

THE VALLEY FLYER

APRIL



1979

PACKARD PHOTOGRAPHY
BURBANK



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President's Page

Well, if you were not at the March meeting, you missed one hell of an auction. We didn't have a lot of merchandise, but everybody was in the spirit. Framed-up and kit form airplanes dominated the action. George Finch did a fantastic job as auctioneer. In fact, if you scratched your head or picked your nose, you bought something. George is quick. Even Nate (the skate) bought something. Trouble was, he didn't wake up until 11:00 p.m. If you saw something you wanted, but didn't bid it, don't worry, that same item will most likely be at our next auction in October. What fun!

The first formula I race in So. Cal. was held 17, 18 March, at the basin. A great time was had by all even though it rained a couple of times. Only three crashed out of 29 airplanes, two by radio. Gary McPike (Valley Flyer) did an excellent job as contest director and Jeff Bertken was in his element as starter. Speaking of racing, our only Form I race of the year will be held 21 & 22 April. Ralph Rosen (X-Pres) will be the contest director. He needs some people to help him work the contest. I'm sure there will be a workers raffle. Adam McGrath won a brand new KTB 40 at the March race. Working at a race isn't what it used to be. It's easy and fun. Races nowadays are well organized and professionally run. I've noticed that even the racers themselves have mellowed slightly or should I say become seasoned. There doesn't ever seem to be any more flyer/worker conflicts as in past years. Equipment is excellent, and there is an emphasis on safety. While I'm on the subject of organization, our own club seems to be picking up again. Membership is coming along and everybody is beginning to pitch in. Now if we can just beat this Olympic Games thing. Write to Joy Picus, the district councilperson for the basin area. Hand written letters seem to get the best response.

For those of you who are interested, there will be sets of quickie 500 racing rules at the April meeting.

Since spring is here I thought what do you dust off after a long winter, besides your airplane? What else, your **RADIO**. How are your batteries, servos, etc? Mr. Lloyd Taylor will be at the April meeting and will be able to answer any of your questions. Don't miss it!! Dave Lloyd of "Dave's Custom Models will present the raffle.

Krazy Larry

THIS MONTH WE START ANNOUNCING A NEW NEW TYPE OF JUDGING AWARDS FOR THE MODEL OF THE MONTH CONTEST. NOTE THAT IT IS BROKEN DOWN INTO THREE CATAGORIES, --JUNIOR , SPORT AND COMPETITION. CONGRATULATIONS TO THE WINNERS WHO ARE:

JUNIOR	SPORT	COMPETITION
MARK LINDGREN PIETENPOL	LYNN GUTHRIE P-51 Susie Q	GARY MC PIKE T2-40 PATTERN SHIP

Editor's Chat

This month we start with the biographies of our club members. Hopefully, with the cooperation of all, we will be able to each know the other better. We will probably find that we have a cross section of America in the club and a great amount of diversity in the way each member earns the money to support his or her hobby.

Thanks to Colby Evett, we have learned some of the history of the radio controlled model aircraft hobby in the Los Angeles area. The amount of work and study that it took to make a plane and controls, plus the ability to get it up and down in one piece speaks highly of those "Early Birds."

We're still hopeful of getting some more of last month's Questionnaire returned, so the results will be published next month. We think there might be some interesting facts found when all the information is compiled and analyzed.

I can never understand how a month can go by so fast. It seems like a couple of days ago that I put the last issue into the capable hands of Dick Hager after getting the type set copy back from our good helpmate, Roger Peltier. It reminds me of a friend that pulled a 36-foot house trailer from Detroit to Los Angeles. He told me that something was wrong because it was about 20,000 feet up the mountains but only 5000 feet down. But he made it, and so did I for this month.

Way Back When in R.C.

