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- NEWSLETTER -

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Editorials

Loretta Hall

Instead of an editorial this month I thought that you might be interested in the Model Airplane Trade Show that was held at Orange County Airport on January 15 and 16. This show was sponsored by the Garden Grove R/C Club. I would like to be able to tell you everything that I saw and heard but I'm afraid that the postage would break the club treasury, so I will just hit some of the hi-lites that really impressed me:

After spending a few hours at this well represented show it would seem to me that the space age has definately moved into the model airplane field, as demonstrated by the many new materials available to the modeler. I saw such things as; Top Flites' new Mylar covering material with adhesive backing that is applied with the heat of an iron. This super strong material comes in several colors and can be laminated to itself to creat trim effects. Looks good and will be out soon. Another space type product currently available is Liqui-Nylon which is, as the name implies, Nylon in a liquid state. This most versatile product would seem to lend itself to many uses since it is completely fuel proof and can be applied over or under dope. I was especially impressed with the manufacturers idea of using it as a sealant in integral fuel tanks made of balsa. This would allow a much larger fuel area then can be obtained with tanks since the entire tank area could be utilized. I sort of fell in love with a fuel pump can called the 4 in 1 Gasser. It looks like a concertina and works on the same principle except that when you squeeze you get fuel instead of music, and it is self filling as well.

I guess that the space age impression came as much from the multitude of foam wings and fibreglass fuselages that were available as from anything else. It is surely getting to be a flyers market and lazy builders like me are really living.

Some of the models on display were so beautifully finished that they must be mentioned. The Glass Kraft display of models was a sight to behold, with finishes that we all dream about but seldom achieve. Speaking of beauty - Carl Goldberg had a display model of his soon to be kitted Multi Skylane - a real beauty and Carl told me that it should be available sometime this summer.

There were several good ideas worth stealing that I found just nosing around the models so here they are for what they are worth: Goldbergs model of the Shoestring has a light on the underside of the fuselage. Didn't find out if it blinks on and off but I'll bet even I could tell when my ship was upside down. -- Ace R/C display had figured out a good place to put the extra pencil batteries necessary for electronic brakes. They were mounted in the center, and on the underside of the main gear. Looks like a winner to me.

since it eliminates the weight distribution problem and where else could you find a place for them so close to the center of gravity? Ace has them in a battery box which was then attached to the gear. Bobby Fox had a good demonstration on covering foam wings with Nylon and then Bobby Fox finishing. They have a jig set up to hold the wing and stretch the Nylon covering tight while you work. They will have specifications and instructions for building the jig available to anyone who writes to Petit requesting it. It shouldn't be too difficult to make one since all the materials are available in hardware stores and seem to be inexpensive.

Radio equipment manufacturers were extremely well represented, starting with our own Darrel Yonkers and Doug Sprengs' MicroAvionics and Cliff Weiricke PCS and including just about every one I have ever heard of and some that I haven't. Speaking of Cliff's PCS, wait until you see his new advertisement in the next issue of the mags. You won't find any airplane rags in her back pocket!!

Doug Spreng was on duty at the MicroAvionics display wearing a pair of sunglasses with the Orbit insignia painted on them. I wonder if he could see out cause I sure as heck couldn't see in! Bill Kraft was at the show with a neck up of a new proportional testing reaction to having the rudder control on top of the box. I understand that this will be a special order deal and will not be on all of the Kraft equipment. Bonner was showing off their new proportional brake control, Min-X was there as well as Orbit, Citizenship, Selectronics, Sterling and probably many that I missed.

The show will probably get good coverage in the national mags since I saw Chuck Waas from R.C. Modeler taking pictures of a pretty girl and Ken Willard (Sunday Flier) was roaming around with a polaroid camera looking for subjects, plus other camera men and people with notebooks.

All in all I would say that the Garden Grove club did themselves up proud. I hope that this will become a yearly show and grow in size until every manufacturer of any phase of our hobby will be represented.

