

THE VALLEY FLYER

MARCH



1978



PACKARD PHOTOGRAPHY
BURBANK

President: RALPH ROSEN

Vice Pres: COLBY EVETT

Secretary: BERT SMITH

Ass't Sec: LARRY LAULOM

Treasurer: TONY MacLANE

Ass't Tres: JAY ROSS

FROM THE PRESIDENT:

As I sit here, with my pants rolled up, inundated with water, I,m wondering if FORMULA 1 aircraft fly O.K. with floats?

It looks as though, due to the field conditions, that we may have to push our race, scheduled for MARCH 11th & 12th, back one week to the 18th & 19th. As you know, this race has been planned to be the biggest, best, most productive race in our contest season. Along with the trophies for 1st to 5th in both classes, as well as Fast Time, there will be BAR-B-QUE FOODS, and for the first time, an AIRPLANE & RADIO RAFFLE, OPEN TO WORKERS ONLY. Each worker will receive one raffle ticket for each half-day of work. As for the food, there will be: HOT DOGS & SOFT DRINK - \$.75; HAMBURGER & SOFT DRINK - \$1.00. The food is available to everybody.

WITH YOUR HELP, WE CAN MAKE THIS A SUPER SUCCESSFUL EVENT. WORKERS ARE NEEDED FOR EVERYTHING FROM COOKING HOT DOGS to COUNTING LAPS; AND WE WILL TEACH YOU ANY POSITION ON THE COURSE. JUST SHOW UP AT THE CONTEST.

Our next meeting is scheduled for MARCH 14, 1978, at the ENCINO WOMENS CLUB. The entertainment will be provided by JOE BRIDI, with an assist from Edwin Elliott. WHO'S JOE BRIDI, you may ask? Well, just go into any hobby shop, and look up on the wall. See the name "BRIDIKIT" ? - There's your answer. If you have any questions on KITS; CONSTRUCTION; ACCESSORIES; etc., this is the man to ask.

Along with this excellent entertainment, we will also have a great raffle, provided by BOB'S RANCHO PARK HOBBIES, BOB WILDE, Proprietor. Bob will have a NEW PRODUCTS presentation also.

Along with the necessary business, there will be SHOW & TELL, MODEL-OF-THE-MONTH, GOOF-BOWL NOMINATIONS, DO-NUTS, COFFEE, AND LOTS OF TIME TO SHOOT THE BREEZE.

THERE WILL ALSO BE T-SHIRTS, PATCHES (Lg. & Sm.), and our new BUSINESS CARDS available at the meeting.

IT REALLY SHOULD BE A MOST ENJOYABLE EVENING, AND I HOPE TO SEE ALL OF YOU THERE.... MARCH 14, 1978, 8:00 P.M., SHARP. LET'S GET STARTED ON TIME, AND SEE IF WE CAN WRAP IT UP A LITTLE EARLIER THAN WE HAVE BEEN.

SCHEDULE OF COMING EVENTS:

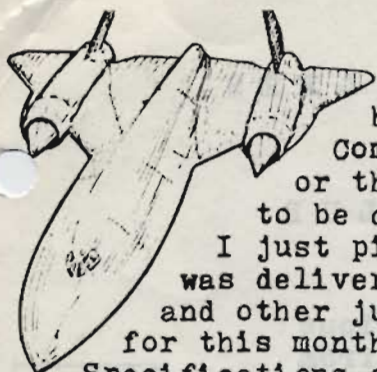
APRIL 16, 1978 - QUICKIE 500 @ THE BASIN - BETTER START BUILDING NOW.

MAY 20 & 21, 1978 - 1/2 A on the 20th; 1/4 MIDGET on the 21st, @ THE BASIN.

- C.D.'S NEEDED FOR ALL EVENTS -

That's it for now,





This month has been a real hectic one for me and would have been so even without the rain and Tujunga mud-slides. Come to think of it this was not as bad as the fire of '76 or the earthquake of '71. I moved to Tujunga because it said to be quiet and peaceful! WOW!

