

# THE VALLEY FLYER

OCTOBER

1979



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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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## The Member of the Month

Most of the mem who have been described in this series are, in general, hard working, dedicated people, who, without fanfare or making waves, work in their own way to further the club's welfare.

But our personality this month endeavors to help his club prosper in sometimes more controversial ways. His theory, as it came through when we talked, was similar to the two-by-four slapped smartly to the head of an obsinate mule - "You first have to get their attention!" And, so he, by satire, and sometimes exabgerated mannerism's gets "Their attention".

We all know and - I can't say "Love" - Ron Schorr but when you get down to the nitty-gritty with him you find that he is a man with definite ideas and one who would like our hobby and our club to enlarge and prosper.

Ron was born in Boyle Height, a part of Los Angeles, in 1938. He attended Jordan Street Elementary School and Fairfax High School. He attended UCLA for a couple of years but had to drop out to manage the family business when his father died. Since then, the business of buying and selling scrap metal, primarily that generated by the Aero-Space industry has prospered, probably, although he didn't say so, because of Ron's guiding hand.

Ron started in modeling about 1944 (he thinks), building and flying rubber models which was all he could afford. His modeling was somewhat hap-hazard until 1965 when he decided to get into R.C. and got a Lanier Commet, equipped with a Kraft 4 channel radio. He flew the Comet a few times then was intrigued by Pylon Racing. He decided to take up Pylon Racing and did so, even though he hadn't yet succeeded in being able to land the Comet successfully. Bet he could take off the racer and fly it, then let his talker or someone else land it. He was the President of the NMPRA in the years 1965-1967 when Pylon Racing was big stuff. He was on the Board of the Valley Flyers as Treasurer in 1971 or 1972 (he isn't sure which) and President in 1973.

Ron says that the club badly needs a goal that all the members can participate in building towards. He feels that neither contest flying or sport flying will bring us all together like making our field a showplace and something of which each member can be proud. He knows, through his activities in working with the City, in getting the present runway and field into

being, that the city will help us, possibly on a 2 to 1 monetary basis, if we will take the initiative and make up a plan of action. Knowing Ron, he would be more than willing to help, it would seem.

Ron would like to also expand his area of involvement into the national movement and would like to become a regional V.P. of the A.M.A. He feels that our regional representatives do not fully represent R.C. and that the National leadership is antiquated and is not bringing aero-modeling up to the status it deserves.

Ron now lives in North Hollywood with his wife, Linda of 14 years and daughter Ellen, aged 11. He still remembers the days from 1961 to 1965 when his alternate hobby of Gas Dragster Racing took him to all of the well known drag strips in Southern California. Let's hope that he can see a realization of some of his dreams as they relate to aero-modeling.

**Lucy's Law:**

The alternative to getting old is depressing.

**Freeman's Law:**

Halitosis is better than no breath at all.

**The "Enough Already" Law:**

The more you run over a dead cat, the flatter it gets.

**Grandma Soderquist's Conclusion:**

There are more horses' asses in this world than there are horses.

**Barlow's Nature Thought:**

Turtles never hurtle.

**Sevareid's Law:**

The chief cause of problems is solutions.

**Smyth's Summation:**

The facts, although interesting, are irrelevant.

From the book, 1001 Logical Laws, Accurate Axioms, Profound Principles, Trusty Truisms, Homey Homilies, Colorful Corollaries, Quotable Quotes, and Rambunctious Ruminations for All Walks of Life, by John Peers and Gordon Bennett. Copyright © 1978, 1979 by Logistical Machine Corporation, published by Doubleday & Co., Inc.

**Grandma Soderquist's Thought:**

There are those who don't even like to be rubbed the right way.

**Mark's Mark:**

Love is a matter of chemistry; sex is a matter of physics.

**Murphy's Metric Recommendation:**

We should go metric every inch of the way.

**Murphy's Design Maxim:**

Either the box is too small and won't work, or it's too big and won't fit.

**Hart's Homily:**

Virginity can be cured.

**Anthony's Law of Force:**

Don't force it; get a larger hammer.

**Korman's Conclusion:**

The trouble with resisting temptation is it may never come again.

**Dean Martin's Definition of Drunkenness:**

You're not drunk if you can lie on the floor without holding on.

**Jenkinson's Law:**

It won't work.

**Defalque's Observation:**

One should always play fair when he has the winning cards.

**Ralph's Observation:**

It is a mistake to allow any mechanical object to realize you are in a hurry.

**Cannon's Cogent Comment:**

If you tell the boss you were late for work because you had a flat tire, the next morning you will have a flat tire.

**Fishbein's Observation:**

The tire is only flat on the bottom.

**Musial's Law:**

The driver's side windshield wiper always streaks and wears out first.

