

THE VALLEY FLYER

NOVEMBER



DECEMBER

1978



PACKARD PHOTOGRAPHY
BUREAU

President: RALPH ROSEN

Vice Pres: COLBY EVETT

Secretary: BERT SMITH

Ass't Sec: LARRY LAULOM

Treasurer: TONY MacLANE

Ass't Tres: JAY ROSS



HOME FIELD
SEPULVEDA BASIN MODEL AIRPORT

PRESIDENT'S PAGE - NOVEMBER 1978

WOW : AUCTION TIME : NOVEMBER 14, 1978 : 8:00 P.M. : ENCINO WOMEN'S CLUB
EVERYONE IS INVITED : BRING A GUEST : LET THE MEMBERS OF OTHER CLUB'S KNOW :
A GREAT WAY TO GET INTO, OUT OF, AND SUPPORT YOUR HOBBY, AND HAVE A HELL OF
A LOT OF FUN, ALL AT THE SAME TIME : ENGINES (NEW & USED) : KITS (BOXED &
BUILT) : BATTERIES : CHARGERS : RETRACTS : SERVOS : TOOLS : COVERINGS :
ACCESSORIES : STARTERS : WINGS : PLANS : EVERYTHING YOU CAN THINK OF WILL
BE ON THE BLOCK : TWO AUCTIONEERS TO KEEP THINGS MOVING, BOTH EXPERIENCED :
TAG YOUR ITEMS WITH NAME AND MINIMUM ACCEPTABLE BID, IF ANY.

ALSO AT NOVEMBER MEETING : ELECTIONS TO 1979 BOARD OF DIRECTORS : FOUR (4)
SEATS AVAILABLE : ALREADY NOMINATED - MARC CARSTEN - STAN GORDON - TONY
DILEO - DICK HAGER - JAY ROSS - MORT ROSENTHAL - WAYNE Mc ELRATH : NOMI-
NATIONS WILL OPEN AT START OF MEETING, AND CLOSE IMMEDIATELY PRIOR TO ELECT-
IONS : YOU MAY NOMINATE YOURSELF or GET A FRIEND TO DO IT : BOARD MEMBERS
HAVE A LOT OF FUN, GET SERIOUSLY INVOLVED, AND DETERMINE THE FUTURE OF NOT
ONLY OUR CLUB, BUT ALSO ITS EFFECT ON THE ENTIRE HOBBY : A GREAT WAY TO
EXPRESS YOUR SUPPORT OF R/C.

LAST GENERAL MEETING OF THE YEAR IS THE NOVEMBER MEETING : NEXT (AND LAST)
EVENT IS THE VALLEY FLYERS ANNUAL CHRISTMAS DINNER : TICKETS AVAILABLE TO
MEMBERS, GUESTS, CHILDREN, PARENTS, RELATIVES, EVERYONE : \$8.50 PER PERSON :
SKYTRAILS RESTAURANT (ON THE RUNWAY AT VAN NUYS AIRPORT) : STEAK & ALL THE
TRIMMINGS : GIFTS FOR ALL THE LADIES : AN OUTSTANDING ARRAY OF DOOR PRIZES
TO BE DRAWN : DECEMBER 2, 1978 (MARK YOUR CALENDAR) : TICKETS MAY BE PUR-
CHASED AT : VALLEY FLYER'S MEETING - NOVEMBER 14 : SMITH BROTHER'S HOBBY
CENTERS : HOBBY HOUSE - VAN NUYS : EVETT'S HOBBY LAND - SANTA MONICA : or
from LEN KATZ, DINNER CHAIRMAN (349-6209) : AND AT THE DOOR.

A.M.A. BALLOTS HAVE BEEN MAILED, AND YOU SHOULD HAVE THEM BY NOW. THE BOARD
OF DIRECTORS IS SUPPORTING: EARL WITT for A.M.A. PRESIDENT, and : BETTY
STREAM for A.M.A. DISTRICT 10 VICE-PRESIDENT : BALLOTS MUST BE RETURNED TO
A.M.A. HEADQUARTERS NO LATER THAN NOVEMBER 25, 1978 : EXPRESS YOURSELF.

