

THE VALLEY FLYER

July



1978



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SUNBANK

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HOME FIELD
SEPULVEDA BASIN MODEL AIRPORT

PRESIDENTS PAGE - JULY 1978

COMING ATTRACTIONS:

JULY MEETING - ENTERTAINMENT BY JACK STAFFORD - PROBABLE DEMONSTRATION OF FOAM CORE SHEETING PROCESS (sure beats building 'em up)

JACK ALSO KITS THE FOLLOWING: CHIPMUNK; P-51; P-39; WEEK-ENDER; AIR COUPE; COMMANCHE & TWIN COMMANCHE; BUCANNEER & SUPER BUCANNEER; TOM KITTY; SPERRY MESSENGER; ACROSPORT; B-24 LIBERATOR; and many others.

IF YOUR INTO SCALE, PATTERN, BIPES, TWINS, or just plain ol' SPORT FLYING, THIS WILL BE A GREAT PRESENTATION.

MEETING DATE - JULY 11, 1978 - ENCINO WOMEN'S CLUB - 8:00 P.M. SHARP

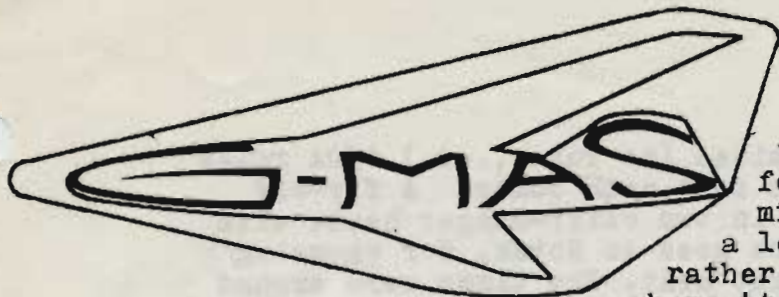
FORMULA 1 RACES - SATURDAY/SUNDAY - JULY 8th and 9th - SEPULVEDA BASIN
(all the biggies have been getting ready for this one)

FUN FLY/PICNIC - SUNDAY - JULY 16th (ALL DAY) AT THE BASIN
(every member of the family should get a kick out of this one)

1/2 A CHAMPIONSHIPS - SATURDAY/SUNDAY - SEPTEMBER 30/OCTOBER 1st - AT THE BASIN
(donated prizes coming in every day - start building now)

BOARD NOMINATIONS - OCTOBER MEETING

PAPER AIRPLANE CONTEST/AUCTION/ELECTIONS - NOVEMBER MEETING



Ye Ole Editor has been ill tempered of late - just couldn't seem to come up with any words of wisdom for this month's Valley Flyer. Skimming thru the monthly bills I noticed a letter to the Editor. It sounded rather interesting so I thought I would share it with you - just like the biggy mag-

azines do. This letter got my attention because it is from the Grumman Model Aviation Society, and I have been a fan of Grumman since my US Navy days during WWII.

"I've been receiving the Valley Flyer, addressed to me as correspondent for LIRCS. Since I am now president of the 50-member G-MAS membership in LIRCS has been discontinued. Their newsletter has died, and I don't know who, if any, is doing the newsletter exchange. HOWEVER, if you would like to exchange with G-MAS, it would be my pleasure to add your name to the list. Inclosed are some Sky-Lites for you.

"Many newsletters come to me from AMA Hq, as a result of the column I write for Model Aviation, "Radio Technique". The Valley Flyer is clearly one of the best, both technically and in matter of style, content and interest. Having served many years as newsletter editor, I know how hard it is to keep the quality up in the face of the lack of encouragement, and assistance from other members. Read enough newsletters and you see that ALL editors have the problem. Congratulations for surmounting the challenge.

"Your "No Rules" 1/2A race (20 May 78) looks like fun. How come the fast plane didn't win? Too many blown plugs? What size course did you use? As you can see, we use a course proportioned down from Q500 in order to keep the same appearance and times.

"Our "trainer" event and your "kits only/reed valve only" event probably have the same origins - an attempt to attract additional competitors by making it look easy. Unfortunately, looks are deceptive. I find it much easier to fly a good fast racer than the best slow trainer, don't you?

Happy Flying, George M. Meyers "

Thanks for the encouragement, George. I can't take all the credit for the editor's before me layed down the spade-work and I have just kept it going. Yes, the Valley Flyers would be pleased to exchange newsletters with G-MAS. We, too, have a high percentage of beginners and re-treads with similar problems. You training syllabis looks interesting; I will pass it along to our instructors.

