

THE VALLEY FLYER

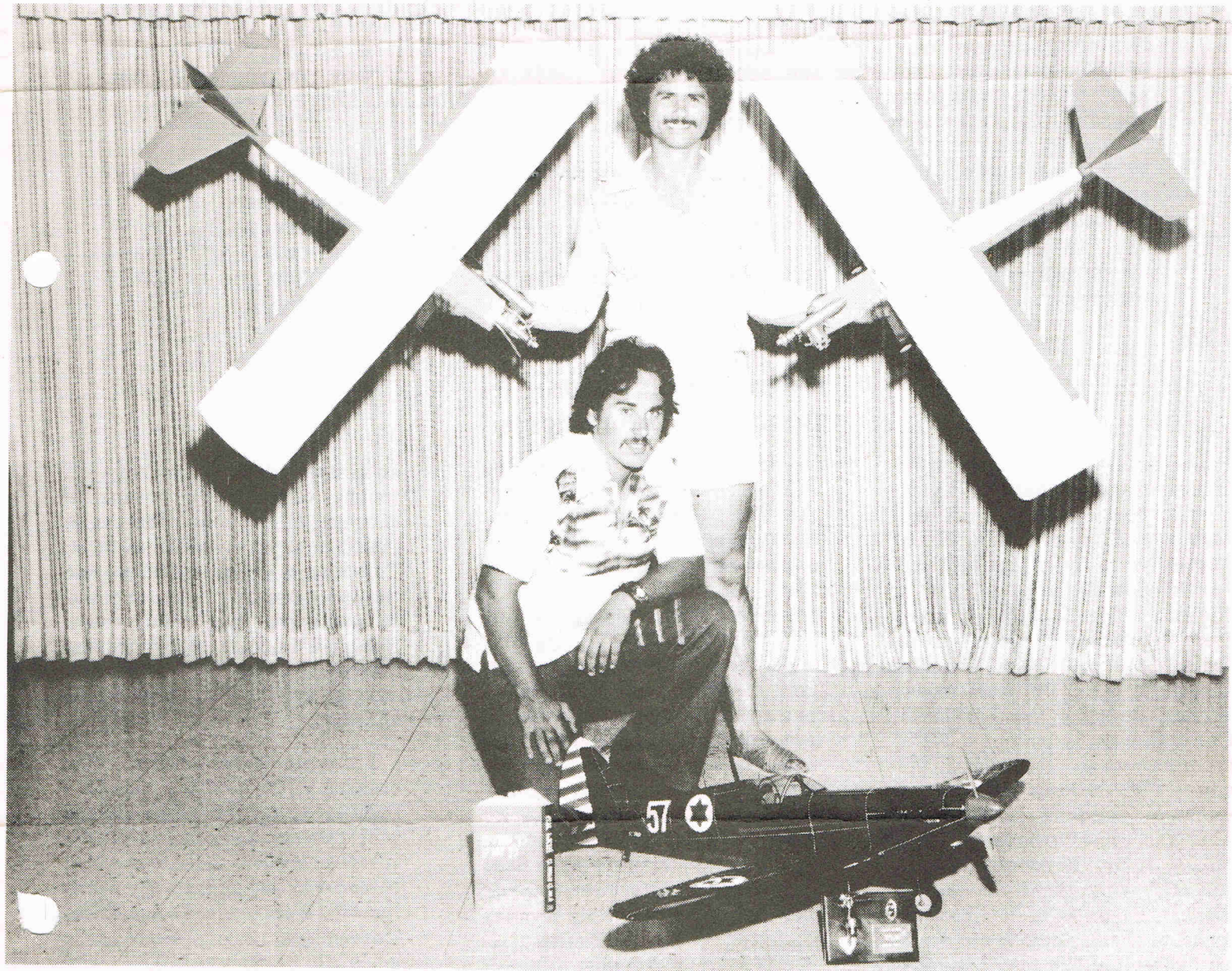


PHOTO by REED PACKARD

Gideon Kotler won the Model of the Month trophy for August with his Spitfire from a Royal kit. Gideon (he wants it pronounced Geē don) rebuilt it from ashes. The crash was so severe, he broke the engine in half. As it was presented in its rebuilt form, it has Goldberg retracts and is painted like an existing Spitfire which is the personal airplane of an Israeli Major. The engine, courtesy of Tony MacLane, is a K + B .40 FR Series 75. The other two airplanes are a Quickie 500 and a Quicker 500 presented with great flare by Larry Laulom.

September '97

PRESIDENT: GEORGE FINCH

VICE PRES: JOHN ELGIN

SECRETARY: BERT SMITH

ASS.T SECRETARY: GARY McPIKE

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

It's that thime again, for the elections for members of the board of directors for your club. Please remember one important thing. What you get out of an organization is directly proportional to just what you put into it. So-o-o-o if you want it to be a good club, you, the members, have to make it good. It's easy to say to yourself, "I'm too busy!!!!" But are you really? It doesn't take gobs of time, just one board meeting and one regular meeting per month. And you would be at the regular meeting anyhow wouldn't you???

I can't answer for the other people who have been on the board, past or present. however, I feel that I have gotten a lot out of it. I have made a lot of new friend, some of whom were on the board, others were not. All were people I probably would not have met if it weren't for being on the board. I learned how the club really operates and that some of the preconceived ideas that I had on what should be done and how to do it, were totally wrong and impractical. All in all it was a very rewarding experience.

Now we need four new board members for the next two years. George Finch, Gary Mc Pike John Pahlow (who was appointed to fill out the rest of this year, to replace one of the elected board members who had resigned), and myself have served their allotted time and our terms of office are over. Since the four of us will be leaving at the end of the year we need new officers to fill these spots. Tony MacLane and Bert Smith will be returning next year for the second year of their term in office. As you know, the new board, consisting of both old and new members, decides at their first board meeting which members will fill each office.