LIKE THEY SAY ON LOONEY TUNES, (which is where I am after writing 11 of these
pages) THAT'S ALL FOLKS.....

VALLEY FLYERS



Club Annual Christmas Party

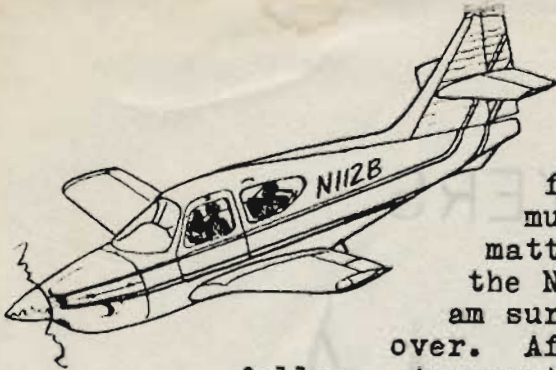
S A T U R D A Y D E C E M B E R 2 1 9 7 8

7:00 Attitude Adjustment 8:00 Dinner

S K Y T R A I L S R E S T A U R A N T

at Van Nuys Airport, Sherman Way at Hayvenhurst

Dinner Complete \$8.50 per Person
Tax and Tip Included



THIS WILL BE THE LAST VALLEY FLYER IN 1978. Likewise this will be the last Valley Flyer for this editor. It is with regret that I must step aside from this task, but family matters prevent me from taking the time to put the Newsletter together each month. Meanwhile, I am sure there is someone willing and able to take over. After all, my act will not be very hard to follow. Apparently I have not been too effective at soliciting volunteer help. ----- Elsewhere in this issue you will find a table of organizations. Maybe it would be a good idea to think about re-organizing; I get the feeling that our present activities reflect an organization something like the ARABs. Take your pick!

Be sure to vote in the AMA election. I personally like John Byrne and Betty Stream. John and I have corresponded. He is a modeler, first of all, and extremely qualified for president. Betty Stream is the workin'est gal in town. She already has experience in the V-P job for she filled in for the incumbent while he was away on business. If you haven't yet mailed in your ballot, bring it in to the club meeting. We will mail them all together----a solid block vote!

Rat's Eye View o "Happy Hour"--- The next time you're sitting at your desk anticipating that predinner martini, think of Dr. Gaylord Ellison. Ellison is a psychology professor at the University of California at Los Angeles who has been studying the behavior of rats placed in a socially enriched "condominium" environment. He's discovered that rodents who socialize develop patterns of behavior eerily reminiscent of human beings. Ellison's privileged, "executive" rats had access to burrows bordering a plaza or playground where they could choose to drink water, or a 10% alcohol anise-flavored solution. Like humans, they developed two peak periods of alcohol consumption--a "cocktail hour" just before feeding time and a "nightcap" period just prior to retiring to their burrows. During the cocktail hour, Ellison reports, the rats tended to gather in groups at the alcohol spout (bar) and socialize "spiritedly". They occasionally went on two or three day binges followed by several days of increased water intake. When some were given a drug that caused anxiety, they roamed around the playground in socially disruptive behavior and inbibed alcohol excessively ---proving, no doubt, that tension will drive even a rat to drink.

Bob Owens

CONTEST CALENDAR FOR 1978

November:	10 or 17	QM, Miles Square
	12	Quickie 500, SGVRL, Whittier Narrows
	19	AT-6 Race, Scale Squadron, Miles Sq.
	24-26	Tucson (Assumed)
December	2-3	Tournament of Scale, WaveMasters Morgan Hill, (408) 997-3516

THE WESTERN STATES 1/2 A PYLON CHAMPIONSHIPS

The Valley Flyers or a few of them put on the Championships for another year. The results where as follows:

Place	Contestant	Points	Best Time
1st	Ron Russell	38	1:18.4
2nd	Larry Laulom*	30	1:13.8 Fast time
3rd	Robert Halversen*	28	1:57.0
4th	Norm Bell	25 Fly off	1:32.0
5th	Terry Koplun	25 Fly off	1:33.0
6th	Ken Wagner	24 Fly off	1:31.1
7th	Bob Nickle	24 Fly off	1:14.2
8th	Bob Novak	22	1:15.5
9th	Tony Di Padova	21 Fly off	1:31.9
10th	Randy Wilson	21 Fly off	1:42.0
12th	Bill Grove*	19	1:27.6
14th	Ron Clem*	16	1:34.5
15th	Jay Ross*	15	1:41.0
19th	Laird Owens*	4	1:19.4

