

# THE VALLEY FLYER

MARCH



1979

PACKARD PHOTOGRAPHY  
BURBANK



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# PRESIDENT'S PAGE

Wow — here it is March already and our first auction of the year is upon us. That's right, the March meeting is auction time. Here's a chance to clean out your hobby room of all those items that no longer fit in your R/C future. Engines, kits, accessories, new or used. One man's trash is another man's treasure. Ha. Ha.

If you haven't already heard, our first contest of the year was held at the flying field, 25 Feb. Everyone who came out had a super time, the workers, the flyers, the spectators, EVERYBODY. A contest report is in this issue.

If you have not paid your 1979 club dues, do so now. Newsletters will be discontinued after the March issue for those who haven't. I don't want to get on a soap-box, but it seems the major gripe is the \$25.00 cost for AMA. Let's consider this. Last year, the dollar deductible on any R/C accident you caused was \$200.00. Now if you have ever paid any type of deductible, medical, or otherwise, you know that comes out of your wallet. This year the deductible is \$50.00. A whole lot less. Plus you can enter any AMA sanctioned contest in the U.S.A. without worrying about personal liability. Besides, we need you. Jay keeps making too much coffee, who's going to drink it? While I'm on the subject, it seems your homeowners insurance may be worthless in an R/C accident. Anyway, ask your insurance agent (no hand cupping). Well, that's about it for this month. See you at the club house, and bring a friend.

PRES LARRY

## FORMULA 500 CONTEST REPORT

Our first race of the year, a Formula 500 type, was held the 25th of February at the Sepulveda Basin. Thirty-six flyers, and about 13 workers (mostly Valley Flyers) turned out on a beautiful Sunday, for a **FULL** day of racing. The racing was tight and hotly contested. Considering the amount of entries, crashes were low. Don't tell that to Gary McPike though, a spectacular crash coming around #3 pylon did him in for the day. Jay Replogle and Len Curiel finished in a photo finish for the closest race of the day. Would you believe Chris Hoyer fell flat on his duff when the flag was dropped in his heat. He never saw his plane take off. He still finished the race in fine fashion, though he did crash later on.

After 56 heats, 7 hours 15 minutes of racing, Bill Grove emerged the winner in Expert. Followed closely by Tom Christopher and Gene Sidwell. Jay Millard took Standard class, with (guess who) Jay Replogle second, and Tom Kollander third. The people who came out to work did a tremendous job in making this one of the best races in years. My thanks to all of you, flyers and workers alike. Also, a special thanks to Richard Farrier of the Birds Club, who supplied the pylons, and Betty and Suzi Stream, who set up the matrix.

LARRY

EXPERT	TIME	STANDARD	TIME
1. *Bill Grove .....	1:17	1. Jay Millard .....	1:32
2. Tom Christopher .....	1:20.8	2. *Jay Replogle .....	1:35
3. Gene Sidwell .....	1:26	3. *Tom Kollander .....	1:54
4. *Ron Shorr .....	1:25	4. Len Curiel .....	1:39.9
5. Kent McKenna .....	1:20.9	5. Bill Becher .....	1:55

TROPHIES AWARDED THRU 3rd AND FAST TIME

\*Denotes Valley Flyer

## Which Covering Material Is Strongest?

After covering a somewhat fragile wing structure with Permagloss Coverite which I thought would be the best covering to stiffen and strengthen, I was shocked to find what appeared to be no increase in rigidity at all. This led to some experiments with some rather interesting results.

I started by making 5 identical flat panels of 1/8 square spar material, testing them for torsion and bending strength to be sure they were identical. Different covering was then applied to each of 4 panels. Testing was then done for torsion, bending and breaking strength.

For torsion each piece was mounted in a fixture, a protractor attached to the end, then 2 oz. of pressure was applied to corner. The resultant angles were as follows.

Bare wood .....	14 degrees
Permagloss Coverite .....	14 degrees
Econokote .....	10 degrees
Med. Silkspan (4 coats dope) .....	8 degrees
Super Monokote .....	6 degrees

For bending strength a measurement of deflection caused by a 6 oz. weight was used.

Bare wood .....	13 mm.
Permagloss Coverite .....	13 mm.
Econokote .....	11 mm.
Silkspan .....	10 mm.
Super Monokote .....	9 mm.

For breaking strength an increasing pressure was applied until panel broke.

Bare wood .....	12 oz.
Permagloss Coverite .....	14 oz.
Econokote .....	13 oz.
Silkspan .....	13 oz.
Super Monokote .....	14 oz.

This last test had shown an unexpected characteristic. The time period until breaking was about 2 seconds and what was obvious was a decreasing strength with time in regard to Econokote, Super Monokote and especially Permagloss Coverite. I feel given a time period of perhaps 4 seconds or longer, Coverite would have broken at the same pressure as bare wood. Conversely its initial resistance and published tensile strength make it probably the strongest of any covering material in a time span of a 1/2 second or so.

My conclusions would be that Super Monokote contributes the most strength for flight loads (the tests for torsion and bending were long enough to get a stabilized reading). Permagloss Coverite is the strongest material for crash resistance, though giving no strength for flight loads.

Silk and dope were not tested, but I suspect it would be even better than Super Monokote for flight loads and somewhat less effective for crash resistance than Super Monokote or Permagloss Coverite.