Our "No Rules" 1/2A race event has been popular out here because it positively eliminates cheating! Especially when I sit as judge at No.1 pylon. The reason I like no rules is that I just don't like rules that cannot or are not enforced. Contrast this with the local Formula 500 which replaced Q 500. They have 3 pages of rules and when the Valley Flyers hosted a race and checked each plane to the rules you could have heard the yells back to L.I. One plane which had been raced in several events was disqualified for being about 2" short of span.

In an all-out race the contest winner is seldom the guy with the fastest time. Problems with using 60 to 75 % nitro are: no starts, tricky needle, broken con-rods, and blown plugs. Occasionally a pylon cut occurs in a tight heat. Since we allow pressure, there are few problems during the launch. Here is a comment from Bob Nickle about the "No Rules" event:

"It is noteworthy that the unlimited (no rules..ed.) 1/2A rules produce an airplane every bit as fast asQM bombs. A fly-off between Novak and Root resulted in two cliff-hanger heats with multiple cuts each. The decision goes to Novak, for crossing the finish line first in the first heat. The times were around 1:25.....Novak's 1/2A accelerates to pylon 1 faster than Root's QM, but thereafter any speed difference is not discernable. Root seemed a bit more motivated to fly tight. Overheard comment; "Novak was flying to win a race. Root was flying to protect a reputation.".....This 1/2A flyer asks, Do we really want a novice 1/2A event this fast? Maybe the 7/8 constant thickness rule wasn't such a bad idea, afterall? " Bob Nickle

(Who ever said this is a novice event?...ed.)

We normally use the rules and race course layout from the 1976 ROM, except for the location of the start line which is 60 instead of 100' from #2/#3. Our pilots like to be standing closer to the pylons and the 100' would place them too far from the plane at launch. George, I can't speak for flying those fast racers. I spend too much time at the typewriter and fly sport and scale. My kid, Laird, digs those pylon events and he concurs that a good racer is easier to fly.

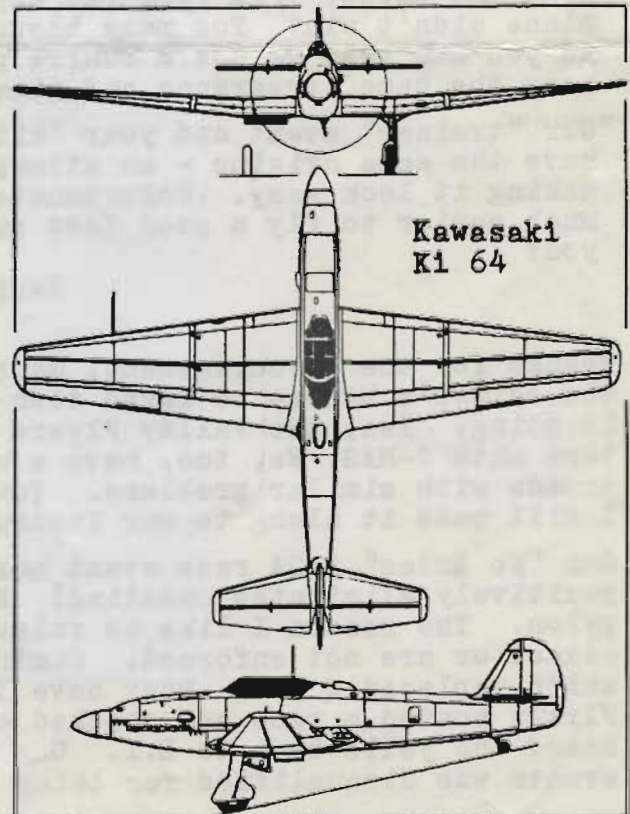
Bob Owens

KAWASAKI KI 64

Here are the 3-views of a really well proportioned airplane that would make a wonderful pattern-type flyer. Except of course for the tail-dragger gears. This plane was a follow-on to the Ki 61 "Tony", but it was too-little-too-late and plagued by engine troubles during the flight test phase. Engine cooling was accomplished by wingskin surface coolers which accounts for the lack of large radiators.

The stand-off "Tony" which I have been flying since 1973 is proportioned very close to the Ki 64. Back in 1972 all the Masters pattern planes were measured and the dimensions were published in magazines. I averaged out those dimensions, scaled them down to 40 engine size, and that was it.