PRESIDENTS CORNER

Bob Upton

Last meeting, the first in 1966, we were fortunate in signing up several new members. I personally welcome all of you and hope that we can make your hobby a little more enjoyable. Your able editor is making every effort to interview all new members so that she can print your names along with a short biography in the newsletter to introduce you to the rest of the Valley Flyers.

I have been asked to attend an annual meeting of the Northern California Radio Control Society to be held at Madera on the 30th of January. The purpose of this meeting is to establish contest dates for the coming season. I feel it is important that we be represented at the meeting since we have been asked to host the West Coast Championships this year, tentatively proposed on the Labor Day weekend at Fomosa. The contest is a joint venture in that three or four major clubs in California are responsible for a particular event, not only to actively run the event but to provide the funds for the trophies given. The board of directors have already voted in favor of hosting the Championships this year. All that remains to make it official is a favorable vote at the next meeting, by a majority of the club members. We plan to ask for your support and affirmative vote at the February meeting. By then I will have a report from the participating clubs at the NCRCS January meeting as to their willingness to support the contest. A lot will hinge on the extent of cooperation I receive at this meeting from the Northern clubs.

In the interest of time I have mentioned the above so that you will have time to think it over before the meeting and think of any questions that you might have about it so that we will not take up too much time at the meeting with the discussion. Since this is a big project I urge all of you to attend the February meeting so your views will be aired on the subject and your vote counted. This will be a total club project involving all of us so all of us should be present at the voting.



PACKARD PHOTOGRAPHY
BURBANK

Have you ever seen a man building three identical airplanes at the same time? If not it would be well worth your time to tiptoe quietly down the driveway and peek into the garage of Reed Packard. You will see three identical stormers in three identical stages of development and depending on what you had to drink you might see three identical Reed Packards with three identical parts in his hand scratching his three identical heads trying to figure out which part goes in which plane.

While you are peeking if you let your gaze take in the rest of the garage you will find more darned airplanes hanging around than most men have in a lifetime. Reed is probably the most avid builder you will ever meet and if there is one thing he hates it is not to have a new kit as soon as it comes out. And another thing he hates is to follow plans, so all of the models you see will be modified somewhere. You can't always tell from the outside but somewhere inside there will be a little Packard change of some kind.

Speaking of the things that Reed hates; there is one thing that he hates more than not having a new kit and that is having his picture taken. If you think that getting a professional Photographer in front of the camera is an easy task just take a look at my bruises sometime. (On second thought maybe you hadn't better) In any event, in the picture above reading from left to right are a Stormer, Reed Packard, a Stormer and a Stormer. In the background are the plans for a Taurus. (Maybe that's why the Stormers are all modified!)

Field Happenings

The following story was reported by Bob Upton:

Two weeks ago I learned all about "images". Due to a curious shift in the wind, I started my takeoff roll to the west. Darrel Yonkers was standing a few feet off the southwest end of the runway, having taken off a few minutes before me toward the east. The Beachcomber lifted off the ground and immediately acquired a mind of its own. Naturally the tiger took dead aim, full bore, at a point just below the rim of Darrel's cap. Needless to say, I found out how agile Darrel is in his old age. I got the "beast" throttled back and managed a credible landing between trash cans on the free flight pad. Upon inspection Darrel and I found that with his transmitter on I had about 20 feet of range with my antenna fully extended! We doubled his frequency and found that I was directly on his image. Live and learn.....

This one came from Larry Leonard:

One of Larry's new customers with a brand new plane and equipment came out to test his new toy and got one perfectly beautiful flight which made him so happy that he thought he would try again. He had apparently installed his battery box with no foam packing around it because as the plane flew the accompanying motor vibration slowly wound the wires around the turning battery box and the darn plane unplugged itself in mid-air. No need to describe the result. It kind of reminds me of the black boxes that you can buy that say "It's later than you think" on the front and when you push a lever a hand slowly creeps out and pushes the switch off, then quickly withdraws back into the box.

