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EXHAUST FUMES

Well it's that time of year again, my wife never knows if I'm working overtime or out at the flying field. But she got wise to me, she checks to see what equipment is home and how much I sneaked out early in the morning. But I think most of you will agree with me, that evenings are the best time at the basin now. It cools off and there is always a breeze. After the dinner hour there is less interference, too..... But that didn't help much when I totaled my Boom! Boom!.....

And with the summer comes Contests.....Contests..... Contests!!! The end of July is the Nationals at Willow Grove.....So everybody is building and painting.....Testing and hoping after traveling that far that all will work at it's best.....Don't forget to pack everything.....that's a long way to go back for the transmitter... Being an easterner, may I suggest that you dress as lightly as possible.....and have fun....

BASIN NEWS

It seems that one day last week, there were some peacocks throwing their colors around the basin....It came out red, brown, green,yellow and orange...There is also a big white area for the ones that are color blind....By the way the peacocks had names... Frank Capan, Jack Byers, Willie Gardner, Bob Upton and me too..... Hope that it will be more convenient for all of the modelers.....

FOR SALE

10 channel C & S transmitter and matched 10 channel Kraft super het receiver.....\$100.00...Bill Hutchison...896-1893.....

LAST MONTH'S MEETING

We had our fly in meeting at the basin last month, it was so cold that night that I was sure it would be a dud.....But it seems that there are more nuts in California than I thought... Most of the members turned out with full equipment....There were about fifteen planes on the flight line....And everyone got in at least one flight....Reed took a club photo which will be in next months newsletter....If you enjoyed this meeting, would you like to have another fly in at the basin???? I thought it was fun.....

FROM THE PEN OF FRANK CAPAN

For some strange reason there has been a tremendous response to Free Style Aerobatics in one of the past Valley Flyers news letter. So this is a further attempt to develop a set of maneuvers that might start a change of some sorts. Good or bad....Thanks again, Alex, for the letter

There are some type of regulations on all maneuvers and in order to start we will keep as close to the scale aircraft rules as possible.

There are two different classes....Obligatory and free group. Substitute aircraft are permitted and we don't care who built them. Of course once a plane is chosen for flight you must continue until such time when safe flying of this plane or malfunction would cause the need of substitute model. Decisions made by C.D.

Time limits for the Obligatory group are (this could be changed) 5 minutes to complete the set. The time does not start until the model is airborne and in position to start the exhibition. This points out the need for a fully contro ed and planned flight pattern without wandering all over the sky. Go man go.....

The pilot has six minutes to do the free group starting in the same manner. Time does not include landing. This is free.....

Could be added to maneuvers anytime. The first part of the flight is the Obligatory Group. The Free maneuvers are done on another flight.

The list of Obligatory maneuvers are:

- 1- Slow roll to the left in horizontal flight.
- 2- Stalled turn to the right after a vertical climb.
- 3- Half roll to the left off the top of a loop.
- 4- Spin to the right (2 turns).
- 5- Slow half roll to the left during a 45 degree or more climb followed by a pull out.
- 6- Roll to the right on a vertical climb followed by an
- 7- An outside loop ending after having passed the top point of culmination. GEE!!!
- 8- Three quarters of a loop starting at the lowest point and ending after having passed the top point of culmination.
- 9- Stalled turn to the right after a vertical climb in the inverted position.
- 10- Inverted sharp left-hand circle of 360 degrees.

Any additional turning or correction of a completed figure in the original direction will be judged as not having been precisely executed. So There!!