This Ki 64 is almost good enough for me to take to the old drawing board again.



Bob Owens

NEW MEMBERS FOR JUNE:

Timothy Lingren	11627 Seminole Cr.	Northridge	91326	360-9450
Mark Lingren	11627 Seminole Cr.	Northridge	91326	360-9450
Rob Mawer	4665 Sawtelle Bl.	Culver City	90230	391-7801
Eldem Rice	18933 Kittridge St.	Reseda	91335	881-1931
Irving Weinberger	9711 Aura Ave.	Northridge	91324	349-1388

Ron Clem is disposing of several partially built models and kits for Al Hunter who has been transferred to Germany. If you are interested in any of these please call Ron at (213) 398-6865 mornings after 10:00 or on weekends. You can negotiate your own price if none is listed.

- Sterling Monocoupe all framed up- nylon cowl- 40 engine size.
- ARF Cessna Skyhawk 19/25 size - needs some assembly and paint.
- Stafford Tom Kitty 40 size - fuselage is mostly built - wing is $\frac{1}{2}$ made - also has foam wings new in the box.
- JETCO Super Cruiser 36" span for O9 engine - framed up - plastic cowl.
- Box of assorted paints, dope, thinner etc - sell box or any item.

The following items are Ron's:

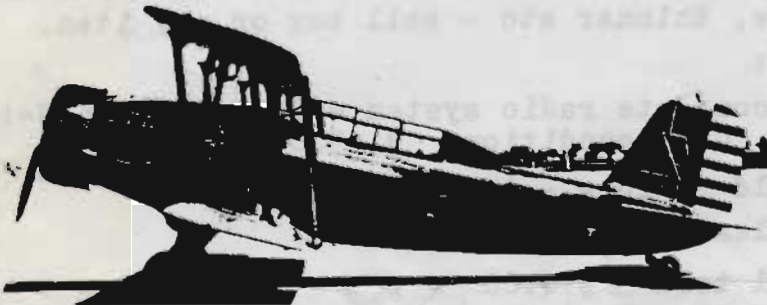
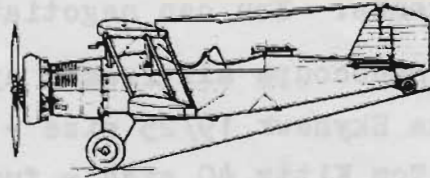
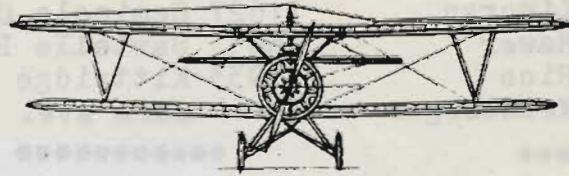
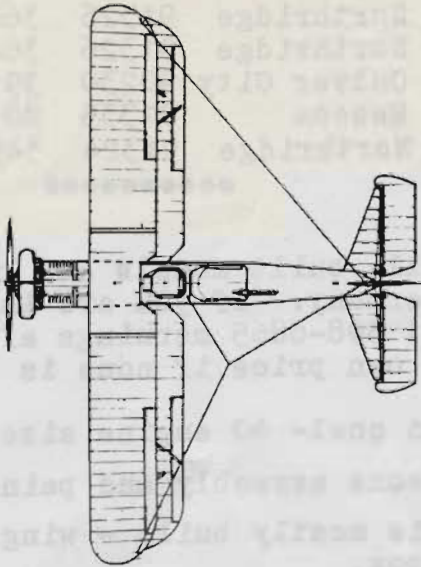
- Kraft Gold Medal 6 channel complete radio system - 72.240 - 6 KPS-11 servos - ni-cads - charger. Good condition. \$125.00
- New kit - Mr. Mulligan, World Engines - 40 size - \$30.00
- New kit - P-51, House of Balsa - 40 size - \$35.00
- Drill press stand for Dremel tool - \$10.00

FOR SALE: Trainer airplane with new OS 29 engine including 4 channel Kraft Series 70 radio. \$250.00 or best offer.
John Elgin 883-8059

FORTHCOMING CONTESTS:

