

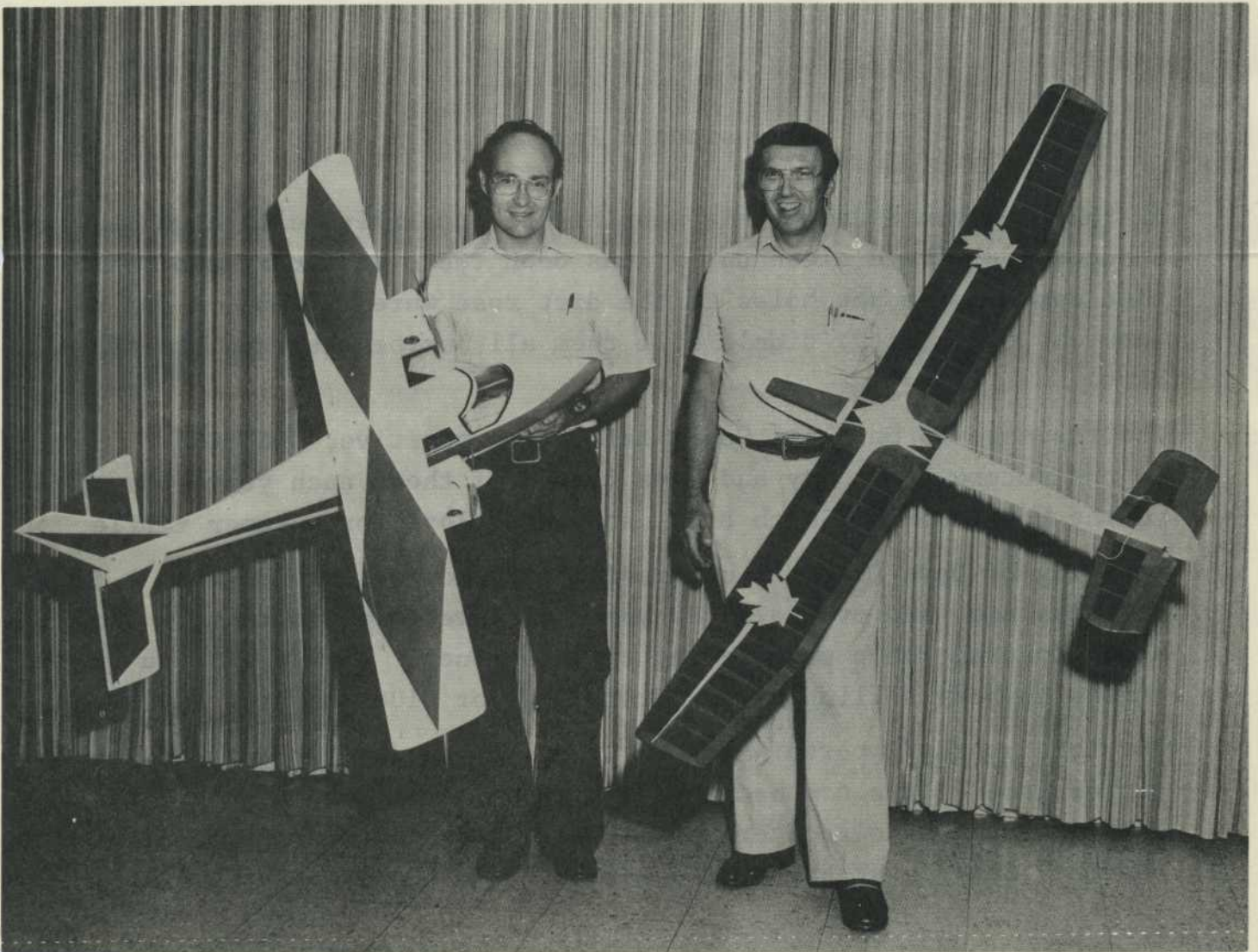
# THE VALLEY FLYER

OCTOBER



1979

PACKARD PHOTOGRAPHY  
BURBANK



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News Flash

We've gotta make room for the news that the field clean-up was an unqualified success. Everybody turned out-it seems there were more people there than at some of the meetings. The Editor's comments, the Member Profile, and the President's Page were written and finished before the clean-up but the turn-out makes it evident that there is a desire, on the mamber's part, to work towards an end such as expressed by Ron Schorr.

Presidents Page

By the time you receive this newsletter, hopefully we'll have had a successful field clean up. I was down there yesterday and noticed that some of the pot holes in the dirt road were filled. I don't know why they (City) didn't fill them all, maybe they ran out of dirt.

The response to our last Super Raffle was positive, EEEEEEEEE . So in the future we'll try and have 2 or 3 of these each year. My thanks to the Hobby House, Smith Bros, and Dave Lloyd for a super raffle.

Speaking of Dave Lloyd, I understand his shop was broken into a couple of weeks ago, and over \$25,000 worth of inventory was taken. Though he is insured, he's still going to lose money. Anyway, if you run across anybody selling New Kraft radios for \$100, contact Dave.

For this months entertainment we'll be having John Gorham, of Helicopter Fame. It's too bad we can't have the meeting at the field, John can make a helicopter talk. We'll also have our usual excellent raffle. See you at the club house.

Larry



From The Editor

It was heartening to see a small resurgence of the old club spirit in the last meeting. I seemed to read a new vitality that had been missing for a long time. How sweet it was to hear Ron Schorr's booming voice speaking up on the various subjects. Keep it Up Ron, and get some of your old time buddies to do the same. Remember that controversy begets conversation, and conversation begets action, and action is what we need.