At the next meeting be prepared with nominations of people you think will represent the club, who will be an active board member, and who will help keep the club successful. Please, if you are nominated, give a lot of thought to accepting. Don't say "No" because it is inconvenient, or a little extra trouble. We need participation by as many as possible to make the club as successful as possible. See you at the meeting.

John Elgin

X-wing design under-going wind tunnel tests

Burbank, CA—A one-quarter scale model of an x-shaped winged aircraft, designed to take off and land like a helicopter when its wing is rotating, or to fly at high subsonic speeds when the wing is fixed, is currently being tested in the Naval Ship Research and Development Center's high speed wind tunnel at Carderock, MD. The scale model aircraft, built by the Lockheed-California Co., is part of a Navy sponsored study to validate the convertible x-wing concept. A prototype full-scale, 25-ft-dia x-wing is scheduled to be tested in the NASA Ames Research Centers' subsonic wind tunnel at Moffett Field, CA, in 1978. If the wind tunnel tests at Carderock and Ames are successful, company engineers say it may be possible to build a

vertical take off and landing (VTOL) aircraft that has three times the lifting efficiency of current VTOL aircraft which use lift cruise engines for the vertical phases of flight.

Unlike a conventional fixed wing which has a rounded leading edge and a thinner, tapered trailing edge, both the leading and trailing edges of the blade in the x-wing design are symmetrical. This symmetrical wing design is necessary on a convertible rotary/fixed wing aircraft to maintain a rounded leading edge forcing into the local wind, because in switching from rotary wing to fixed wing operation or vice versa, the air flow relative to the wing reverses direction. Also, preliminary research indicates that when blown air

is circulated over the rounded trailing edge of the x-wing, it generates lift and control that can be varied in all three modes of flight. Turbofan jet engines would provide thrust for forward flight and power to rotate the wing during rotary flight. Air from the engines by-pass fan would supply the trailing edge blowing system at all times during the flight.