**Barker's Law of the Highway:**

The shortest distance between two points is under repair.

**Grandma Soderquist's Observation:**

A road map always tells you everything except how to refold it.



**John Newbern's Law:**

People can be divided into three groups: those who make things happen, those who watch things happen, and those who wonder what happened.

**God's Truism:**

By the time you get to the point where you can make ends meet, somebody moves the ends.

**Johnny Carson's Definition:**

The smallest interval of time known to man is that which occurs in Manhattan between the traffic signal turning green and the taxi driver behind you blowing his horn.

**Wilner's Observation:**

All conversations with a potato should be conducted in private.

**Ward's Old Swedish Corollary:**

If cows could fly, everyone would carry an umbrella.

**The Phone Booth Rule:**

A lone dime always gets the number nearly right.

**Zall's Laws:**

- (1) Any time you get a mouthful of hot soup, the next thing you do will be wrong.
- (2) How long a minute is, depends on which side of the bathroom door you're on.

**Ettore's Observation:**

The other line moves faster.

**Long's Notes:**

- (1) Be wary of strong drink. It can make you shoot at tax collectors and miss.
- (2) God is omnipotent, omniscient, and omnibenevolent. It says so right here on the label. If you have a mind capable of believing all three of these divine attributes simultaneously, I have a wonderful bargain for you. No checks, please. Cash, and in small bills.

**Griffin's Thought:**

When you starve with a tiger, the tiger starves last.

**Weinberg's Law:**

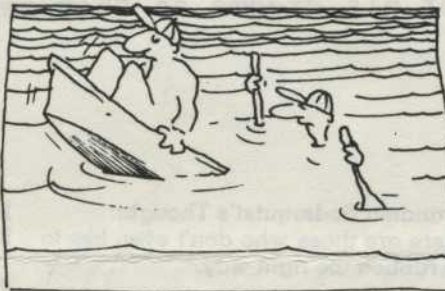
If builders built buildings the way the programmers wrote programs, the first woodpecker that came along would destroy civilization.

**Turnaukas' Observation:**

To err is human; to really foul things up takes a computer.

**Bradley's Bromide:**

If computers get too powerful, we can organize them into committee. That'll do them in.



**The "Stay Cool" Rule:**

You cannot sink someone else's end of the boat and still keep your own afloat.

**Manly's Maxim:**

Logic is a systematic method of coming to the wrong conclusion with confidence.

**Arthur C. Clarke's Law:**

It has yet to be proven that intelligence has any survival value.

**Barach's Rule:**

An alcoholic is a person who drinks more than his own physician.

**Nancy's Belief:**

God didn't create the world in seven days, He screwed around for six and pulled an all-nighter.

**Cann's Axiom:**

When all else fails, read the instructions.

**Macaluso's Doctrine:**

You've never been as sick as just before you stop breathing.

**Knebel's Law:**

It is now proved beyond doubt that smoking is one of leading causes of statistics.

**The Surgeon's Quandary:**

Oops—I cut it off again and it's still too short.

**Harvard's Law:**

Under the most rigorously controlled conditions of pressure, temperature, volume, humidity, and other variables, the organism will do as it damn well pleases.

**The Law of Selective Gravity, or the Buttered-Side-Down Law:**

An object will fall so as to do the most damage.

**Stale's Law:**

No matter how careful one is in resealing the inner liner in a cereal box, it will tear where it is glued to the box.

**William's Law:**

There is no mechanical problem so difficult that it cannot be solved by brute strength and ignorance.

**Lowery's Law:**

If it jams, force it. If it breaks, it needed replacing anyway.

**Anthony's Law of the Workshop:**

Any tool, when dropped, will roll into the least accessible corner.

**The Corollary to Anthony's Law of the Workshop:**

On its way to the corner, any dropped tool will always first strike your toes.

**Flucard's Corollary:**

Anything dropped in the bathroom falls in the toilet.



**Cliff's Law:**

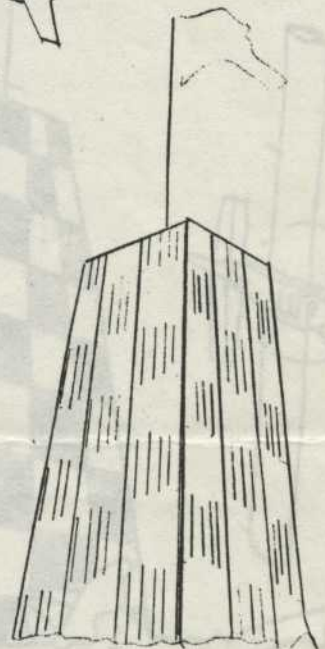
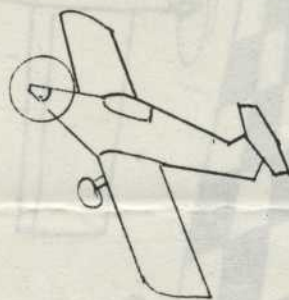
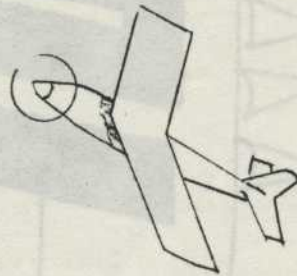
Never stand between a dog and the hydrant.