Want Ads

For Sale: 4 Channel Proportional Kraft Pullen 6 Meter - Four Servos
Chargers, Nycad Pack. Full price \$250.00 Call Bob Upton

For Sale or Lease: One slightly used Lark shirt and cap. Call Frank
Capan.

Tech Talk

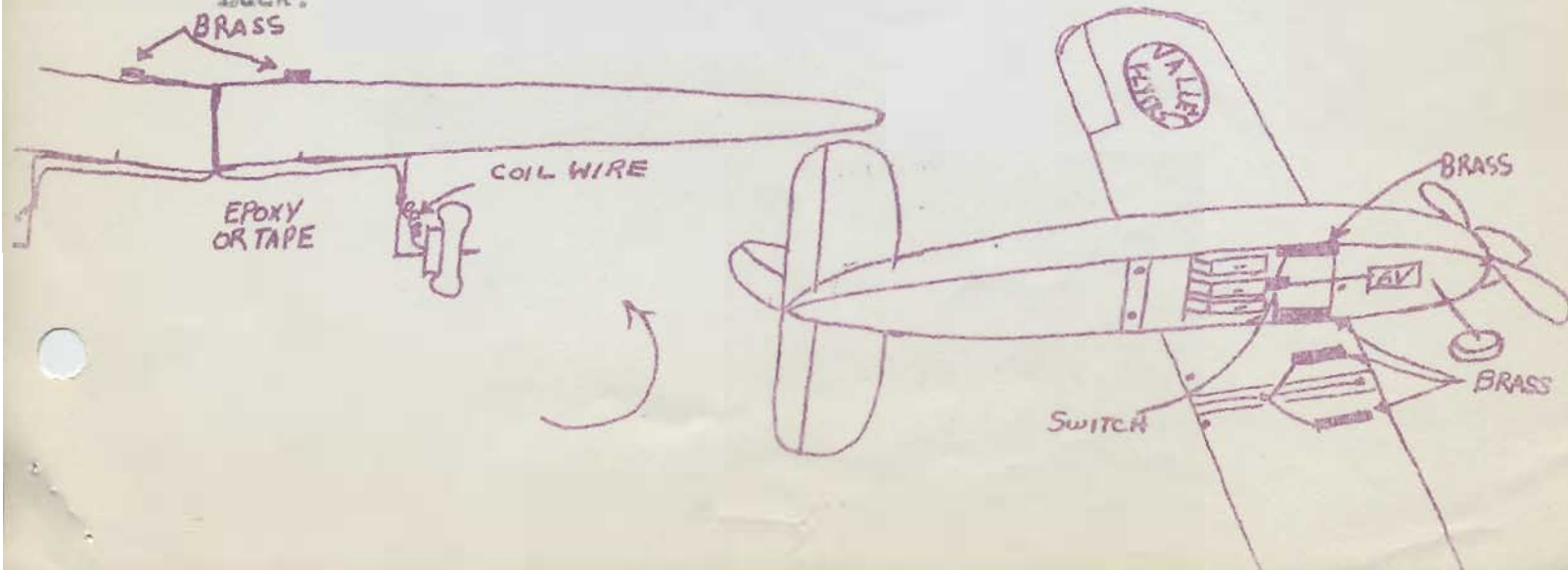
Larry Leonard

What are Electric Brakes? This latest addition to modeling may seem unnecessary until you see them used. The smoothness of stopping is not compared to the old style linkage brakes. Just imagine not a bit of pull from side to side or any of that all common loosening of linkages.

They work on an Electromagnetic Field. This is brought about by a wire that is wrapped around a special alloy coil. This, when triggered by 3 volts to 6 volts of electricity, creates a drag on the special alloy hub or drum.