It is expected that with the x-wing design a VTOL aircraft could attain flight speeds up to 233 mph with the wing rotating, and reach transonic speeds equivalent to those at which commercial jet airliners fly when the wing is locked in the x position. Conventional landings and takeoffs could also be made with the wing in a fixed position, if a runway was available.

FOR SALE

KRAFT RADIO 1970 SERIES - 4 CHANNEL - 6 METER
(53.025 MHZ) SMALL SERVO'S - GUARANTEED NO
GLICHES OR PROBLEMS - RADIO WORKS PERFECTLY -
\$150.00. JOHN ELGIN, 883-8059

FINCH'S FLAK

All you members that missed the August meeting because of the NATS, be sure to come to the September meeting which will start promptly at 8:00 PM, Tuesday the 13th. Rod is furnishing surprise entertainment mainly because I was out of town for three weeks and now he is on vacation for two weeks and I don't know what he has lined up. Gary Wah from the Craftsman will present new products and will choose the raffle prizes.

The motion to increase the annual dues 30% was not made at the August meeting because of low attendance for the first time this year. It will be made at the September meeting so come and express your opinion.

There have now been two names presented to the Board for nomination for the upcoming elections. If you can't serve for two years there is a position open for 1 year. If you are interested, see a board member so that you can get the full story what being a member of the Board entails. Remember, members are elected to the Board and the actual office to be filled by an individual is decided by the new Board.

Congratulations to those "flyers from the valley" who placed at the NATS. I'm not sure I have a complete list but the following names were those that Dick Sonheim had at his fingertips:

<u>FORMULA I</u>	<u>PATTERN, MASTERS CLASS</u>
1st Ed Hotelling	Bill Salkowski 3rd
5th Bob Smith	Jim Oddino 5th
10th Whit Stockwell	Joe Bridi ?
11th Laird Owens (high senior)	
13th Bob Wilde	

Don't forget the 1/2A Championships, September 24th and 25th. I will be "putting the arm" on you at the September meeting to give me a hand. Cox and RCM have come through with the merchandise and trophies and it promises to be a fun affair. If nothing else, come out and watch me watch Tom Mead fly my Clem Tigercat. You racers might get some experience built up before next year when I'm off the Board, I'm no longer Editor and can find time to race again and clean your plows.

The Speed trials scheduled Sunday, October 9th will be combined into a Fun Fly. We had so much fun at the July one, we are going to try an all day one. Ralph and Tony are making the arrangements. If we don't find someone who is going to make a serious world record attempt, the speed course will not be surveyed, just set up on the painted marks from last year. The Fun Fly will be open to Valley Flyers and invited guests.

August the 21st, Ralph Rosen, Tony MacLane and Gideon Kotler put on a scale display at the Great Atlantic and Pacific Aeroplane Co, as part of the Van Nuys Airport's Open House which was held in celebration of General Aviation Day in the United States. Ralph had his 1943 clipped wing J-3 Piper Cub, Gideon his 1948 MK16 Spitfire in Israeli Air Force colors and Tony his 1942 Focke Wulf 190 D9. Steve Crowe's 1932 Gee Bee-1 was also shown. All phases of construction were displayed from Tony's Focke Wulf which was in the finish sanded stage to the Gee Bee full out, ready to fly. The display generated much interest and enthusiasm from the General Aviation pilots and the general public. G.A.&P. tentatively agreed to sponsor a fun fly as a direct result of the display!

As everyone must be aware, my puzzles are getting worse and worse. The answer would be upside down in a more obscure place, if there was more to put in the Flyer!

PUZZLE OF THE MONTH:

The Smith Brothers just got in a shipment of balsa block, 6" long by 3" wide and 2" thick. Chuck wants to store them in a space 20" long, 10" wide and 8" high. The volume of this space would seem to be large enough to accommodate 44 blocks but fitting them in there is a different matter. Just how many blocks can Chuck stuff into the space without deforming the balsa wood?