* indicates Valley Flyer

Except for the six plane pile up on blue/white, the contest did not result in any physical damage to the Contest Director, although Jules Martin was hit by a landing plane. No damage to the plane and a arm bruse for Jules. Robert Halversen proved that you don't have to fly fast to place high. He only got two 4s. Larry Laulom beat him out of second place in the 10th and last round and at the same time established the fast time for the contest. Ron Russell flew conservatively for both days and it paid off as he had the contest won at the end of round 9. Everyone but Ron and Robert had at least one 0.

George W. Finch

George W. Finch C. D.



AMERICAN JET HUSTLER 500

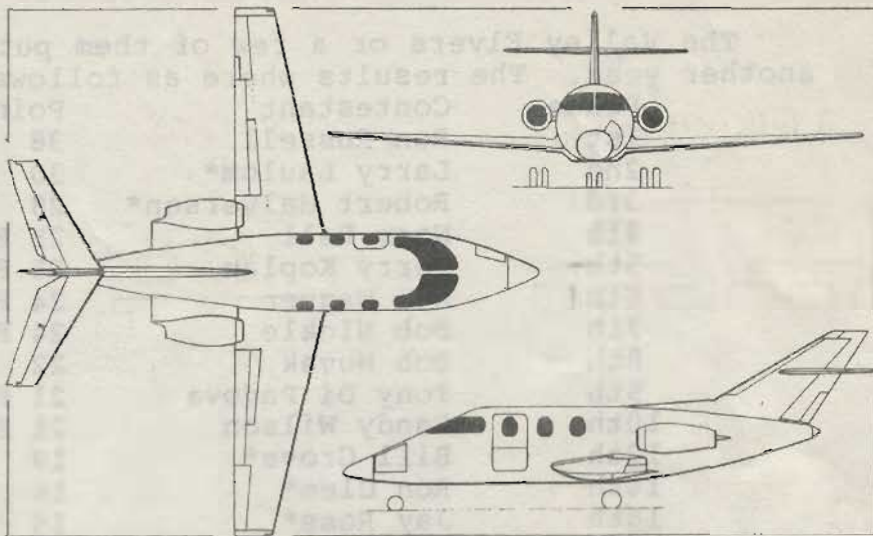
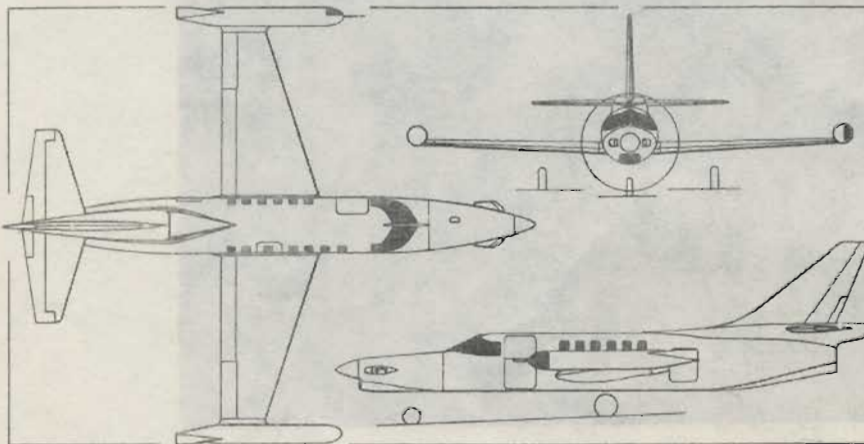
MAJOR changes have been made in the design of the American Jet Hustler, following the decision to adopt the Pratt & Whitney JT15D-1 turbofan for installation as the second (rear) engine in place of the Williams Research WR19-3-1 previously planned. The prototype Jet Hustler, in its initial Model 400 configuration, has been undergoing flight testing since 11 January; this aircraft is powered only by the nose-mounted Pratt & Whitney PT6A-41 turboprop and a second prototype in the new twin-engined Model 500 configuration is to fly this month (July).

