

THE VALLEY FLYER

JAN.



1979



PICKARD PHOTOGRAPHY
SUN BANK

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THE PRESIDENT'S PAGE

First, let me start out by wishing you all "HAPPY NEW YEAR". Let's hope we all have a real good one. R/C seems to have fallen a little, maybe the new year will change it for the better. To start with, the board has recommended that we have two auctions this year, one in March and one in November. To further spice the auction/meeting up it has been suggested that we have a little swap session before the actual auction begins. It seems that a lot of people come to the auction with a lot of merchandise but with only a little money.

The board has decided to sponsor only five contests this year. The feeling being here that quality, not quantity, will stir more interest. A July date has tentively been set for the Fun Fly.

Here's something you might want to be thinking about before the next meeting. A couple of Southland clubs don't hold monthly meetings in the summer months of July, August, and September. It has been suggested that we try something similar. This may be brought up to the membership for discussion and a vote.

If you have been to the flying field lately, you probably know that the city has oiled down the road and the parking lot. They didn't pick a very good time of the year it seems, but by the time you read this it should be remedied and in better shape. It's not as good as paved but at least it doesn't shake your teeth out while driving down the dirt road.

Bill Evans will present the entertainment for the next meeting. As you know, Bill is an avid R/C flyer, as well as being a manufacturer. Don't miss it.

C---- LARRY

Mrs. Laulom says that Larry is a model husband; a small imitation of the real thing.

ANDY MOUS

FROM THE EDITOR

I wasn't suckered into this job; I just opened my big mouth at the wrong time, and before I had my brain in gear. I ain't no George Finch or a Bob Owens who have done such a Hell of a good job in the past, but try to put up with my mistakes or omissions. Anyhow, being in this position gives me an excuse to subject youse guys and gals to my particular philosophy, and hopefully incite some individual to get up on his hind legs and disagree (or possibly agree—who knows ?) with me, but in any case giving more fuel for thought for future issues. I read recently in Model Aviation that club news letters can make or break a club. I hope that if nothing else, we (the club) can hold our own this year of 1979 and see if the new board and other interested parties can find a formula to get new members, to keep the present members happy, and try for a greater involvement of the members in club activities. It's hard to determine whether the club should have more or fewer races, more or fewer meetings, "how-to" discussions, professional people giving talks pertaining to model or full size aircraft, or what.

If anyone that reads this feels like he doesn't want to get up in a meeting and state his preference or "bitch", a call to the editor at 886-1072 evenings, or 887-8600 work days will let your thoughts be known to the board or whomever might be affected. Your call can be anonymous or identified, but your identity will be kept confidential if desired.

I'm going to say again, just like all of the preceding editors, that this is your News Letter and it needs interesting material in it to keep up the club interest. So, please, anybody, clip any news clippings, magazine articles from your professional magazines, copies of speeches, etc., that might be of interest to an R/C modeler, and get them to me. If I'm not known to you, ask someone who the burr-head editor is, and maybe they'll know. Let me know also if you would like to place a free "wanted" or "for sale" ad.

Don't forget the meeting on Tuesday Jan. 9, Encino Women's Club. Come and meet the new President and help him get 1979 off to a good start. Show and Tell what Santa brung you.

This is the first of a hoped-for regular monthly feature of the Valley Flyer on new, inovative, interesting, or informative ideas that individual members can use to spread the good word about their experiences in the modeling world. Each month ye editor will keep hammering at all of you to write up, or verbally describe an idea or concept that you have used, and which was novel and not known to be in general use. We will make, or get made, drawings that are necessary or useful to explain your "thing", if you don't feel that you can draw them yourself.

This month's feature is an inexpensive method of making control cables for movable surface control. With the increased size of model aircraft in the Quarter Scale or Mammoth Scale , actuating the control surfaces with push-pull rods can lead to disturbing flutter, erratic operation, and sometimes failure of an inadequate or incorrectly installed push rod. The use of dual cables, both in tension, is a very good way to eliminate push rods, and in addition is usually much more scale like. The accompanying diagram shows how the cables can be made up out of standard, over the counter items. There is ample provision for cable adjustment without the use of expensive turnbuckles.

The drawings show the pertinent details, but a little written explanation may help. Note that the cable is doubled back on itself at each end and inserted into either the threaded coupler or the solder link, and then soft solder is sweat into the cavity. This makes a connection that is as strong as the cable itself. The sketch shows the free end of the cable protruding from the fittings. These should be cut off as close as possible to the fitting, after soldering. Nylon threaded links may be used but are not advised.