There are only three contests left at the Basin. COME ON OUT AND ENTER.

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 Midge: 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)

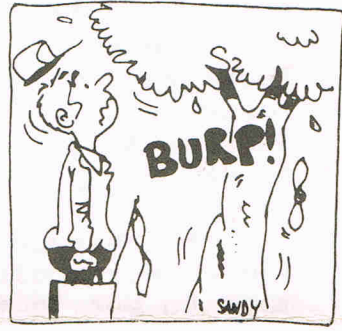
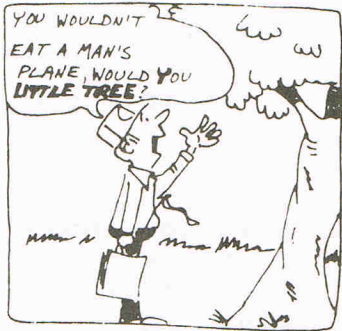
A total of 42 and he can only do it if he puts 24 blocks along one side in rows of six side by side stacked four high. On the other side he sets 12 blocks on their sides, stacked 2 deep, 2 high and 3 lengthwise with 3 more blocks set horizontally on top, that leaves room at the end for 3 more blocks placed vertically side by side. 88 cubic inches of space remains unused.

Puzzle Answer:

RAMS HORN

VALLEY FLYERS SPEED TRIALS & WORLD RECORD ATTEMPTS
 OCT. 9, 1977 SEPULVEDA BASIN
 VERY LOW ENTRY FEE
 SEVERAL CLASSES
 CERTIFICATE AWARDS

"WE'LL CLOCK ANYTHING"



VD Reportedly Spread by CBers

CHICAGO (AP)—An Air Force doctor says that citizens band radio is giving venereal disease a new and mobile dimension—and is in effect spawning gonorrhea.

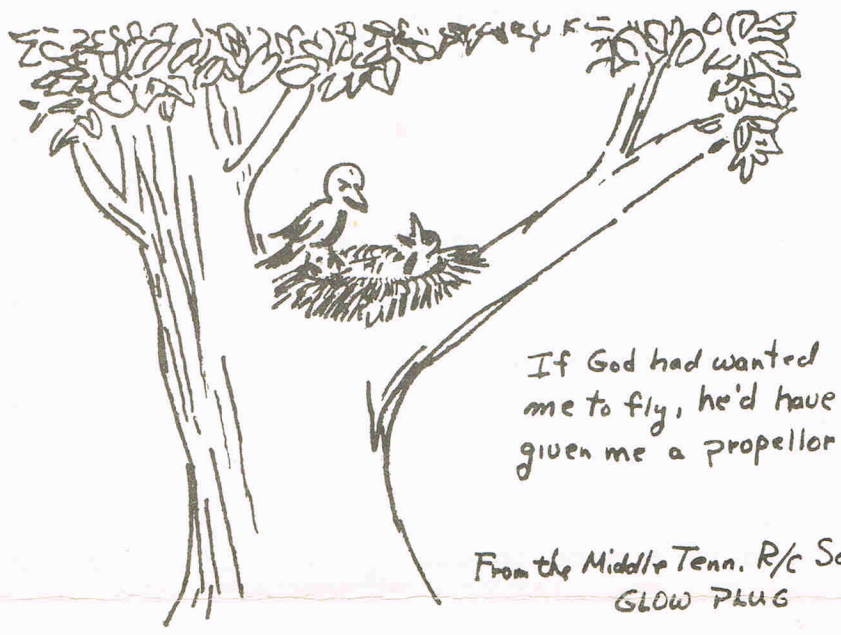
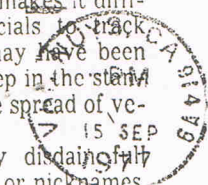
Dr. E. Michael Lewiecki of the clinic at Goodfellow Air Force Base in San Angelo, Tex., offers his report in the current issue of the American Medical Assn. journal.