July	1-2	2nd Annual Border Classic, N A E M and Sport Scale, Chula Vista
	2	1/2 A Race, Simi Valley CANCELLED
	→ 8-9	Formula I, Valley Flyers, Sepulveda Basin
	15-16	Pattern, SGVRCL/RC Bees, N A E M and Sport Scale, Mile Square
	13-19	Hawaii Fun Fly
	30	1/2 A Race, BIRD Club, Bird Field
	23	Quickie 500, Tailspinners, Whittier Narrows
	30-August 9	Tentative - National Model Airplane Championships, Lake Charles, Louisiana
August	6	1/2A Race, Valencia Valley
	13	Quickie 500, SGVRCL, Whittier Narrows
	19-20	4th Annual All Scale, Scale Squadron, Mile Square
	26-27	Formula I, Chula Vista

→ Don't forget the Fun Fly July 16 th at the Basin!!



O-38B TECHNICAL DATA

Span:	40 feet
Length:	32 feet
Power Plant:	P&W Hornet 525 hp.
Gross Weight:	4,458 Pounds
Maximum Speed:	150 Miles per hour
Cruise Speed:	128 Miles per hour
Endurance:	Approximately 4 hours
Armament:	(2) 30 cal Brownings (4) 100 lb bombs

O-38F, last of the series. One O-38F has a most interesting past which will be revealed in the next issue of DOUGLAS SERVICE.

Douglas O-38

by R. E. Williams

Generally speaking, the O-38 was the ultimate refinement of the O-2 design. The old Liberty engine of WW I finally gave way to the modern air-cooled P & W Hornet radial engine. Horsepower was up from 400 to 525 while weight was down considerably. Gone also was the coolant radiator with its attendant drag.

In early installations, the Hornet was bolted to the front of the fuselage and left uncovered with the bare cylinders projecting into the slip stream. This created considerable turbulence and drag. Performance was greatly increased when the NACA cowl or Townsend ring, developed in 1928, was installed on the O-38. An increased speed of nearly 20 percent was experienced. This was equivalent to approximately 80 additional horsepower without additional weight, engine cost or fuel consumption.

The O-38 was nearly identical to the O-25C aft of the firewall. Principal difference was the upper fuselage aft of the rear cockpit. A new rear gun installation using a transverse bar mounted to the top longerons replaced the ring mount. In use the gun rolled from side to side on the tube while being traversed, and a latch secured it in the stowed position.

For visibility in landing, the Hornet engine was mounted low. The resulting upper fuselage fairing contained a noticeable hump reminiscent of the WW I Sopwith Camel.

The fuselage was canvas covered steel tube construction with the usual collection of metal reinforced holes and boot-laced access panels. Its all metal removable cowling forward of the landing gear afforded easy access to all parts of the engine and accessories.

The tail surfaces were of ribbed aluminum construction. Torque tubes were used on all control surfaces.

The canvas covered wings were constructed of spruce spars, steel compression tubes and built-up wood truss ribs. They differed from the O-25C only in the design of the aileron connecting strut.

The O-38 had dual controls. The rear cockpit control stick was removable, being stowed in special clips when not needed. Rudder pedals and throttles in both cockpits were connected by rods, and the horizontal stabilizer could be trimmed in flight from either seat. It had underwing racks for carrying four 100 pound bombs which could be dropped singly or in combination by the pilot. The observer, however, could drop only in salvo.

The O-38 was painted in its entirety with semi-pigmented nitrate dope. The fuselage was painted olive drab, the wings and tail surfaces bright yellow. The addition of large military insignia in red, white and blue, plus individual unit markings placed the O-38's among the most colorful military aircraft in history.

A total of 162 O-38's were built between 1930 and 1934 including six O-38P's exported to Peru. They were replaced as first line equipment by C-43's, O-46's and O-47's, but remained the mainstay of National Guard units through 1942.

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SEPULVEDA BASIN MODEL AIRPORT