One thing to keep in mind is that each control surface will require two horns, and that these horns must have the link attachment point an equal radius from the surface hinge line. See sketch. Two identical horns may be used, with thru-bolts if another set of mounting holes is drilled in one horn. On barn door type ailerons unequal length horns may be needed in order to provide the required equal radius from the top hinged surface. Either the threaded links or the solder links may be connected to the control horns, and the opposite end of the cables connected to symmetrical holes in the servo arm or wheel. Centering and/or trim adjustments may more easily be made if the threaded links are outside. Be sure to tighten the 2-56 lock nuts against the threaded link barrel after each adjustment.

N FERNANDO VALLEY FLYERS R/C CLUB, INC.

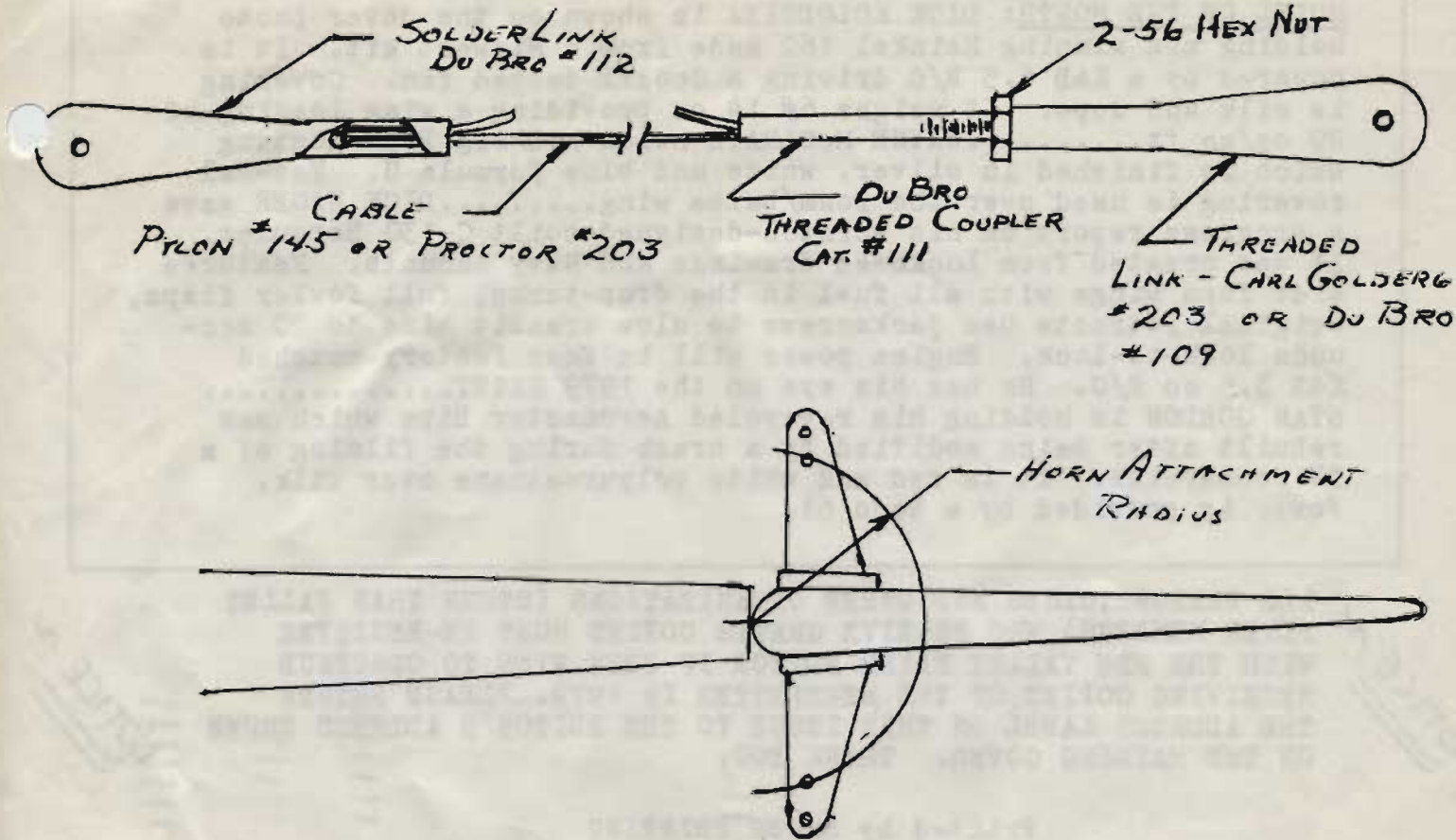
1979 MEMBERSHIP APPLICATION/RENEWAL

Name: _____
 Address: _____
 City: _____ Zip: _____
 Phone: _____ AMA: _____ FCC: _____

TOTAL AMOUNT RECEIVED: \$ _____ DATE: _____

_____ New Member, \$18.00	_____ AMA - OPEN,	\$25.00
_____ Renewal, \$15.50	_____ AMA-SENIOR,	\$15.50
_____ Penalty \$ 2.50	_____ AMA-JUNIOR,	\$13.00
_____ Junior (under 16)	_____ SENIOR-no mag\$	7.50
_____ Family	_____ JUNIOR-no mag\$	5.00
_____ July thru Dec.	_____ F. A. I. STAMP \$	5.00

HALF



Fill out the membership renewal card on the left, bring it in to the meeting, and give it to Wayne Mc Elrath and his gang to expedite your 1979 membership.

