

THE VALLEY FLYER

DECEMBER

1979



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BURBANK



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Presidents Page

If you didn't make the November meeting, you missed the biggest R/C auction ever. Not only did most of our members show up, but a whole lot of people I've never seen before were there. Les Bernell did a helluva job of setting up this auction, including the numbering system, which worked just great. Ralph Rosen took over recording all monies taken in - he must have gotten writers cramp for sure, I didn't see him look up once. And of course Ron Schorr was impeccable as the auction mouth-piece.

This being my last page as President, I would like to thank all the members, Board and non-Board, who helped me out all year. Without you I couldn't have done it. I feel the club had a good year, and should have an even better one next year. Next year's Board is shaping up to be a real good one. The field is looking good although a few pot holes in the dirt access road could be filled. I don't think I have to mention the bathroom situation.

As far as our contests this year, they wouldn't have been successful without your help. We have some very competent contest directors in the club whom I would like to see back next year. Bert Smith has turned our newsletter into a super publication. I only hope he (or she) who takes over next year can keep up the good work.

Well, thats just about it. Again thanks to everyone. See you at the Xmas Party.

Mary Emma Hayes
Kathy Lewis

John Marino has volunteered and selected as our representative to the Los Angeles Hobby and Model Association known in our circles as LAHMA. He is replacing Rod Taylor who in turn replaced Len Katz. As the LAHMA rep. John will maintain our liason with the Los Angeles City Recreation and Parks Department and will be responsible for obtaining our field use permit(s).

From the Editor

As we look back on the past year we see a lot of things that came about in our club that makes you feel good. We gained quite a few new members, some of whom I know are going to be real assets to the club. Some of the old members have come back to give their talents and advise towards making the club prosper. Club activities were well attended although more members should be persuaded to help with the contests.

Looking ahead, we see some shaky times ahead regarding the costs of modeling going up and the ever-present spectre of the flying field losing out to Political ambitions or a dedicated core of "socially elite" who would like to take over the area for an Art Center. Never mind that there is an Art Center in Los Angeles downtown that can't quite cut it without tax money, and that an Art Center is also planned for the Topanga Canyon Blvd & Burbank Ave. area now known as Jones Field-where I sometimes fly my sailplanes. (Sometimes I feel like I'm being "arted" to death). But maybe if we play our cards right, we can use this information to convince the large group who use the field on weekends, who are not club members, that in unity there is strength, and if they want to continue to have a place to fly, to join with us in forestalling the take over of the field area by other activities. We have allies in the fight to save our facilities and a report on that is covered else where in this newsletter.

As this year draws to a close your Editor's place will be taken by a more able person who can probably manage to get the issued out on time. We old fuddy duddys just don't have what it takes sometimes. But thanks to a lot of people who cooperated, we managed to get the word out even if it wasn't always prior to meeting day. These same people like Dick and Mrs. Hager, Reed Packard, and the routine and intermittant contributors, are the real heros of this action, and deserve the accolades. It is hoped that next year, the member biographies can be renewed. It seemed like there was a lot of interest in that feature. A cramped time schedule on your editor's part was responsible for the lapse. I still think that there are a lot of good ideas for designing, building, and flying models out there in the minds of the members, that could be put down in print if they could be urged to do so.

Anyhow, lets keep going in the way we have progressed in the latter portion of 1979 and make 1980 a good year for all of us.

Bert



No Olympic Tax committee

THE UNMENTIONED COSTS TO THE BUSINESS COMMUNITY OF THE 1984 OLYMPICS

Chairmen
Richard H. Close
Jane Nerpel
Ira Reiner

The Montreal Olympics created a staggering debt of more than ~~1.5~~ ^{1.5} Billion. Businesses and citizens are still paying off the debt. Lake Placid has already had cost overruns of more than 1000% for the 1980 Winter Olympics.

Vice-Presidents
Joe Barbara
Tally Chang
Lous Korn
John Trullo

If the 1984 Los Angeles Olympics is allowed to receive tax money to build massive (and unneeded) facilities, the cost overruns due to inflation and usual political planning could cost Los Angeles billions of dollars.

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Who will pay for this? THE BUSINESS COMMUNITY. Why the business community? Because Proposition 13 has made it impossible to stick the homeowner through increased property taxes. What is left after the homeowner is deleted from the equation? New Business Taxes. New Business License Fees. New Surcharges. Taxes and fees ad infinitum.