BOB HALVORSEN

Editors Note: This is the second article explaining how various members have solved some of their modeling problems, and are willing to share their "how to" knowledge. Many thanks to Bob.

March	4	1/4 Midget, QMRC, Sepulveda Basin
	10-11	Pattern & Scale, SGVRCL, Whittier Narrows
	17-18	Formula I, NMPRA, Sepulveda Basin
	25	Quickie 500, BIRD Club, BIRD Field
	31	
April	1	Western States Regional Championships Pattern and Scale, Eagles, SGVRCL, BIRD Club, Mile Square
	8	Quickie 500, SGVRCL, Whittier Narrows
	21-22	Model Expo, OCRCC, Mile Square
	21-22	Formula I, Valley Flyers, Sepulveda Basin
	28-29	MACS, Long Beach Convention Center
May	6	Gathering of Scale Uncontest, Scale Squadron, Mile Square
	19-20	Formula I, Bakersfield
	19-20	War Birds West, Scale, Morgan Hill
	26-27	Pattern and Scale, Fresno RC Club, Madera
	27	Open Fun Fly, SGVRCL, Whittier Narrows
June	2-3	BIRDS Open Pattern and Scale, Mile Square
	9-10	Formula I, Pop White Memorial, BIRDS/SGVRCL, Whittier Narrows
	16-17	Aeronuts Border Classic, Pattern and Scale, Chula Vista
	24	Quickie 500, Valley Flyers, Sepulveda Basin
	30	
July	1	Formula I, Chula Vista (Tentative)
	7-8	Pattern and Scale, OCRCC, Mile Square
	14-15	Golden Age of Scale, Morgan Hill
	15	Helicopter, SGVRCL, Whittier Narrows
	22	1/4 Scale, SGVRCL, Whittier Narrows
	29	Fun Fly, Anaheim RC Club, Mile Square
JULY 29 - AUGUST 5 - NATIONALS, LINCOLN NEBRASKA		
August	11-12	Mammoth Scale Flyin, Morgan Hill
	12	1/4 Midget, SGVRCL, Whittier Narrows
	18-19	5th Annual Scale Meet, Scale Squadron, Mile Square
	25-26	Formula I, NMPRA, Sepulveda Basin
September	1-2	Pattern and Scale, Chula Vista
	9	Fun Fly, OCRCC, Mile Square
	9	AMA Scale/StandOff Scale/ Team Scale, Canyon Crosswinds
	15-16	Pattern, San Diego Drones
	22-23	Formula I, SLO Flyers, San Luis Obispo
	29-30	Pattern and Scale, SGVRCL, Whittier Narrows
	29-30	WWI Western Front Scale, Morgan Hill
	29-30	West Coast 1/2 A Championships, Sepulveda Basin
	23	1/4 Midget, QMRC, Mile Square
October	7	Quickie 500, BIRD Club, BIRD Field
	7	Fun Fly, RC Bees, Mile Square
	3-10	Free Flight World Championships, Taft, California
	20-21	Scale Olympics, Riverside
	20-21	NMPRA Formula I Championships, Las Vegas
	21	Open Fun Fly, SGVRCL, Whittier Narrows
	27-28	West Coast 1/4 Midget Championships, Sepulveda Basin
November	3-4	Pattern and Scale, Chula Vista
	4	Flying Wing Contest, Northrop, Mile Square
	11	Uncontest, Scale Squadron, Mile Square
	18	Quickie 500, SGVRCL, Whittier Narrows
	22-23-24	Winternats, Tucson

# EDITOR'S SECTION

First off, thanks again to all of those who were concerned about my health and again I'd like to express my heartfelt thanks for your expressions. You know who you are — so I'll not try to enumerate each one. Also, my thanks, and surely the whole club should thank those kind souls that put the February newsletter together during my indisposition. So that they can be identified, they are Pres. Laulom, V.P. Rosen, Asst. Sec. Hager, Treas. McElrath, and Sec'y. Ross.

I think that Larry Laulom will bring it up in his write-up too, but I'm concerned about our dwindling membership roster. Somehow we've not been able to get through to all of the new faces I see fairly regularly out at the field. It looks more and more like we need to implement Colby Evett's great idea of an information booth at the field to advise prospective members.

As you know, we exchange newsletters with various R/C model clubs and all of us gain a lot of helpful information in this way. In the February issue of the San Jose Wavemasters R/C club newsletter "Cross Talk", there was the report of a member survey. Much very interesting information was gathered that can be used to further help the club. It was so impressive that it is being copied in this issue in the hope that our membership will cooperate in filling in the blank spaces and returning the form to the editor either by mail or at a meeting.

BERT

## FOR SALE

### WORLD ENGINES EXPERT MK II 5 CHANNEL SYSTEM

Four S-10 servos  
Nicads and charger  
Two open sticks on Mode II  
On Red/White, 72.240 Mhz  
Flown less than 20 flights in a glider  
Purchased in late 1977  
\$175.00

George Finch  
(213) 593-8189 days  
(213) 459-1577 evenings

## SHOW & TELL

Wayne McElrath was the only exhibitor of anything in the last meeting so he will get a coffee mug. His thing was an unfinished Junkers JU87 with pilots made in Japan but reworked to show change in the features. Wings are sheeted foam, fuse is built up balsa. No note made on engine, probably a .61. Scratch built from plans of some kind.