Raffle prizes for the Jan. 9 meeting will be furnished by one of the good old boys from one of the regular model shop suppliers.

The Valley Flyers are proud to announce that Daves Custom Models,, owned by Dave Lloyd will rotate with the other Hobby Shops in furnishing the raffel prizes

MODEL OF THE MONTH: DICK KOLODZIEJ is shown on the cover photo holding his winning Heinkel 162 made from a Midwest kit. It is powered by a K&B 6.5 R/C driving a Scozzi ducted fan. Covering is silk and dope. It weighs 6# 14 oz providing a wing loading of 29 oz/sq ft.....WAYNE McELRATH holds his Sig P-51 Mustang which is finished in silver, white and blue Formula U. Fas-cal covering is used over the foam/balsa wing.....DICK HAGER gave a progress report on his scratch-designed-built C-130 Hercules. It was created from Lockheed drawings and Navy manuals. Features are: foam wings with all fuel in the drop-tanks, full fowler flaps, original retracts use jackscrews to slow transit time to 20 seconds lock-to-lock. Engine power will be four factory-matched K&B 3.5 cc R/C. He has his eye on the 1979 NATS..... STAN GORDON is holding his re-cycled Aeromaster Biqe which was rebuilt after being modified by a crash during the filming of a TV commercial. It is red and white polyurethane over silk. Power is provided by a Veco 61.

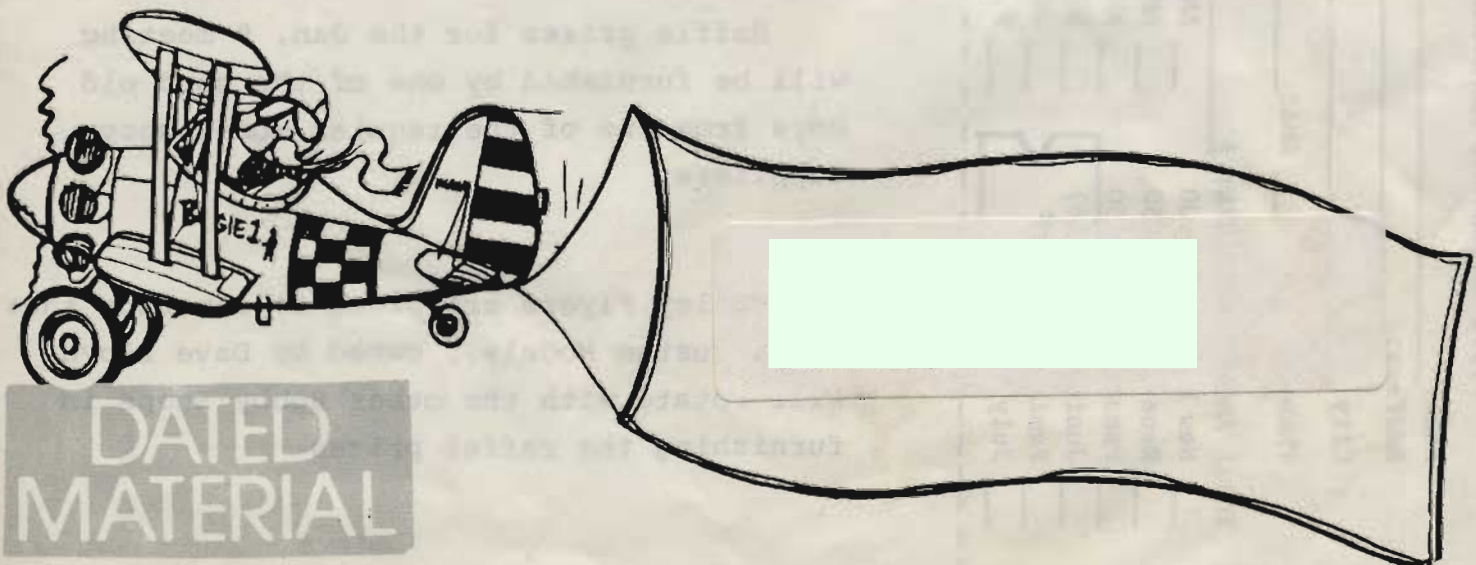
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THE VALLEY FLYER

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