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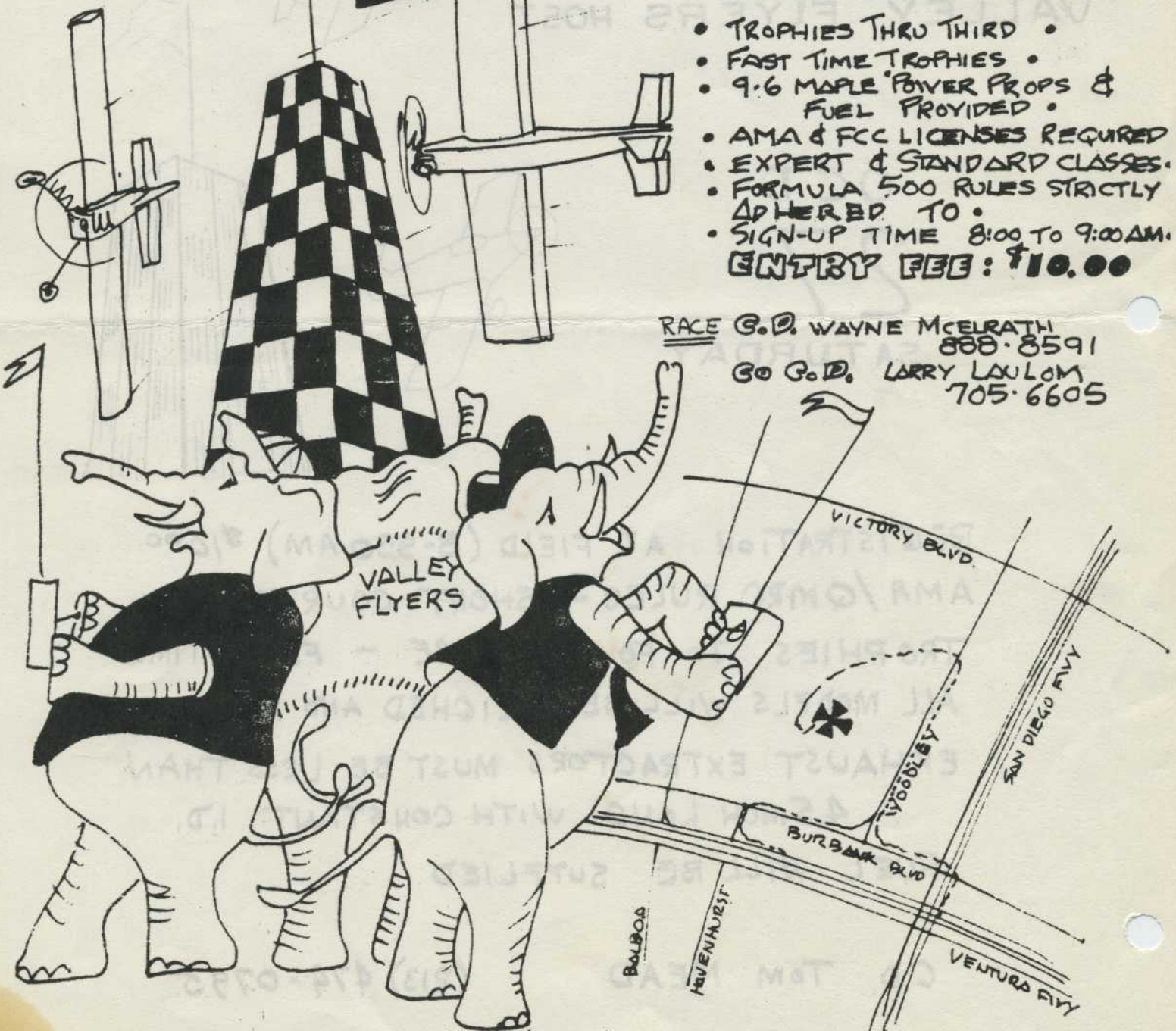
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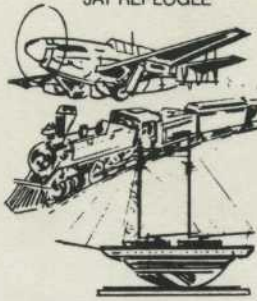


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THE VALLEY FLYER

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