Although the Hustler was initially conceived as a twin-engined aircraft (turboprop in the nose and turbofan in the tail), AJI subsequently changed the emphasis of its marketing approach, indicating that the turbofan was required only as a stand-by unit, to improve field performance or in case of emergency. At the time of first flight, the Model 400 was presented as a single-engine type, with the twin-engined Model 400A earmarked for future development. Announcing the latest series of changes, AJI refers to "customer demand for a twin-engined aircraft" and indicates that the twin-engined configuration once again has priority. "Future plans," says the company, "include offering a single engine version of the aircraft, the Hustler 400, powered only by the PT6A engine. The Model 400A could also be offered, with the addition of the Williams WR44-800 turbofan".

Availability of the Williams Research Corp turbofan has been an added factor in the AJI decision. When American Jet originally decided to adopt the WR19-3 engine in place of the earlier-specified Teledyne CAE unit, a thrust of 718 lb (326 kg) was indicated, although the engine was then nominally rated at only 570 lb st (259 kgp). Subsequently, Williams agreed to produce an updated WR44-800 primarily to meet the requirements of Foxjet International; rated at 800 lb st (363 kgp) this would have met the Hustler's power requirements but Foxjet has obtained exclusive use of the engine for the first two years of its production.

Other changes in the Hustler 500 are in two categories — those related to the decision to use a more powerful rear engine and to regard the aircraft basically as twin-engined, and those shown to be required through flight testing of the prototype. In the former category are a 32-in (81-cm) lengthening of the fuselage

An artist's impression and three-view drawing depict the American Jet Hustler 500, the newly-announced production version of the Hustler biz-jet.



The latest three-view drawing of the Foxjet ST600 shows the changes that have been made following the adoption of updated WR44-800 engines.

ahead of the wing; relocation of the main cabin door ahead of the wing; increasing gross weight by 2,000 lb (908 kg); fitting permanent 100-US gal (379-l) wing-tip fuel tanks and adopting conventional ailerons in place of spoilers, with a consequent reduction in the span of the double-slotted trailing edge flaps. Weather radar will be fitted in the nose of one tank, and the main landing light in the other.

Changes attributable to flight testing include lowering the tailplane from its fin-tip position, where elevator effectiveness was found to be decreased when the flaps were lowered; adding a ventral fin to help compensate for the extra length forward of the wing; increasing the diameter of the propeller and using wider

blades, to absorb the power of the PT6A adequately; re-rigging the flaps to overcome a left-wing roll-off experienced during stalling tests and changing the nosewheel control system so that the wheel — which is linked to rudder movement to assist steering on the ground — remains centred when down but airborne, so that it does not adversely affect directional control when the rudder is operated in the air.

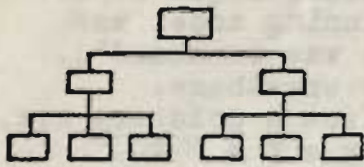
AJI is reported to have 73 refundable deposits for Hustlers and has announced a guaranteed price of \$765,000 (£420,330) for the first 70 Model 500s, including basic all-weather avionics and autopilot. The single-engined seven-seat Model 400, which, according to present plans, will not have the longer fuselage and will retain the full-span flaps and wing spoilers as originally planned, is priced at \$545,000 (£299,450) and the Model 400A at \$690,000 (£379,120). Deliveries of the Model 500 are expected to begin in mid-1979, and the Model 400/400A can be available in 1981.

Power Plant: One Pratt & Whitney (Canada) PT6A-41 turboprop derated from 1,089 shp to 850 shp, driving a Hartzell four-bladed propeller of 7 ft 8½ in (2,34-m) diameter, with beta control and reverse-pitch hi-activity blades; and one Pratt & Whitney (Canada) JT15D-1 turbofan rated at 2,200 lb st (1,000 kgp) for take-off with water injection. Fuel capacity, 300 US gal (1,136 l) in integral wing tanks and 100 US gal (379 l) each in fixed tanks at wing tips.