The business community must join the NO OLYMPIC TAX Committee's efforts to pass its initiative. The initiative would prevent the City from spending any tax monies - local, State or Federal - on the 1984 Olympics.

REMEMBER: The private Olympics committee has publically admitted, time after time, that it can stage the 1984 Olympics and show a profit, without the infusion of any tax dollars. Despite this, many politicians and members of the private committee, want to get \$141.5 million in federal funding. The purpose: instead of using adequate existing facilities they want to construct new stadia and cement monuments, e.g. a \$19 million swimming pool. Buildings built for the 2 weeks of the Olympics ... then maintained at taxpayer expense forever!

Protect your business profit. Protect the taxpayers. Help the NO OLYMPIC TAX Committee. Sign the initiative. Help get signatures. And, please, contribute to the Committee (there are no paid members ... it's a completely volunteer organization).

RICHARD H. CLOSE,
Co-Chairman

JANE NERPEL,
Co-Chairwoman

Formula 500 Contest Report

On Sunday, 11 Nov., 17 Expert and 9 Standard racers turned out for our final race contest of the year. It was a beautiful day for racing-mid-seventies temp. The race did take it's toll though, no less than 10 total wipe-outs were registered (on the 'Richter scale") No, Gary Mcpike was not one of them. Tom Christopher and John Powell, both known to fly tight, didn't tarnish their reputations as both flew through numbers 2 and 3 phyns. When there wren't crashes the racing was tightly contested. Both classes had fly-offs for first place. Jay Ross (our esteemed Sec.) won out over an overly confident Len Curiel, passing him on the next to last lap. I asked Len what happened after the race, "R/C Vapor-Lock" was his answer, In Expert Class let's just say Larry Laulom got even for his $\frac{1}{2}$ A humiliation last month. Ron Shorr flew exceptionally well all day, but this was Larry's race all the way. Incidentally, Larry set fast time and a new formula 500 record of 1:09.5 for ten laps. Our own Laird Owen's (Super Sticks) had the old record of 1:30-Sorry Laird. Thanks to everyone who came out to work. A great time was had by all.

Expert Class

1. * Larry Laulom (1.09:5) Fast Time
2. * Ron Schoor
3. George Flynn

* Denotes Valley Flyer .

P.S. Seven Formula 500 races were held in Southern Calif. this year, Valley Flyers won Six of them

Standard Class

1. * Jay Ross
2. Len Curiel (1.21:8 Fast Time)
3. Guy Skruggs

←

THE INFORMATION ON THE PRECEEDING PAGE SHOULD BE USED BY ALL MEMBERS
AND THOSE INTERESTED NON-MEMBERS TO HELP KEEP OUR FIELD FROM BEING
MADE UP INTO PARKING LOTS FOR NEW OLYMPIC FACILITIES

←

A Report

As the designated liason of the SFVRCF with the Coalition to Save the Basin I'm proud to report that good progress is being made to continue the fight to keep non-Recreational activities from taking over the Basin. As a member of the finance committee of the CTSTB I'm helping to prepare for a combination Fun Fly and Rummage Sale to be held on January 26 (with a rain date of February 2) at the field. The Rummage Sale will be conducted by the Coalition to help raise funds to finance their activities. It will be well advertised and hopefully we can furnish a good turnout of our members and create some good public relations. If you have anything you want to donate to the rummage sale or if you will be entering the Fun Fly let me know. The Coalition will also later be giving a large button to cash donators upon which it will say in large letters, "I'm a S O B, with small letters defining "Save Our Basin booster." I can truthfully say that the Coalition is dedicated to maintain the Basin as now constituted and numbers among its active members many home owners' associations, the Sierra Club, the Audubon Club, and individual non-affiliated members who want to maintain the quiet green belt atmosphere in the midst of all of the hustle and bustle of today's San Fernando Valley. We, the Valley Flyers, as a member of the Coalition must carry our share of this action.

Bert Smith

The Members of the Board of Directors for 1979, elected at the meeting on November 13 were Bob Adams, Les Burnell, Tony Maclane and John Marino. The holdover members are Wayne McElrath and Tony DiLeo. The officers for 1979 will be announced, and installed, at the Christmas Party on December 20 (See else where in this newsletter for more details on the party.)

Vega Starts Second Airplane, Experimental Drone, In 1939

(Eighteenth in a series on the men and aircraft in Lockheed's family tree.)

Preliminary design engineers started drawing on the Vega Airplane Company's second airplane in 1939, following the design of the Starliner. This second airplane was a little unusual.

