

VALLEY RADIO CONTROL FLYERS NEWS

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The February meeting was highlighted with a discussion by Milt Swan on proportional control systems, and the March meeting by Bill Evans on his Hitailer and Marker single channel designs. It was decided by vote at the March meeting, that Bill's Hitailer design be adopted as a club design, with as many members as possible to build a copy. Later in the year it is planned to hold a Hitailer contest.

The April meeting was taken up with general discussions on models currently being built by members, and the coming season of flying. It was felt by many members that once in a while an entire meeting should be devoted to a general "bull session" as a means of more informally getting to know the other members and discuss mutual RC problems etc.

The May meeting was mainly taken up with discussions about the forthcoming contest to be held on the first Sunday in June (the 5th). Membership continues to grow and one notable new member is Doug Spreng, 1960 US Nationals Multi champion. On behalf of the membership I'd like to extend a welcome to Douglas. I am sure we will all benefit from his being a member of the Valley RC Flyers, (by the way Doug plans to build a Hitailer---something of a contrast for a guy so expert in multi.

Our club finally has a "club trainer" thanks to Lloyd Nicholson, long time member and now in another outfit (the USAF). Lloyd took time out from his first furlough to attend the May meeting, and donated his tried and trusty "Impulse" to the club. Willie Smith has offered to donate an engine for the model and Milt Swan an old CW receiver. Yours truly will supply an escapement and single channel CW transmitter. We will equip the transmitter with a second beep button on an extension cord and can then allow the trainee pilot to fly the ship using the hand held transmitter while an experienced flier monitors the beep button to help out in an emergency..

Ron Kussman has been missed at recent meetings and his absence was due to illness. Glad to report that Ron is now well back along the road to complete recovery, and we look forward to seeing him back on the "active flier" list.

Frank Wilson is really stacking up the flying time on his new "Charger"-- the first one seen at the Sepulveda Basin. At the last count Frank had an even 50 flights logged, without any major mishaps. His ship uses a Kraft single with Bonner escapements and OS Max 15 power.

Our contest committee consists of the following members..... Milt Swan, Jack Byers and Douglas Spreng. Contest rules are to be established by the committee for all future contests. Speaking of contests, our balloon bursting meet was cancelled due to windy weather and the April meet was cancelled due to a lack of registering contestants. It is hoped that we will see a better turn out for the next contest, June 5th.

New ruling for new members-----no initiation fees like some clubs charge, BUT-----all wishing to obtain a membership credential must complete a club ship (Hitailer), no options are allowed as it is felt by the majority that we should foster a club ship design so as to have many members with similar aircraft, and create a high level of interest within the siggle channel group. One note from Bill Evans to those currently building a Hitailer. No offset of thrust is a MUST and about 3 degrees downthrust. Finally while talking about the Hitailer thanks must be extended to Milton Swan for a real nice job

*of cutting out many sets of refs
for those planning to
build the ship*

also for making templates for the stabilizer. These were distributed to members at the May meeting. Thanks Milt, from all of us. You really have the club spirit.

A few notes about recent flying activities.....
Glad to see Cliff Weirick having success with the Stormer, he has had lots of trouble over the last couple of months and piled in two ships in the process. Finally traced the troubles to an intermittent toggle switch in the receiver. Late note from Cliff (May 27th)...learned he piled in the Stormer while giving a demonstration at Point Mugu Naval Station, seems his transmitter popped out on some channels while the ship headed straight for the crowd at full bore, leaving only one option,,,,, a peel off into the deck. My condolences to Cliff (who already has started on another Stormer for the Nats). We give that man an "E" for effort.

Willie Smith is going great guns with his Orion and it flies real swell. Willie is a consistent builder and equally consistent at flying---- we need more guys like him in our club, particularly at contest time. He is the leading light among the multi fans and is very helpfull to those of us just breaking in to multi,,, so tb Willie we doff our hat.

Jack Byers clobbered his old reliable Champion and has a new "Mach 1" completed and flying. He installed a McCoy 35 with his own throttle arrangement which works very well, giving a really slow and smooth idle.

Bob Nielson has a new L-19 which is in the process of being trimmed out. He has a Veco 19 installed which seems to be a little too tight. Clarence Lee (of Lee enging fame), took a look at the piston-cylinder assembly and suggested it be returned to Veco to be honed out to running tolerances. Just goes to show that in a product like a model aircraft engine, engineering tolerances can all be on the plus side now and again, and when this happens no amount of attempted run-in will bring in peak RPM.

Doug Spreng has a new Stormer Mk 3 which has Clarence Lee's mill up front, slightly tapered wings and a super-duper paint job and pilot with canopy feature--otherwise, says Doug, its the same as his previous Stormers.

Activity at the Sepulveda Basin is increasing week by week. Most Sundays are a complete loss with scads of button pushers, no control and little, if any, co-operation. Saturday seems to be very popular and usually runs real smooth. Sunday is OK too when a contest is on and some control can be expected of both flyers and crowds. Weekday flying in the evenings will soon be more active when the winds drop. Only the real keen types have braved it so far.

This seems to be about all for the current issue except to again request you fellows to please give me some inputs to the next issue (due to go to press about Sept), as it is really tough trying to remember all the details without assists. This will be particularly true for the next issue because of vacations etc; and if anyone would like to in-put hints and tips, we will include them in the "News". It has also been suggested that we set up a Want-Swap-Sell ad section, so again lets hear from you guys.

Until the next time,

Your Editor (Temporarily)

Reg Tunstall