It's not known exactly when, but shortly after the end of WW2 a group of model airplane enthusiasts that were interested in radio control met in the apartment of Howard Bonner and formed a club. Those intrepid souls were **Howard Bonner**, who later was to head Bonner Specialties, manufacturers of Radio Controls, escapements and other associated products; **Bill Deans**, who is responsible for the universally used Deans Connector on many receivers and servos; **Dick Shumacher**, who just a year or so ago, was killed in a Western Air Lines training flight; **Bill Butler**, who also has passed to the Great Beyond; **Camby Wilson**, who now lives back east, but whose name has come up at various times in our hobby magazines, and last, but surely not least, a fellow Valley Flyer, **Colby Evett**. They called the club the Los Angeles Radio Control Club, and who, if he has been in modeling for some time, has not heard of the LARC.

They flew any place they could find a open space with a forgiving owner or, at least, until someone ran them off. It seems that the field at Rosecrans and Western was pretty popular and they had it fixed up pretty good too. They also flew in the Sepulveda Basin with the field now located about where the Balboa Golf Course Club House is now.

With the general growth of radio control modeling, more and more clubs were formed in separate communities, and the LARC members were drained off to help start the new clubs. It is not known when the club was disbanded, but we all owe a debt of gratitude to those "Early Birds," because they and others fought to get the Los Angeles Parks and Recreation Dept. to put in a permanent field in the basin. More on that next month. One other item of interest. Rumor has it that the LARC treasury had about \$700.00 in it at the time of the club's demise. With the interest accumulated, that money, if found, would hopefully assist modeling in the area as a scholarship fund or similar for our young hobbyists.

Remember the giant Navy Zeppelins of the 1930's with their built-in aircraft hangers and fleet of Curtiss pursuit ships? The same carrier/parasite philosophy was tried again in the early days of the jet age. The mother ship was to be the Convair B-36, and the parasite fighter was the McDonnell XF-85 Goblin.

The theory was that when the big bombers were menaced by enemy planes, certain ships in the formation would open their bays and launch fighters. After the engagement, the survivors would be retrieved by the mother ships through a trapeze arrangement, and be tucked away for future use.

Thus was created the smallest and most unique jet fighter aircraft of all time. It not only had to fit into the 16' long bay of the B-36, but also had to equal or surpass the performance of enemy aircraft. This was a near impossible design problem.

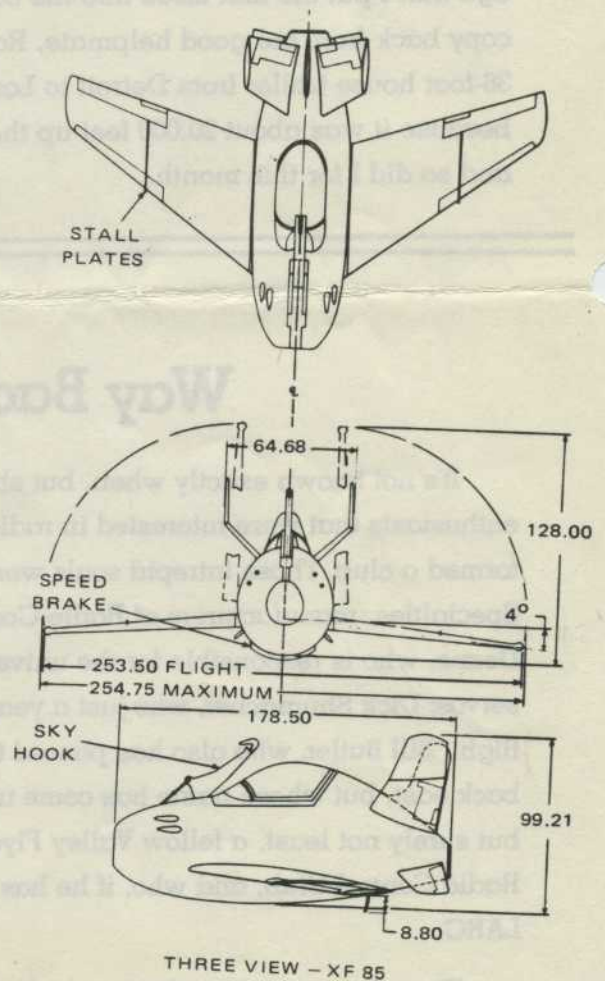
The XF-85 Goblin with wings folded measured only 5' wide, 10' 3" high and less than 15' long. The pilot straddled a 3000 lb. thrust Westinghouse J34-WE-7 engine with about 30 minutes of fuel, and preliminary estimates promised a top speed of 664 m.p.h. Not bad for 1945! Four 50 caliber guns were grouped around the air intake. Instead of landing gear, there was a retractable hook for the trapeze of the carrier plane. Tail span was reduced by dividing it into six odd shaped surfaces. The Goblin had the appearance of a fat little bug in flight.