Of the five built, all crashed disastrously, yet the customer expressed complete satisfaction in the project. And no one was hurt—since there was no pilot.

Vega won a design competition for the Air Force Aerial Target, model 40, in 1939. The Air Force wanted to find out two things:

1. Was it practical to build a full-sized, cheap drone for anti-aircraft practice;
2. Could one be adequately controlled from the ground?

Took a Crack at It

The Vega preliminary design group—Bob Reedy, now in sales engineering; Johnny Thorpe, now chief engineer of Fletcher Aircraft; Jack Wassall, now assistant chief engineer; and Bob Bailey, now head of military operations research—took a crack at it.

They laid out a simply-designed plane with several ingenious features. The plane had a welded steel tubing framework, fabric-covered, while the wing's main spar was a single 5-inch steel tube, secured to the fuselage with a flange and two bolts.

To remove the wings took about three minutes. Plain yellow pine ribs were used on the wing, with fabric tacked over them. Aileron travel was up only, to eliminate the need for rudder in flight.

Towed Through the Air

Since there could be no pilot in the plane for flight testing, engineers hung the plane from a crane and towed it through the air at high speed to find how it flew.

Sitting on its tricycle gear and painted a bright blue and yellow, the model 40 looked pretty as a

picture, but it had several unknowns. No one ever had tried to fly a drone airplane from the ground before and it soon was apparent that automatic controls would be needed. Three short flights caused three fast crackups.

Devised a Gyro Control

Bailey, project engineer on the model 40, devised a simple gyro turn control that would maintain a constant bank. With this device, two half-hour flights were made—each costing one airplane.

On the first, the emergency parachute, designed to lower the model after being hit, accidentally opened and caused the plane to spin in. On the second flight, the old bugaboo came up. The man on the ground could not accurately determine the flare-out point of the plane on landing. It hit nose-gear first and cartwheeled.

Abandoned Project

At this point, the Air Force decided to abandon the project. It had learned what it wanted to know—ground-operated radio-controlled airplanes would require more advanced controls, and until they were developed there was little use in continuing research with full-sized airplanes. Small, model-airplane types would be cheaper for experimentation.

Several useful by-products came out of the model 40 program. Bendix Aviation learned a great deal about radio-control devices, and Bailey's gyro turn control wound up being used on an Air Force glider bomb late in World War II.

THEN

High-technology HiMAT makes test flight

Wright - Patterson AFB, OH — The HiMAT ("highly maneuverable aircraft technology") pilotless research vehicle made its first test flight last month. The vehicle uses technology never before used in a U.S. Air Force remotely controlled aircraft.

HiMAT was released from beneath the right wing of a B-52 at 45,000 ft above Edwards Air Force Flight Test Center (AFFTC). After being flown for 22 minutes by a NASA pilot at a ground control, it landed on its sled-like skids on AFFTC's dry lake bed. Two F-104 aircraft served as chase aircraft. One of them, a TF-104C, carried a backup controller who could take control of limited functions of HiMAT to guide it to an earlier landing, if required.

The purpose of this first flight was to test the vehicle's aerodynamics during separation from the B-52, landing approach and landing. The purpose of the entire HiMAT program is to improve maneuverability of future U.S. fighter aircraft at transonic speeds (700 to 780

mph) and during air-to-air combat. Four more flights will be made before the end of the year, with maneuvers becoming more complex with each flight. The most severe testing will be done during the latter part of the Phase I flights that begin in December. This will include sustaining 8G turns at Mach 0.9 at 25,000 ft and at least 3 minutes of supersonic flight.

For this high degree of maneuverability, HiMAT depends on aeroelastic tailoring and its "close coupled" canards, or wing-like surfaces, located close to the main wing. Both these technologies are descendants of related research efforts within the Air Force Flight Dynamics Lab. HiMAT is the first remotely piloted vehicle or aircraft in the U.S. Air Force that has used this technology. If proven successful it could be used in future designs.

Aeroelastic tailoring is a structural design concept that uses the directional properties of graphite composite materials to control bending and twisting under aerodynamic loading. The composite part is made by laying up or orienting composite fibers in the direction that results in favorable wing twisting as aerodynamic loading is increased.

HiMAT's composite wing is stiff in one direction, but very pliable in another. When HiMAT begins pulling G's, the structure will deform enough to give the vehicle about 10% more maneuvering capability, even in very tight turns.

About 25% of the vehicle's weight is graphite epoxy composite material. Most of the graphite composites are used in wing and canard areas, critical surfaces when HiMAT begins pulling high G's.