I just picked up the April issue of Model Aviation magazine that was delivered by the postman (as he swam by) along with the bills and other junk mail. Skimming the text hoping for an inspiration for this month's editorial I was halted by the new RC 1/2A Pylon Racing Specifications on page 73. The democratic process has been served! The resulting rules are just plain dumb, and I doubt that even one race in this District will be run using them this year. In my profession we have a saying that a camellis a horse that was put together by a committee. I guess that a bunch of District V-Ps would make a good committee. Here are my comments for what they are worth.

- .0519 Engine---stock, 500 minimum, original manufactured parts or equal. Boy, that leaves it wide open. K&K builds lots of EQUAL parts. Just who can judge or enforce this rule. Ask the Quickie 500 flyers about stock K&B 40 engines. Stock Rossi 15 or Cox 15 just will not do it in QMRC, either.
- Props---available wood or plastic; no mods except removing burrs and balancing. You should have seen the QMRC flyers at the '77 NATS with their un-reworked props. 7" props which looked new measured from 7.00 down to 6.00". Some had even gone so far to rework the prop and re-stamp the Rev-up trademark and prop size with home made ink stamps prior to refinishing.
- Fuel---commercially pre-mixed; 50% nitro. There are as many ways to beat this rule as there are Formula 500 flyers. But I will not give away their speed secrets. This rule only hurts the honest guy, even if the CD provides the fuel!
- Pressurization---not permitted. Now this is just plain dumb. Those little .051s just operate so much smoother and consistent with pressure. No wonder there are so many nasty rumors about the difficulty of hand launching 1/2A s. This rule might make some sense if only unassisted ROG was permitted. Not really then! Dumb.
- Fuel cut-off--- They had a good rule here to require a positive cut-off, but they gave away the store by accepting a fixed pick-up. The article which appears elsewhere in this issue deals with 1/2A fuel cut-offs. Several simple techniques are shown in addition to the fixed pick-up.
- Landing Gear--- not required. Maybe this one matches the stock prop rule; who is going to rework props just to break one on every landing.
- Width X Height---2 x 4. Now you might think that 2 X 4 = 8. But the way this works out for Laird it amounts to only 2.25 sq. inches of fuselage frontal area. Anyway, it sure is easy to check the measurements.
- Wing Thickness---7/8 at the root and the same thickness ratio at the tip now makes the tapered wing legal. There has to be some good in everything, if you just look for it. Now the model racers can use scale wing planforms. Oops, but they still will not look right unless you put on that landing gear with strut covers.
- Wing area is still 200 squares and weight 20 to 32 oz. It's about time everyone who is planing to race bought into a light weight radio so the weight can be reduced down to 16 oz. Those little babies really fly great at that weight. They fly right out of your hand.

Well, good luck fellows. Hope you enjoy the change in the rules. Now is the time to start submitting rules change requests. Don't wait for Larry to do it.

Bob

H. Rice

MARCH MEETING

VALLEY FLYERS R/C MODELERS

TUESDAY MARCH 14, 1978

8:00 PM ENCINO WOMENS CLUB

Entertainment:

Joe Bridi and Ed Elliott will discuss the various problems encountered in building kits. Kits from several manufacturers will be reviewed. There will also be a display of some of the new kits from the Bridi line.

Bob Wilde of Rancho Park Hobby will supply the raffle prizes and discuss the new products. Bob has been an active member of the Valley Flyers and served as a member of the Board.

The raffle will be held immediately after the break! Club emblems and t-shirts will be on sale.

The best coffee and doughnuts will be available.

Bring your latest creation for Show-and-Tell Time.

NOTICE
This will be your LAST Valley Flyer if your Club dues are not paid.

New members joining the VALLEY FLYERS in February are:

Marc Carsten	11511 New Castle	Granada Hills 91344	360-9673
John Ferguson	16714 Flanders St.	Granada Hills 91344	360-8834
Richard Moreno	3658 Berryman Ave.	Los Angeles 90066	391-6686
John Swift	8509 Petaluma Dr.	Sun Valley 91352	767-9911

HISTORY: On the day of this months club meeting, March 14, 1917, the first successful U.S. dirigible, the Goodyear F-1, was accepted by the U.S. Navy.