The way the brake works is quite simple. Your voltage may vary and the end result will vary according to the voltage used and the weight of the toy airplane you play around with. I am flying a Savage that weighs out at around 6 3/4 pounds that will stop in about 25 feet if I use 6 volts. In contrast, a smaller model would get the same effect using about 4 1/2 volts, so just experiment to see what will work best for your needs.

On the mounting of the brakes I will try to explain how I used a simple brass plate to take the place of a plug. I feel this is easier and you aren't ever going to have to worry about forgetting to hook up the brakes. (May try this for aileron next, huh Willie?). On each side of the fuselage I have glued a piece of brass strip, approximately 3/8" by 2". All hook-up inside the plane will end up to these plates. On the wing I also glue these brass plates. This is where all wiring will end up as far as the wing goes. (Try to understand the accompanying drawings and if you can't just catch me out at the field and I will show you how they work on my plane.) Good Luck.



Last Meeting

Someone pulled the right handle last month and we hit the jackpot. Ten new members signed up in one night!!! Do you suppose our fame is spreading?

Here is a small introduction to each of the new members and very big welcome to all of them from us.

Roy Kilwin: Works nights at IBM and so has not had too much time available up to now for clubbing. He is flying Candy #2 since he pranged #1. Flies Orbit 10 channel with an SS60 and has been modeling 4 years. The only reason that he could come to the meeting, he tells me, is that he is a pretty good alibier. (I would say that he has one of the most necessary qualifications to this hobby)

Bob Palmer: Certainly not a newcomer to any of you who have been in modeling for very long. Bob was a NATS winner twice and went with the internats to South America and Hungary. He has been a modeler since 1941 and has been working nights so unable to attend club. Bob's current toy is a Quickfly with PRC and A Vaco 45.

Bob Flansburg: Bob has been in modeling for 4 years and is now flying a Sr. Falcon with a Proto EK and K&B 45. Bob is the quiet type so didn't get too much info. I will corner him again later.

Paul Cavalcanti: Paul is another old timer to modeling having been at it off and on since 1940. Went the full route from freeflights to ukies then to R.C. He is now flying a Peashooter with C&S Proportional and a Merco 61.

Bill Luckie: Bill has been in modeling for some twenty years but had a lay-off and has just now gotten started again. He is flying a Sr. Falcon with a F&M 10 and a Veco 45.

Don Tucker: Don is the gentleman who will be waiting on you when you visit Larry Leonard's new Hobby Store soon to be opened. Don has been around models most of his life and is currently flying a Fiberglass Sr. Falcon with Bonnar Proportional.

Perc Megginson: Perc has been in R/C for three years but was a freeflight enthusiast for many years before this. He has been in our area for about ten years but lived too far away to join the club, but has recently moved closer.

Jim Ayers: Flying a mighty Mambo with Bonner Proportional and an ST 46. Jim has been in modeling most of his life but started R/C just two years ago. He is now on his 4th plane and has gone through a 56 Falcon, and he really means "gone through" also has a few retired ones still flyable.

Albert Cox: Al flying a Candy and says that he loves it. He is using Bonner Prop. and an Enya 60 Engine. Of his 20 years in modeling he has spent the last 10 in R/C. and is also a sailplane enthusiast. Big ones I mean, the kind you ride in yet! Al comes to us from the Larks and is certainly most welcome.

Hans Weiss: Hans is another old timer, 30 years in modeling and was also a Lark. He is currently flying a Stormer with Bonner Prop. and a ST60.

Cliff Weirick: Anything I could say about Cliff's equipment today would not necessarily be so tomorrow so will confine myself to personal remarks like "by golly at last we got him!!"

NEXT MEETING NOTE

Due to the fact that our Las Casitas club room is occupied on our usual meeting date in February we are having the February meeting on the second Thursday instead of the second Tuesday in February. This means that the meeting will be on Thursday February 10 at Las Casitas in Fashion Square at 8:00 PM. Be sure to attend. This will be a most important meeting with some earth shattering decisions to be made.