HiMAT was built by Rockwell International, El Segundo, CA, under contract to the NASA/Dryden Flight Center. □

NOW

A VISIT FROM SAINT NICHOLAS

by

STAN GORDON

T'was the night before Christmas and down at the field,
Not a flyer was airborne with their usual zeal.
The airplanes were hung in storage with care,
The time for St. Nicholas soon would be near.
The children were nestled all snug in their beds,
While visions of airplanes zoomed round in their heads.
My old lady in curlers and I with a beer,
Had just settled down in an overstuffed chair.
When out on the lawn arose a noise like a banchee,
It sounds like a Veco, hand customed by Lee.
Away to the window I flew like a Kwik-Fli,
Threw open the window and looked towards the sky.
When what to my wondering eyes should appear,
But an R/C sleigh and eight R/C reindeer
With a little old driver so lively and quick,
I knew in a moment it must be St. Nick.
More rapid than Formula I his racers they came,
and he whistled and shouted and called them by name.
"Now Mustand! Now Minnow!
Now Miss Dara and Ole Tigre!
On Bonzo! On Rivets!
On Shoestring and La Jollitta!
Round the first pylon, don't hit the wall
Now fly away! Fly away! fly away all!"
So up to the housetop the racers they flew
With a sleigh full of airplanes and St. Nicholas Too.

As I drew in my head away from the sash,
Down the chimney St. Nicholas came with a crash.
He broke into pieces many and few -
It was hard to believe, St. Nich was Radio Controlled too!
His receiver was undamaged, servos and pushrods too,
But it looked lika a long night of epoxy and glue.
I spoke not a word but went straight to my task,
Putting him back together, and hoping he'd last.
I turned on his switch aside of his nose,
and giving a push, up the chimney he rose.
He sprang to his sleigh, with the help of his pit crew,
and at the drop of the flag away they all flew.
But I heard him exclaim, as he flew over the wall.....

"God Bless the R/C'er, Merry Christmas to all".

This is reprinted from an old Valley Flyer newsletter, vintage unknown. But to help those Old Timers the reverse of the page has a contest report of the Formula 1 Winter Nationals. Bill Salkowski won it beating out Dave Brown. Jim Oddino, the report writer, also remarks on how he allows that Bob Smith and Dan McCan are going to be tough contestants later. He also states that the top eight flyers used open gimba transmitters, three of which were S & O manufactured by Oddino and Salkowski. Looks like Jim was right again. Both Jim & Bob are previous members of the SFVRCF.

Editor



HOME FIELD
SEPULVEDA BASIN MODEL AIRPORT



MUCHO
MARGUERITAS

NO. _____

GALA DOOR
PRIZES FOR ALL

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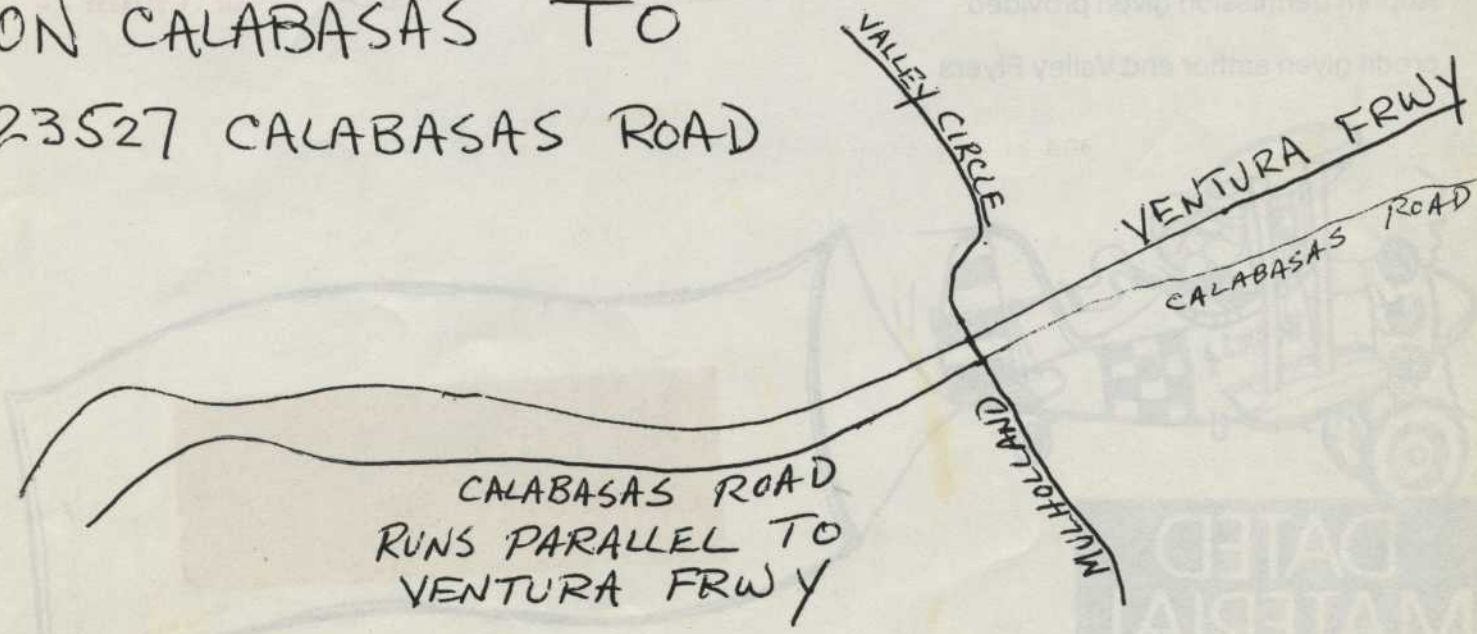
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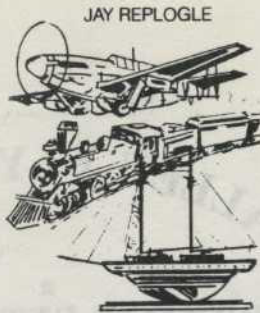