Also in March, but on the 9th in 1935 the German government formally confirmed the existance of the Luftwaffe.

CONTEST CALENDAR

April	1-2	Pop White Memorial Formula I, SGVRCL, Whittier Narrows
	8-9	BIRD Club Open Pattern, N A E M and Sport Scale, Mile Square
	16	Model Expo/Cancer Crusade, Orange Coast RC, Mile Square
	→ 16	Quickie 500, Valley Flyers, Sepulveda Basin
	22-23	MACS show, Long Beach Convention Center
	29-30	Model Builder Trade Show, Los Angeles Convention Center
May	6-7	Formula I, BARKS, Bakersfield
	7	Biplane and Sport Scale, RC Bees, Mile Square
	→ 20-21	1/2A Race (20) and 1/4 Midget (21), Valley Flyers, Sepulveda Basin
	20-21	(Morgan Hill WWII Scramble)
	27-28	Formula I, SLO Flyers, Paso Robles
	27-28	Scale (27) and Helicopters (28), SGVRCL, Whittier Narrows

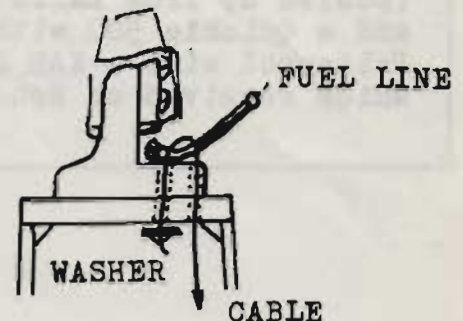
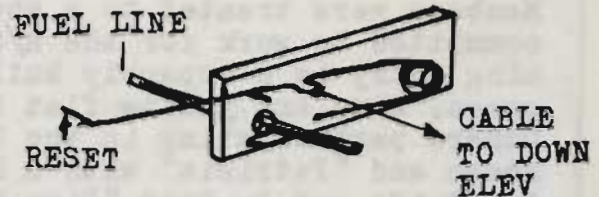
RAINDATE MARCH 18/19 VALLEY FLYERS / BIRDS FORMULA I

1/2 A FUEL SHUTOFF METHODS

We keep hearing excuses for not making positive fuel shutoffs mandatory for 1/2 A pylon racing. Here are a few that have been used successfully.

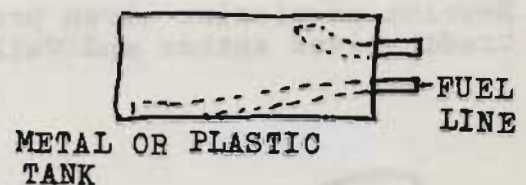
1. PEN BLADDER STYLE TANKS

- A. **MOUSE TRAP-** by Formost. This is an available and very effective device. Dial cord or fine U-control cable is attached to the elevator servo arm to pull as you apply full down. The other end is attached to the release trigger on the cutoff. This is a little bulky and hard to get at for racers where it must be buried in a very skinny nose.
- B. **PINCH OFF-** by McPike. Prather nose steering cable is soldered to a washer, run thru the firewall around the fuel line, then back to the servo.
- C. **PINCH OFF- FORMULA I.** A simple "U" bend in a piece of 1/32 piano wire is pulled by the elevator down command to pinch the fuel line against the engine mount or firewall. Caution that the sharp end of the wire does not puncture the fuel tank inside.



2. **FIXED PICK-UP.** This is the method allowed by the rules. It is simple but the least reliable method. At the beginning of a flight the tank is full and just plain doesn't work. That is the time it is most needed if the needle setting is wrong or radio goes sour.

3. **DIE-HARD METHOD.** Rather than go to all the above troubles some guys still use the clunk tank and argue with the officials. If everything else fails they use the tried-and-true most positive of all. There is another advantage, it looks good to the blood thirsty spectators.



You might like to combine the fixed pick-up with one of the pen bladder style shutoffs as extra insurance when one or the other doesn't function properly. Which ever pull device you use remember that the wire or cable must be extremely flexible and without any stretch. Monofilament line is no good.