Ordered in October 1945, it was first flown on August 23, 1948 from a specially modified B-29. When the XF-85 attempted to engage the trapeze of the mother ship, its canopy was smashed and the pilot was forced to make an emergency landing on a belly skid. Another attempt in October succeeded, but the difficulty of recovering parasites had been demonstrated. Other difficulties presented themselves including unsatisfactory stability and control characteristics. Thirteen service test copies were cancelled after the two prototypes (S.N. 6523/24) were built. One XF-85 still survives - located at the Air Force Museum, Wright-Patterson Air Force Base, Ohio.

The first flying aircraft carriers, the Zeppelins, were impractical because of their immense size and vulnerability. The second was impractical due to higher flying speeds of the B-36 and the necessarily small size of the parasite.

The Air Force moved on to more conventional bomber escort design with the long range McDonnell XF-88, armed with six 20MM guns. Thus ended the sage of the "flying flat-tops".

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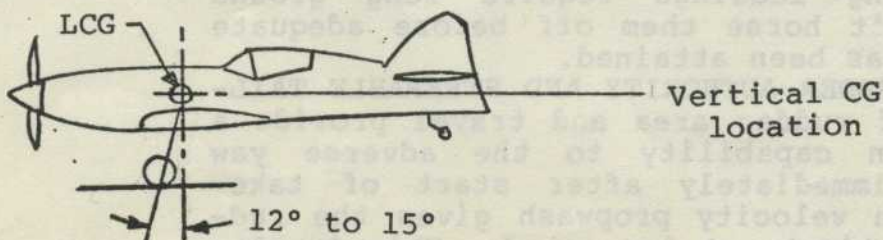
CONVENTIONAL LANDING GEAR ON R/C AIRPLANES (TAIL-DRAGGERS)

Did you ever pause for a moment between flights at the Basin to observe the ground handling qualities of the tail-draggers? Why do some models take off, land and rollout straight as an arrow? Others possess ground handling qualities as crooked and unforgiving as a politician! For a long time I explained this as pilot technique, but that isn't true.

After a couple of early disasters with tail-draggers, I resigned to build only tricycle gears until my piloting improved. Why would anyone want to tackle the tail-dragger anyway? For one reason most full size airplanes, past and present, that are desirable subjects for models are tail-draggers. Since I have been flying and designing man-carrying planes for 35 years, a model just isn't a model to me unless it bears some resemblance to a real plane. Imagine a P-40 or P-51 with a tricycle gear! Even the Sunday spectators would get a good laugh. After considerable study and experimentation with both full size and R/C model tail-draggers, I think I have some of the answers as to what causes good tail-dragging handling qualities.

1. **LOW NOSE ATTITUDE** Shorten the main gear and lengthen the tail gear. The bad effect of asymmetrical prop thrust is minimized.

2. **MAIN WHEEL LOCATION** Place the main wheels as close to the longitudinal center of gravity (LCG) as practical, but just forward enough to prevent nose-overs, to an excessive degree. A good location is shown in the sketch.



3. **MAIN WHEEL ALIGNMENT** Use one to two degrees of toe-in on each main wheel. Toe-in provides directional stability because as the model starts to swing around, the inside wheel slows down and somewhat aligns with the direction of travel to reduce the drag thereof. At the same time, the outside wheel tends to speed up. The toe-in causes an increased skid and the resulting drag slows the outside wheel and tends to straighten the turn.