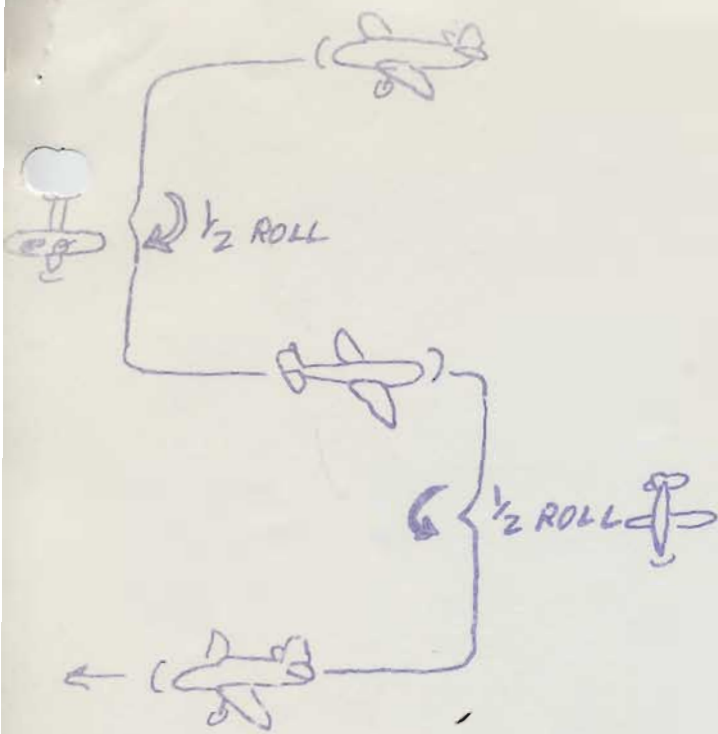
In the free group the pilot picks his own maneuvers from a group and he takes his chances. He must do the maneuvers he chooses and in the manner he originally sets them up. The more difficult the maneuver the more points, but there is also the time element. Points are lost on overtime. One point for every five seconds over.

Free Group

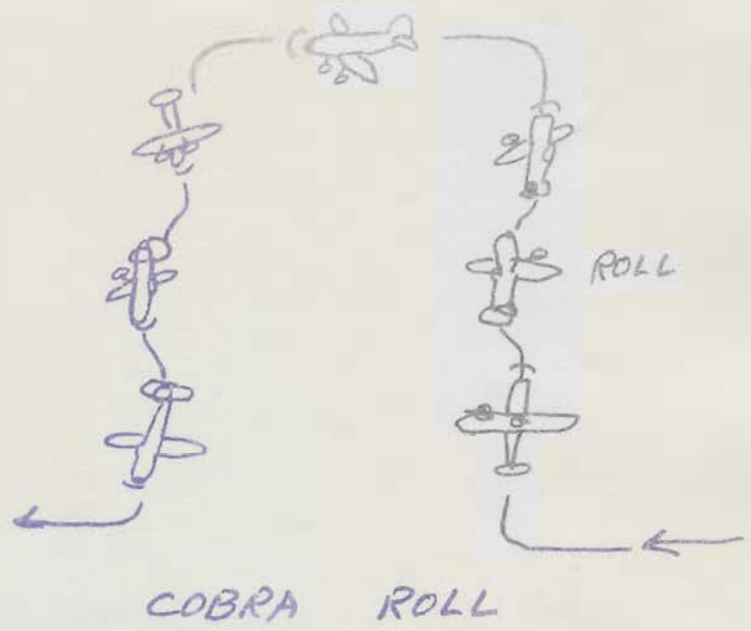
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|---|---|--------|
| 1- Inside loop from inverted position | 3 | points |
| 2- Square inside loop from inverted position. | 4 | " |
| 3- 8- point loop (octagon) | 3 | " |
| 4- Bottleneck loop. | 3 | " |