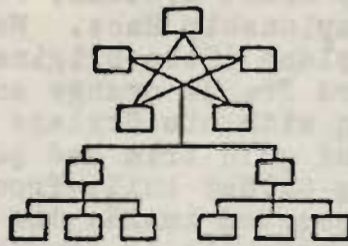
Performance: Max cruising speed, 460 mph (740 km/h) at 23,000 ft (7,010 m); economical cruising speed, 403 mph (648 km/h) at 40,000 ft (12,192 m); initial rate of climb, 4,950 ft/min (25.1 m/sec); operating ceiling (two engines), 40,000 ft (12,192 m); operating ceiling, turboprop only, 25,000 ft (7,620 m); operating ceiling, turbofan only, 30,000 ft (9,145 m); take-off ground run, 950 ft (290 m); take-off distance to 50 ft (15.2 m), 1,500 ft (457 m); landing distance from 50 ft (15.2 m), 1,500 ft (457 m); landing run, 930 ft (283 m); range at max cruise, 45-min reserve, 1,290 mls (2,076 km); range at economical cruise 45-min reserve, 2,296 mls (3,694 km); max range (single-engine cruise), 45-min reserve, 2,875 mls (4,626 km).

Weights: Empty, 4,681 lb (2,125 kg); max payload, 2,809 lb (1,275 kg) with 300 US gal (1,136 l) fuel; max take-off, 9,500 lb (4,313 kg); max landing, 9,025 lb (4,097 kg).

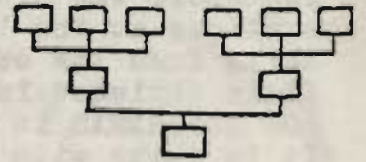
TRADITIONAL



RUSSIAN



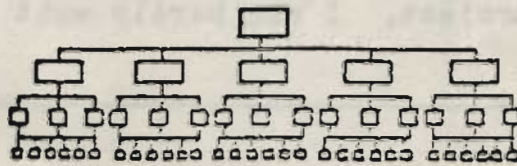
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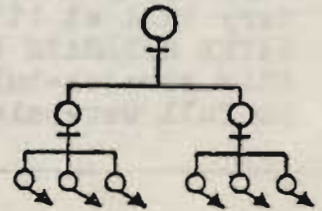
ARAB



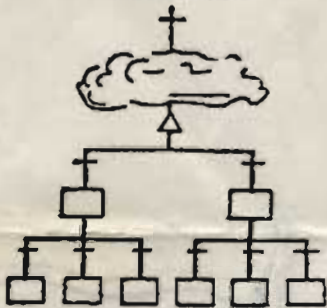
CHINESE



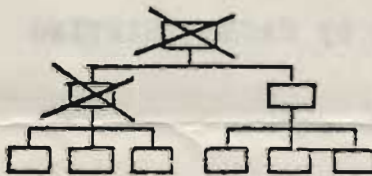
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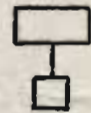
VATICAN



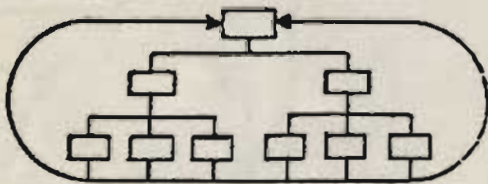
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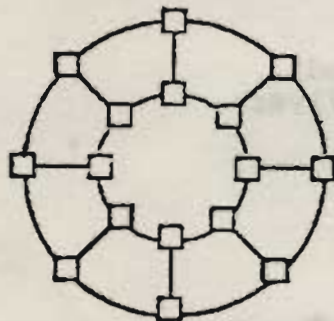
LIECHTENSTEINIAN



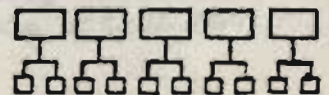
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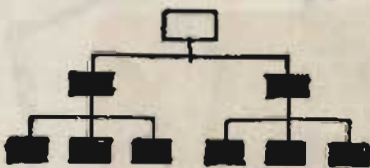
UNITED NATIONS



