Basin
October 8-9	Desert Classic, Pattern and Sport Scale, California City
October 16	Biplane, Bakersfield (Tentative)
October 16	Formula 500, SGVRCL, Whittier Narrows
October 16	AT6/1/4 Midget, OCRC/Scale Squadron, Mile Square
October 22-23	Pattern and Sport Scale, Las Vegas
October 29-30	1/4 Midget Championships, QMRC/Valley Flyers, Sepulveda Basin
November 6	Formula 500, R/C Bees, Whittier Narrows
November 12-13	Tournament of Championships, Las Vegas
November 19-20	Formula 500, Pomona Valley MAC, Cucamonga
November 25-27	WinterNats, Tucson (Tentative)

Puzzle answer:

In 336 different ways. For each one finishing first there are 7 others who could finish second and for each of those one/two combinations there are six others who could finish third. Multiply 8 by 7 by 6 and you get 336.

HALF-A PYLON RACING RULES

General

All AMA and FCC regulations covering the R/C flyer, his aircraft, and equipment, shall be applicable to this event except as noted herein. There shall be no limitation on the type of radio equipment fitted to the aircraft with the exception that only 2 control surfaces shall be actuated, i.e., elevator and ailerons, or rudder and elevator. Each contestant should be allowed two (2) entries in this event. The second or alternate aircraft may be used only if the first aircraft is not safely flyable. Only the contestant who has entered the aircraft may pilot it in this event unless an alternate pilot is approved by the Contest Director. The alternate pilot must hold current AMA and FCC licenses.

Consideration of safety of spectators, contest officials, and contestant is of paramount importance in this event. Any unsportmanslike conduct, such as repetitive unsafe flying or intentional attempts to gain unfair advantage, or rules violations, shall be cause for disqualification of both aircraft and pilot from this event at the discretion of the Contest Director. The decisions of a Contest Director or his designee relating to interpretation of these rules shall be final and binding on all contestants.

Aircraft Engine Specifications

Maximum total nominal engine displacement shall be .0519 cubic inches. Engines must be production units assembled from factory available parts. Engine and all parts, whether original or replacement, must have been produced in quantities greater than 1,000 units, and must be available through normal retail outlets in the U.S.A. or from the engine manufacturer. No ball bearing engines, tuned pipes, or exhaust extensions will be allowed in this event. No throttle shall be required.

Aircraft Requirements

Aircraft must have canopy or cabin outline. No profile canopies will be permitted. **A positive method of stopping the engine on command while airborne will be required (such as a fixed pick up line in the fuel tank).**

Muffler

At the discretion of the Contest Director and as notified in advance publicity prior to the contest, mufflers may be required, depending upon local operating conditions and restrictions.

Propellers

Either wood or plastic type fixed pitch propellers are permitted.

Weight

Weight less fuel but including all equipment necessary for flight shall be not less that 20 oz. nor more than 32 oz.

Fusleage

The fuselage shall have a minimum cross section of 2¼'' wide by 3½'' deep, (excluding fillets) measured at the widest points.

Wing

The minimum wing area including the area displaced by the fuselage shall be 200 sq. in. as measured from top side of wing. Wings shall be constant chord only, with no taper permitted. Minimum wing thickness shall be a constant 7/8''. Wing tips may be added outside the 200 sq. in. planform and may be tapered if desired. **Beveled** wing tips of 45° or so will be permitted.

Wheels

A minimum of 2 wheels no smaller than 1'' dia. shall be used on all aircraft. No retracts, drop off landing gear or take off dollys will be permitted.

Fuel

There shall be no restrictions on fuel used for this event.

Identification Markings

Models competing in this event must bear identification markings at least 1'' high. Identification markings shall consist of the capital letter N followed by the last two (2) or three (3) digits of the contestants AMA number followed by the first letter of the contestants last name. Marking shall be located either on both sides of the fuselage between wing trailing edge and stabilizer leading edge, or the upper right and lower left wing panel surface. No other identification marks are required.

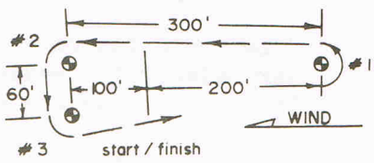
Materials And Workmanship

There are no restrictions on materials used in construction of the aircraft. Workmanship must be to satisfactory standards.

The Contest Director is empowered to disqualify any aircraft, which, in his opinion, is not up to reasonably safe standards in materials, workmanship, detail design, equipment installation, or condition as a result of crash or damage.

Operation Of The Half-A Midget Race

A maximum of four aircraft will be flown in each heat. The order of take-off will be determined by drawing numbers, or simultaneous launch if all pilots agree of the latter method. Take-off will be either hand launch or R.O.G. as determined by a majority of pilots, if field conditions permit either method to be used. If numbers are drawn for take-off order, aircraft shall be flagged off at one second intervals. Each heat will consist of ten complete laps of the racing course. (See sketch.)



Officials shall stand in close proximity to the pylons and the contestants, and use an appropriate method to notify a cut pylon to the flier in question. Engines must be started a maximum of 1½ minutes after the signal to start is given. Any contestant not ready to race when the starting flag is dropped shall draw a zero for the heat.

All laps are to be flown counter clockwise with turns to the left.

No minimum altitude is required for racing. If a pylon is cut by a contestant, that lap will not be counted. If two pylons are cut, the contestant will receive no score for that heat, and shall pull up and out of the race until the heat is finished.

All contestants must be given an equal number of opportunities to race. Any aircraft involved in a mid-air accident will pull up and off the course, away from spectators, shut the engine off, and land at the first safe opportunity.

Scoring

Points shall be awarded after each race as follows: Four points for First place, three points for Second place, two points for Third place, and one point for Fourth place.

The winner of the event is the contestant who has accumulated the most points after the conclusion of all heats. □

..."Follow that plane!"

THE VALLEY FLYER

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

VAN NUYS PM AUG 12 1977 CALIF.