Laird.

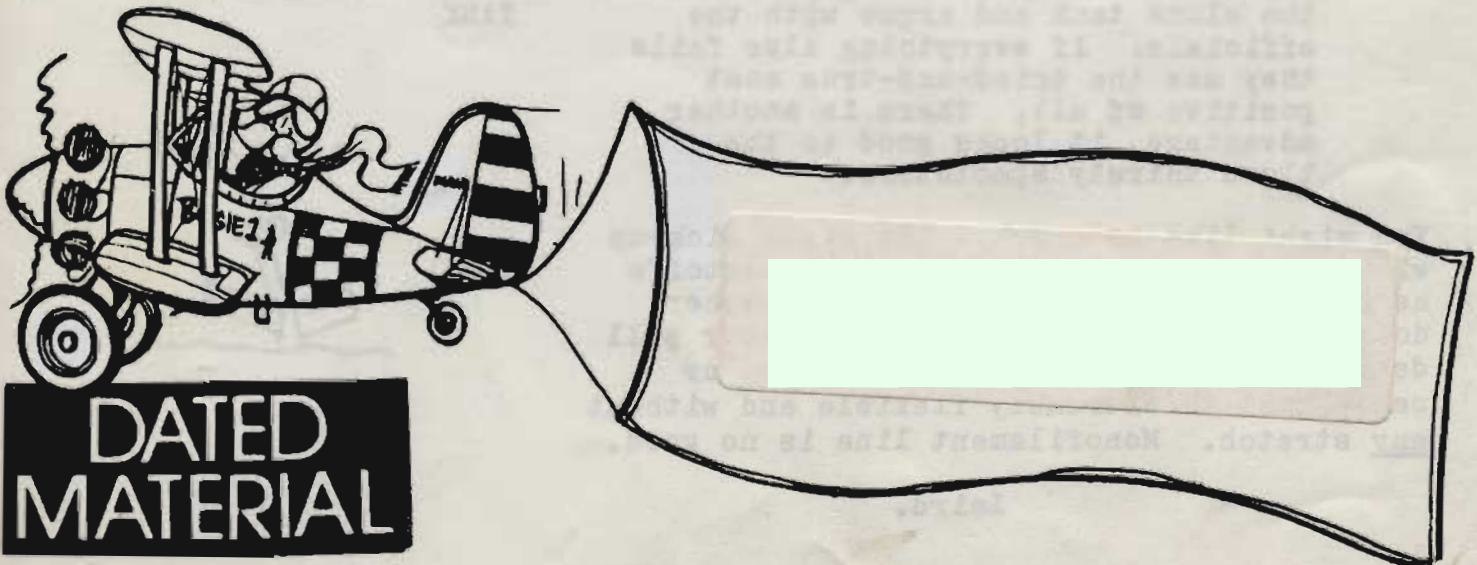
Model-of-the-Month trophy is being presented to Gary Mc Pike by Dolores Lefevre, Republican candidate for the State Assembly for the 40th District. Members were treated to a short political campaign speech in which she committed to work for the R/C modelers needs at the Basin. Gary's winning entry is a superbly built Bertken Brown Bag Racer finished in white, green, blue and yellow flat Superpoxy with a clear urethane topcoat. Others participating in the Show and Tell Time were (standing L-R) Ralph Rosen and "Patricia" with a K&B 61 pumper, OPS pipe and Multicon retracts; Tom Swift and De Bolt "Live Wire" with a Veco 61; Scott Gordon (age 11) and an RCM Trainer 40 with a K&B 40; Herb Hoyer and his original "Mosquito" (scaled up from Laird's "Thunderchicken") with an Enya 45; Gordon Davis and a Quickie 500 with a K&B 6.5cc; (knelling L-R) Vince Clarke and a Peitenpol with a K&B 21; and last Earle Levine and a P-40 with a Webra 61 which received an Honorable Mention.

THE VALLEY FLYER

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**DATED
MATERIAL**

FIRST CLASS MAIL