ITALIAN



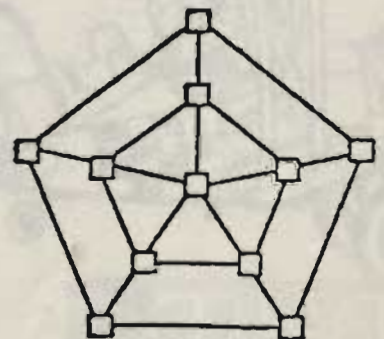
RHODESIA



PRISON



PENTAGON



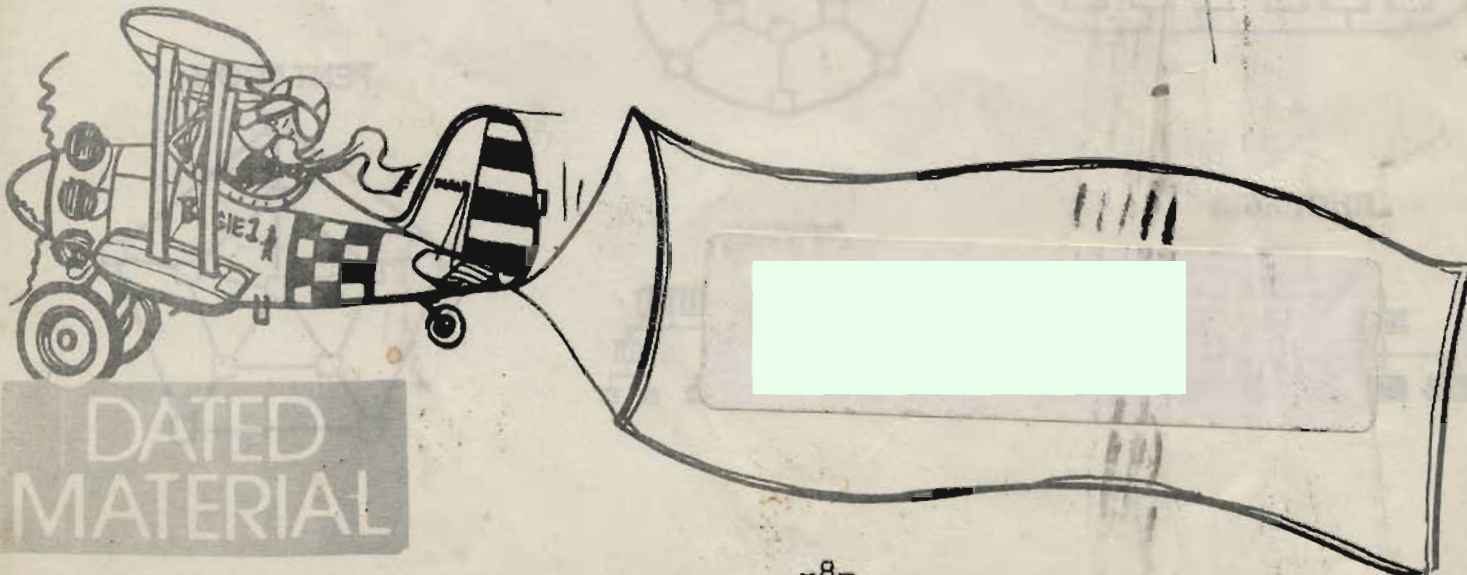
MODEL OF THE MONTH: Winner this month is a double winner!
MARC CARSTEN is pictured on the cover holding the new Kraft radio which he had just won in the raffle and his winning RCM Trainer 40. The radio was provided by Kraft Systems, Inc for promotional considerations at the 1/2A Championship Race. Marc's winning model was built from the original plans ("the original model was consumed"). It is finished in Standard Brands orange and white urethane.
LOU CONTRERAS is kneeling with his Skylane built from a Goldberg kit. It is white with black and gold trim and powered by a K & B 40.
JAMES WANG holds his Hang Glider built from a Graupner kit. The single channel radio is mounted inside the pilot and controls the turning by warping the wings. It is launched by towline and thermals very well at it's 22 oz weight.
WAYNE McELRATH brought in his Hawker Typhoon to give us an update on this scratch-built project. I can hardly wait to see it in the air in full war-paint.

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THE VALLEY FLYER

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DATED MATERIAL

FIRST CLASS MAIL