5- Inside loop with slow roll on top.	4	"
6- Inside loop with snap roll on top.	4	"
7- Inside loop with double snap roll on top.	5	"
8- Outside square loop.	9	"
9- Rolling loop with one roll.	9	"
10- Square loop with $\frac{1}{2}$ roll each quarter.	10	"
11- Vertical S ascending from inverted position.	5	"
12- Vertical 8 starting at top, inverted flight descending.	10	"
13- Barrel Roll	3	"
14- Slow roll on take off	4	"
15- Knife edge flight	2	"
16- Knife edge-half slow roll-knife edge	4	"
17- Snap roll	2	"
18- One and a half snap roll from normal to inverted	4	"
19- Inverted spin (at least 2 turns)	3	"
20- Immelmann on take off	3	"
21- 4-point hesitation roll (count 3 on each point)	5	"
22- 360 degree slow roll	5	"
23- Outside/inside vertical-S	5	"
24- Outside/inside Square-S with vertical rolls	5	"
25- Cobra roll	5	"
26- Inside/outside-8	4	"
27- Outside horizontal-8 with descending rolls	4	"
28- Split-S	2	"
29- Climbing and diving 8- point roll	4	"
30- Outside immelmann	3	"

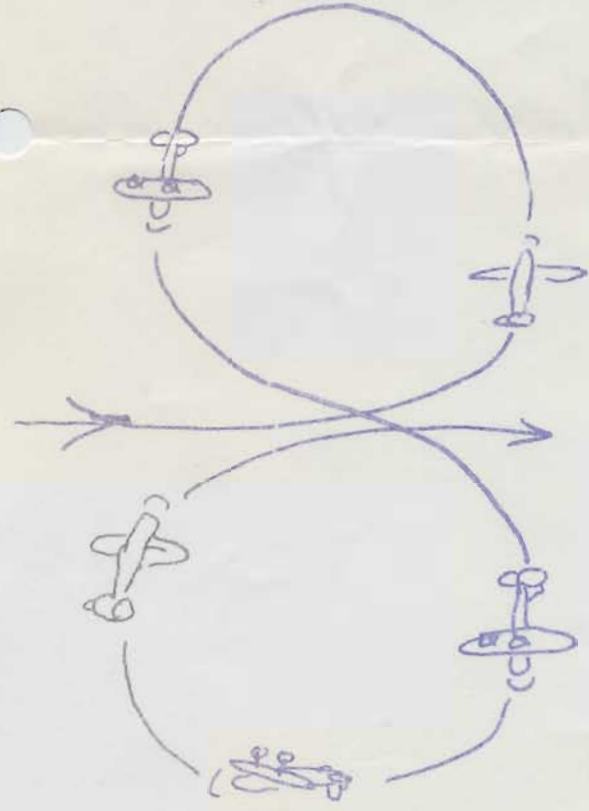
These are some of the maneuvers listed in the book by Hal Krier. Some will work for us and some will not be satisfactory but at least it will be a start. The drawings will help illustrate some of the maneuvers and some are self explanatory....



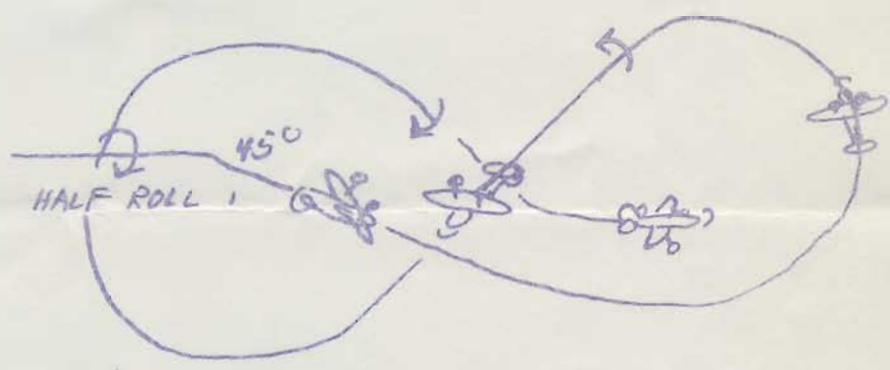
OUTSIDE/INSIDE SQUARE S
WITH VERTICAL ROLLS