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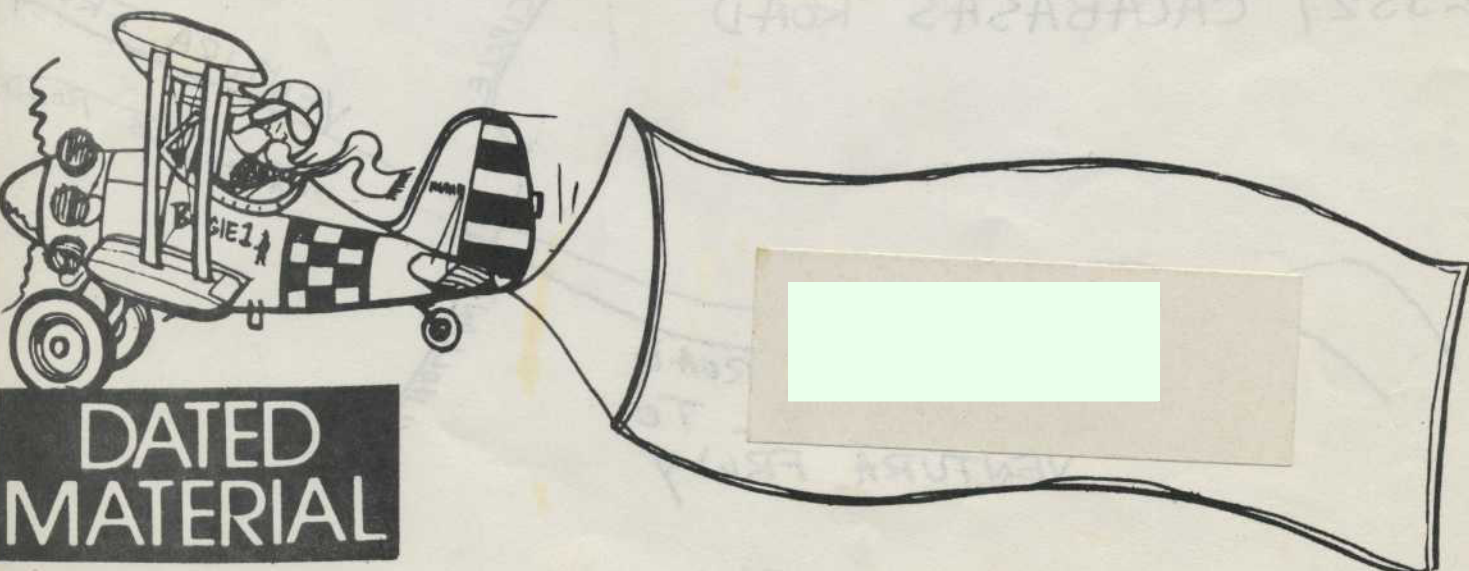
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