In line with the above, namely the action part, I hope that the turnout at the field clean up on Saturday, Sept. 29 was a success. The simple fact that there was the animated discussion concerning it at the meeting should bode well.

Further on in this newsletter is a list of Board of Director nominees. Note that there is a good percentage of members that are fairly new members. This is a good sign of the activity needed. But, somehow, I wish we could bring some of the older members, and especially older (in time of membership, not years necessarily) Board Members out of their semi-retirement and help the newer members with their good advice gained from experience.

And now, for all of those budding William Randolph Hearsts, Otis Chandler and Bruce Winters, there's one Hell of a good job open. It's the Editorship of this here newsletter. Don't all come running, but if somebody doesn't come forward there ain't gonna be no newsletter next year unless we hire it done. The present editor is tired but not so tired that he wouldn't help a new editor get settled.

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APOLGY

THE TIRED OLD EDITOR AGAIN FORGOT TO GET  
THE NAMES OF THE SHOW AND TELL ACTION.  
YOU KNOW WHO YOU ARE SO IF YOU AND THE WINNERS  
AT THE OCTOBER 9TH MEETING WILL STEP UP AND  
TELL THE OLD MAN ABOUT IT, HE'LL SEE THAT  
IT GETS PUBLISHED

ED.



## Report on Basin/Olympic Activities

As the designated representative of the Valley Flyers, and as a very interested person, I attended the meeting of "The Coalition to Save the Basin" meeting held Tuesday, Sept. 25 in the Encino Community Center. It was encouraging to see the large turnout of people representing many varied interests, including home owner groups (Four different ones) environmental groups like the Sierra Club and the Audubon Society, plus others such as our club. There was even a representative from the Free-Flighters there to help save the basin in the hope they will be allowed to come back and fly again.

I can report that the organization is well led, and, as soon as all of the details can be ironed out, will be adequately financed by member contributions, and has some very articulate and influential members. Speaking of financing, it is expected that the Valley Flyers will be expected to pay the required dues, if we join the Coalition.

A number of committees were formed, usually by volunteers, after some one had suggested the need, the members had discussed it and the chairman then made it an official act. As a non-member I was not able to serve on a committee but was asked by two different committee chairmen to act as an advisor.

I think that it is very possible that the basin will be saved from the dismemberment caused by having Olympic facilities there if all of the affected people get behind an organization such as the Coalition. We, as a club, are going to be forced to commit ourselves soon whether we would prefer the Olympic facilities to our flying field, because once all of the planned facilities are in, with the attendant parking areas, roads and landscaping we won't be able to fly except directly over, and I mean directly over our field without being subjected to complaints from all sides. Accordingly, I'm going to introduce the resolution following this report to the members at the next meeting.

Bert Smith



Resolved

The membership of the San Fernando Valley Radio Control Flyers, a club dedicated to the furtherance of radio control of model aircraft, in order to have adequate air space in which to pursue the activity without creating apprehension on the part of other persons taking part in activities such as might be part of proposed facilities relative to the Olympic Games or similar functions, do hereby resolve to support the actions of the organization known as "The Coalition to Save the Basin", in any matter in which they might be engaged.

This resolution adopted this ninth day of October, 1979

Nominations for Board of Directors  
as of 9-11-79.

Marc Carsten  
Les Burnell  
Bob Adams  
Tony MacLane  
John Marino  
Don Simanski  
Walt Clark  
Larry Laulom  
Gideon Kotler

Although the original cost of the resin injection process is considerably higher than hand layup, the initial capital investment is offset once quantities reach 200 to 2000 units because of the reduced labor factor. Also, since a more uniform finish reportedly is obtained by resin injection, cost-intensive post-molding operations are minimal.

Boats were designed by the Direction Technique des Armements Terrestres at the Etablissement Technique d'Angers, and produced by GIAT at the Atelier de Construction de Tarbes in France. The Contourkore structural core material of balsa wood and flexible glass fiber scrim is supplied by Baltek Corp., Northvale, N.J.

Resin injection molding technology  
advances into large parts

*Can a process heretofore thought suitable only for small items find gainful employment in the production of army boats? Yes, if the volume is high enough.*

Resin injection molding is a process that entails assembling RP layup or laminate dry in the female or die section of a mold, inserting the punch or male mold, and then injecting resin into the mold under pressure. It generally has been limited in use to relatively small items. Now, however, new design and production techniques have opened up large-product applications. In one of the newest, resin injection molding of reinforced polyester teams up with a strong, lightweight balsa-wood sandwich core to produce a standardized modular boat used by the French army for military and civil river crossings. The boats are 16 ft. long and almost 6 ft. wide.

In the molding operation, a polyester gel coat first is applied on the die section of the mold and cured for about 2 hr. Glass fiber mat/roving then is applied, followed by 1/2-in.-thick Contourkore balsa-wood structural core material pieces that are cut to desired lengths. The cores are laid in a pattern to conform to the shape of the hull. Another layer of glass fiber mat/roving is applied, then the male mold is lowered into position and about 175 lb. of polyester resin is injected via a catalyzed and accelerated resin pump-type machine. After curing, the finished hull is ready to be removed from the mold.

The boats are an integral flotation part of the French army's CASTOR system that also incorporates tracked bridge decking for vehicles, and they reportedly meet the following criteria: simplicity of design and use, rapid set-up and disassembly, light weight, modularity, and ease of field transportation.

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TANKER BULKHEADS ALSO USE BALSA.**