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16217 Victory Blvd.
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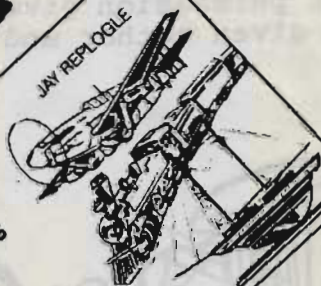
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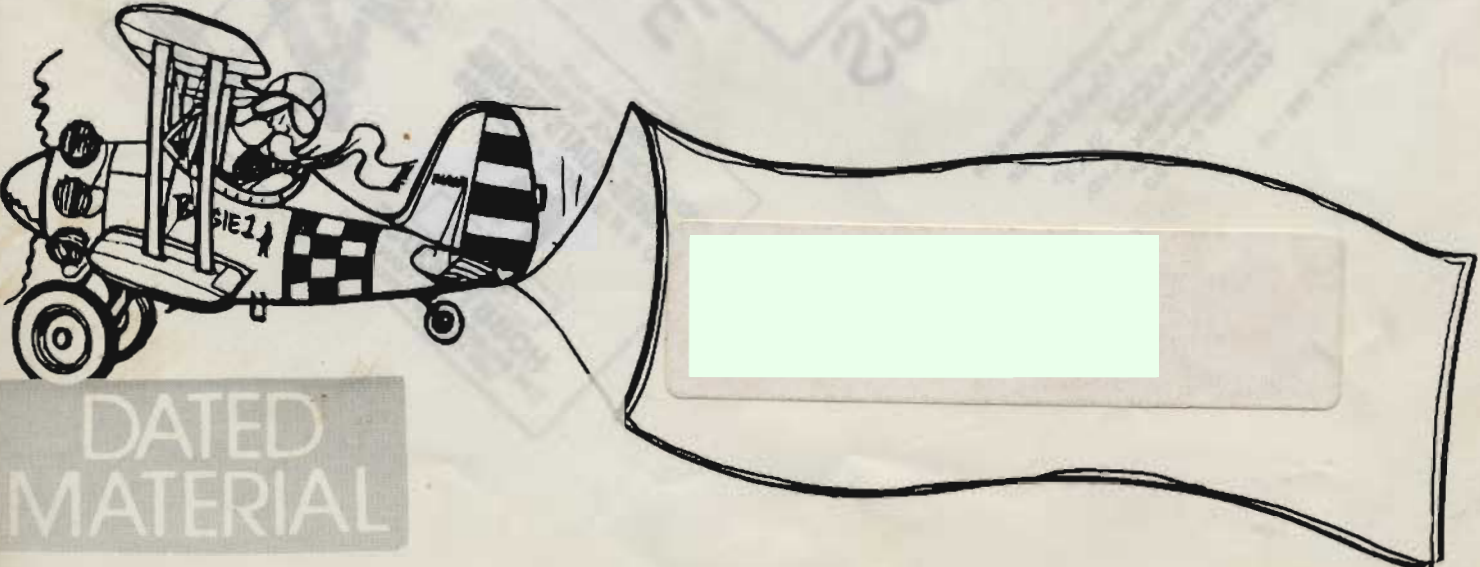
MODEL OF THE MONTH: Winner of the trophy in June was JOHN PAWLOW shown on the cover photo (by Packard Photography) at the left kneeling behind his D1 Havilland DH 82A Tiger Moth. John did his usual masterful job of assembling and finishing this bi-plane from a Practical Scale kit produced in England and distributed in the USA by Condor Models. It is 2 5/8 inches to the foot scale. Other dimensions are: Span 72", Wing area 1600sq in, Weight 10 1/2 lbs, Wing loading 15 oz/sq ft, and is powered by an OS 80. Covering is Permagloss with Monokote trim in silver and red colors. Standing at the left is WAYNE "model-a-month" McELRATH holding his version of a ME-109. Actually this is a stock Bridi Kaos fitted with a Bob Holman canopy and a rounded rudder. Even Joe Bridi didn't recognize it. That Veco 61 should pull this 5 1/2 pounder around the the sky rather smartly. It is covered with green and gray Monokote. STAN GORDON stands at the right proudly holding his Top Flight P-40 camouflaged in the AVG Flying Tigers brown and olive with sky blue underneath---all in Formula U paint including the satin clear top-coat. It features Rhom Air retracts converted to rotate 90 deg and has gear doors that work. The Veco 61 with Semco muffler will urge the 8 1/2 lbs along. That yellow Piper J-3 Cub is hiding the builder HARRY HOYER. It was made from a Bud Nosen kit but, thank God, it contains lots of structural changes. Bud only intended it to fly with a 60., not a Quadra and at 17 lbs. A separate servo is used with aileron which is rigged for differential travel. A 1500 mah Rx battery is used and the floorboard/seat assembly is removeable and covers the tank and radio.

THE VALLEY FLYER.

Bob Owens, Editor
6469 Day St.
Tujunga, CA 91042



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DATED
MATERIAL

FIRST CLASS MAIL