He gives the problem the initials CBGC (GC is the medical abbreviation for gonorrhea). Lewiecki notes that CBGC does not differ biologically from other gonorrhea; its identifying characteristic is simply that it is transmitted between persons who become

acquainted via CB radio.

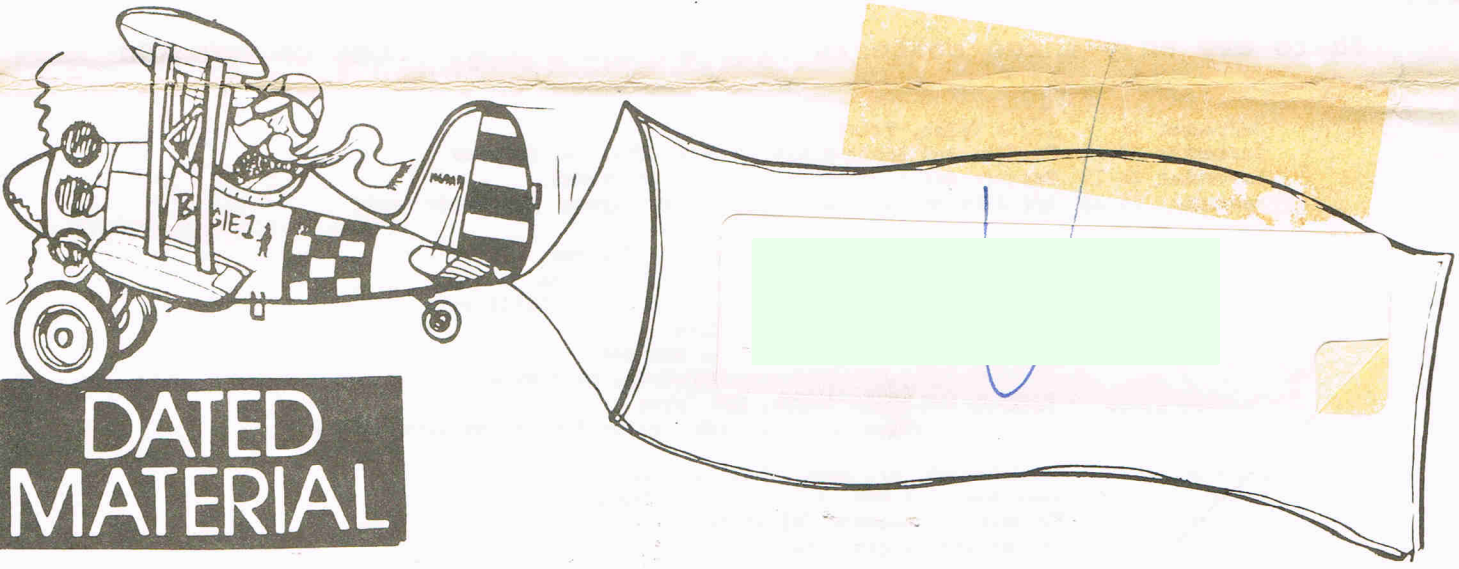
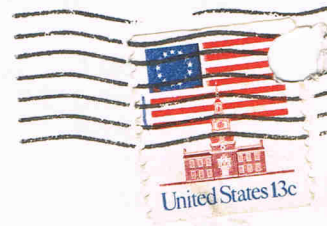
But that makes a difference, he said, because the mobility of CBers makes it difficult for public health officials to track down other contacts who may have been infected. That is a crucial step in the standard approach to curbing the spread of venereal disease.

CB operators customarily disdain full names in favor of "handles" or nicknames. Someone who uses the CB to set up sexual assignments may go a step further, using a different handle than normal to protect his or her identity, Lewiecki said.



THE VALLEY FLYER
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DATED MATERIAL

FIRST CLASS MAIL