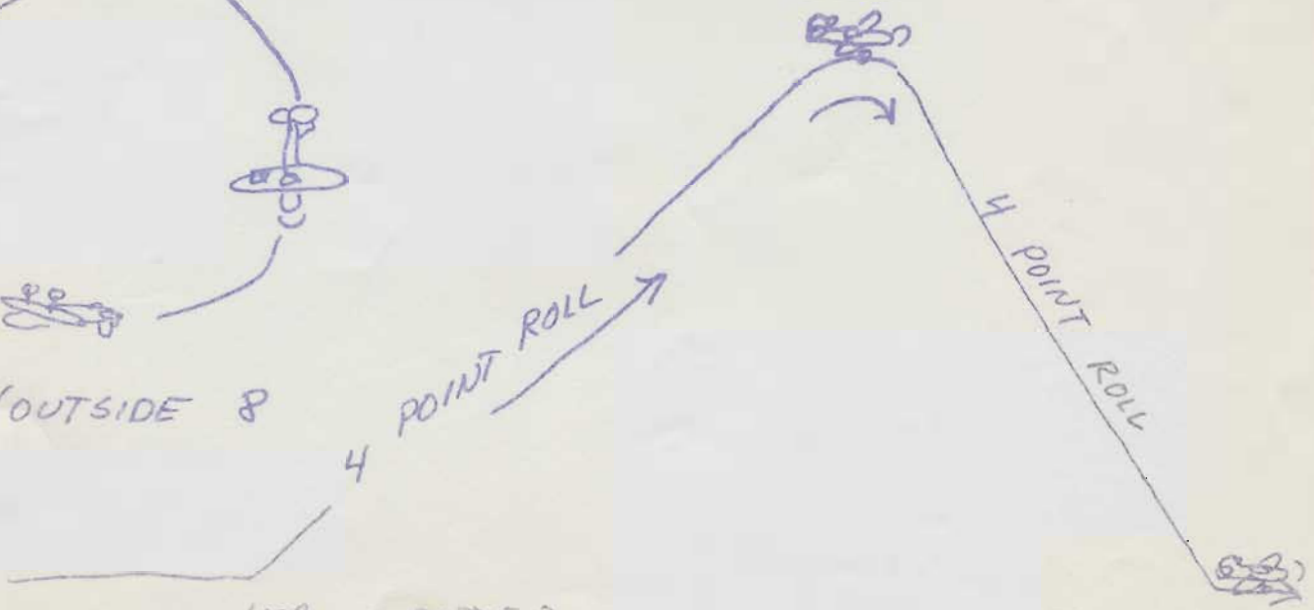
COBRA ROLL



INSIDE/OUTSIDE 8

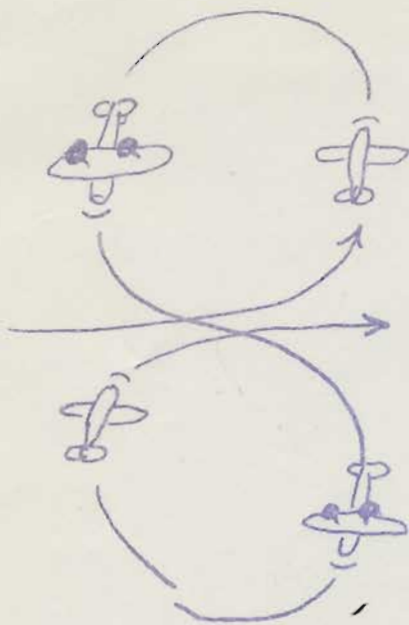


OUTSIDE HORIZONTAL 8
WITH DESCENDING ROLLS



45° OR BETTER

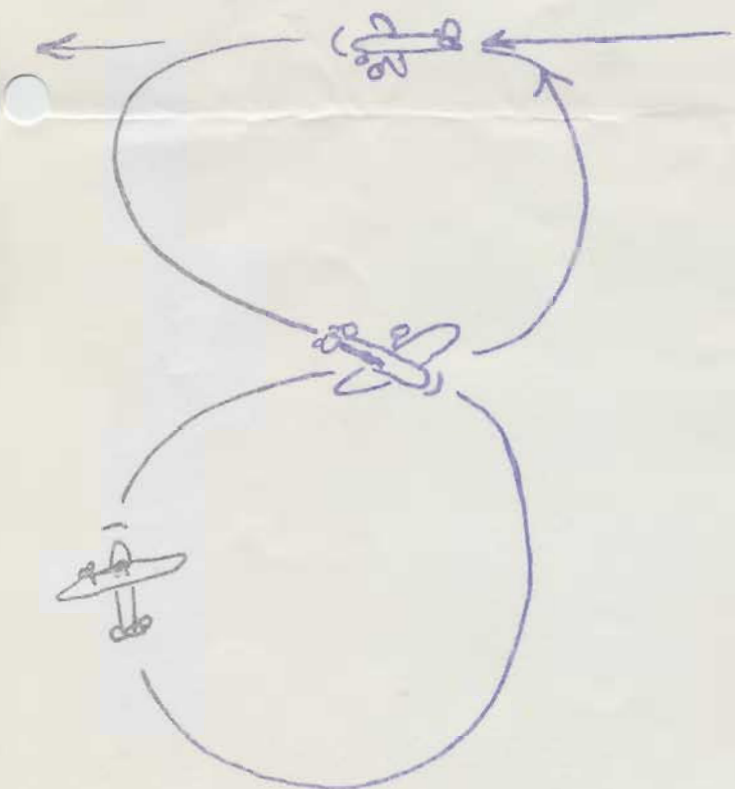
CLIMBING & DIVING 8-POINT ROLL



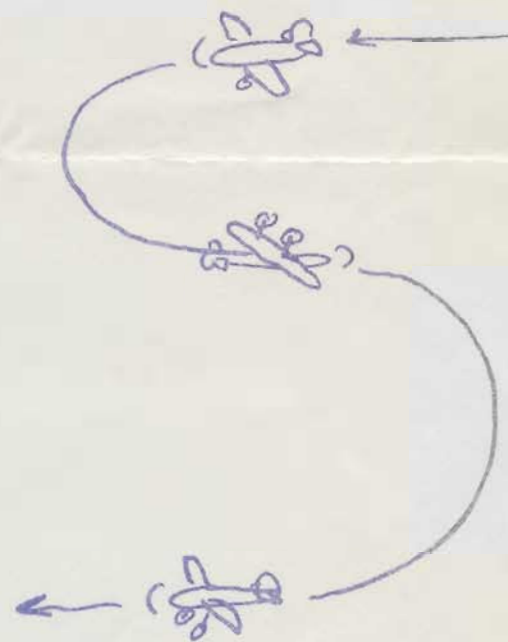
VERTICAL 8 - INSIDE/OUTSIDE
?



BOTTLENECK LOOP



VERTICAL 8 - INVERTED
DESCENDING



OUTSIDE/INSIDE VERTICAL 8

Walt Schroder talking to the troops at a resent meeting.....



Howard & Cliff demonstrating styro foam wing cutting...production line anyone?????? Our Photographer was Dick Tichenor.....



THUMBNAIL BIO/ Neil Gottenbos

Born in Los Angeles, lived most of the time in the San Fernando Valley. Built about six U-control models, the planes flew fine but I got so dizzy I gave up this project. Went to single channel C&S with a Miss America....Twelve flights and twelve repairs....Am flying C&S 12 channel reed system in a Falcon 56 now....handles much better then single channel...I have a Falcon Jr. and a Manbo Special in the building stages....Falcon Jr....for single channel is for my son... Manbo is for 12 channel....Been flying multi about six months and enjoy it very much.....



PICKARD PHOTOGRAPHY
BURBANK